

LOK SABHA DEBATES

(English Version)

Fifth Session
(Fifteenth Lok Sabha)



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CONTENTS

[Fifteenth Series, Vol. X, Fifth Session, 2010/1932 (Saka)]

No. 4, Thursday, July 29, 2010/Sravana 7, 1932 (Saka)

SUBJECT	COLUMNS
OBITUARY REFERENCES	1—2
WRITTEN ANSWERS TO QUESTIONS	
Starred Question Nos. 61 to 80	7—82
Unstarred Question Nos. 691 to 920	82—421
PAPERS LAID ON THE TABLE	421—424
STANDING COMMITTEE ON RURAL DEVELOPMENT	
10th to 13th Reports	424
STATEMENT BY MINISTER	425—426
Status of implementation of the recommendations contained in the First Report of Standing Committee on Petroleum and Natural Gas on Demands for Grants (2009-10) pertaining to the Ministry of Petroleum and Natural Gas	
Shri Jitin Prasada	425—426
MOTION RE: SEVENTEENTH REPROT OF BUSINESS ADVISORY COMMITTEE	426
MATTERS UNDER RULE 377	426
(i) Need to allocate funds for gauge conversion work on Bahraich-Nanpura-Rupaidiha railway section in North Eastern Railways	
Shri Kamal Kishore 'Commando'	427
(ii) Need to set up a separate institutional authority to monitor the allocation and implementation of grants for the upliftment of SCs and STs	
Shri Rajaiah Siricilla	427—428
(iii) Need to introduce CNG based vehicles in the country, particularly in Hyderbaad	
Shri Ponnamp Prabhakar	428
(iv) Need to set up Kendriya Vidyalayas in Bhadrachalam and Warrangal district of Andhra Pradesh	
Shri P. Balram	429

SUBJECT	COLUMNS
(v) Need to ensure adequate supply of fertilizers at affordable rates to the farmers of Zahirabad and Medak regions in Andhra Pradesh	
Shri Suresh Kumar Shetkar	429—430
(vi) Need to grant residency rights and identity cards to Hindu/Sikh nationals who have come from Pakistan on valid Visas	
Shri Pratap Singh Bajwa	430—431
(vii) Need to shift Bagdad Asmara firing range in Karnataka to some other place	
Shri Suresh Angadi	431
(viii) Need to promote Junior Engineers of Bhakra Beas Management Board to the post of Sub-Divisional Officer	
Shri Anurag Singh Thakur	431—432
(ix) Need to increase wages of workers engaged in cooking mid-day meals in rural areas of the country, particularly in Jalgaon Parliamentary Constituency, Maharashtra	
Shri A.T. Nana Patil	432—433
(x) Need to extend the Rajgir-Tilaiya rail section upto Koderma in East Central Railway Zone	
Dr. Bhola Singh	433
(xi) Need to clear the backlog of pending cases in various courts	
Dr. Shafiqur Rahman Barq	433
(xii) Need to provide security cover to the fishermen of Nagapattinam' Parliamentary Constituency in Tamil Nadu who are being attacked by the Sri Lankan Navy	
Shri A.K.S. Vijayan	433—434
STATUTORY RESOLUTION RE: APPROVAL OF PROCLAMATION BY PRESIDENT IN RELATION TO THE STATE OF JHARKHAND	
Shri Ajay Maken	434—435
ANNEXURE I	
Member-wise Index to Starred Questions	437—438
Member-wise Index to Unstarred Questions	438—444
ANNEXURE II	
Ministry-wise Index to Starred Questions	445
Ministry-wise Index to Unstarred Questions	446—448

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LOK SABHA DEBATES

LOK SABHA

Thursday, July 29, 2010/Sravana 7, 1932 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MADAM SPEAKER *in the Chair*]

[*English*]

OBITUARY REFERENCES

MADAM SPEAKER: Hon. Members, I have to inform the House of the sad demise of two of our former colleagues, Shri Mohan Lal Jhikram and Shri Shiv Charan Gupta.

Shri Mohan Lal Jhikram was a Member of the Eighth, Ninth and Tenth Lok Sabhas from 1984 to 1996, representing the Mandla Parliamentary Constituency of Madhya Pradesh. Earlier, Shri Jhikram was a Member of the Madhya Pradesh Legislative Assembly from 1980 to 1983. During this period, he held the position of the Deputy Minister for Education in the Government of Madhya Pradesh from 1983 to 1984.

Shri Jhikram was a Member of the Committee on Papers Laid on the Table during the Eighth Lok Sabha. He was a Member of the Joint Committee on Salaries and Allowances of Members of Parliament and the Consultative Committee of the Ministry of Communications during the Tenth Lok Sabha.

An active social and political worker, Shri Jhikram served as the President of the District Cooperative Society, Mandla, Madhya Pradesh from 1983 to 1984 and President, Madhya Pradesh Tribal Cell from 1985 to 1991. He also served as the President, Forest Produce Committee, Jabalpur and the District Yojana Mandal, Mandla, Madhya Pradesh. He was the Vice-President of the All India Farmers' Committee from 1990 to 1991 and a Member of the Flood Control Board, Madhya Pradesh from 1980 to 1984.

An educationist by profession, Shri Jhikram was a recipient of the National Award for best teacher in 1963.

Shri Jhikram worked relentlessly for rural uplift through the promotion of adult education and eradication of various social evils.

Shri Mohan Lal Jhikram passed away on 6th June, 2010 at Mandla, Madhya Pradesh at the age of 91.

Shri Shiv Charan Gupta was a Member of the Third Lok Sabha from 1962 to 1967 representing the Delhi Sadar Parliamentary Constituency of Delhi.

Earlier, Shri Gupta was a Member of the Delhi Legislative Assembly from 1952 to 1956. During this period, he held the position of Deputy Minister in the Delhi Government from 1953 to 1954. Shri Gupta served as the Chairman, Standing Committee, Municipal Corporation of Delhi from 1958 to 1962.

Shri Gupta played a proactive role in the campaigns for the betterment of health facilities for the poor and downtrodden. He was also instrumental in setting up of an educational institution in Delhi.

Shri Shiv Charan Gupta passed away on 26th July, 2010 at the age of 88.

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.

11.05 hrs.

The Members then stood in silence for a short while.

[*Translation*]

...(Interruptions)

MADAM SPEAKER: I would like to inform you that I have received notices for discussion under rule 184 this morning which includes the notice sent by the Leader of the opposition. I am examining these notices.

...(Interruptions)

SHRI SHAILENDRA KUMAR (Kaushambai): Madam, I have also given the notice.

MADAM SPEAKER: That is what I am saying that I have received the notices which include your one also.

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam, I would like to point out just one thing to you that yesterday, you rejected our adjournment motion by giving a ruling. You are presiding the chair and the chair is the supreme for us. Neither I can make any comment against your ruling nor I will like to do so. I would simply like to say that your ruling has pained and disappointed us. In the end, you said that if this notice is given under some other rule, then it will be considered. Therefore, we have given the notice under rule 184 for discussion. However, we have also annexed a covering letter with the notice under Rule 184 requesting again for adjourning the question hour. Because of not admitting the adjournment motion, the discussion is held up for the last three days. Therefore, I would request you to adjourn the question hour today, and take up the discussion under Rule 184 so as to allow the smooth functioning of the House. This is my submission to you.

SHRI SHAILENDRA KUMAR: Madam, I have also given the notice.

SHRI SHARAD YADAV (Madhepura): Madam Speaker, I have also given the notice for having a discussion under Rule 184 and suspension of the question hour today. Yesterday, we had requested the Government, the Finance Minister Pranab Mukherjee and your good-self also for allowing a discussion. When we go among the people they ask us as to what we are doing and when we come to Parliament, the Government rejects us and is not ready to discuss the issue. Yesterday, you had rejected our notice for adjournment motion. The chair is the only place where we can seek protection. For over a year, you seem to be favouring Shri Pranab Mukherjee but you do not show your kindness towards us. Yesterday, you gave the ruling. But I want to tell you that the whole opposition has felt disappointed with the same. We kept on thinking as to what should we do? How should we tackle the Speaker Madam? The Speaker is supreme and we are helpless before the Chair. We pondered over the same at length and decided to submit the request for discussion under Rule 184. I would like to tell you that your decision

yesterday has also disappointed the people. Therefore, I would request you to suspend the question hour for now. There is an outcry outside. Therefore, I would humbly request you to accede to our demand of allowing the discussion under Rule 184. Yesterday, you yourself had admitted it. Now the issue of adjournment motion has become totally useless. *...(Interruptions)*

SHRI MULAYAM SINGH YADAV (Mainpuri) Madam, I have also given the notice.

MADAM SPEAKER: I have said that since you have given the notice, you can speak.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): There is no such rule under which you cannot speak after me. You can speak afterwards. *...(Interruptions)*

SHRI DARA SINGH CHAUHAN (Ghosi): Madam, I have also given the notice.

MADAM SPEAKER: Let him speak first. Afterwards, you can speak. I will call you also.

SHRI PAWAN KUMAR BANSAL: Madam, I would like to clarify one thing. The Government never said that it won't like to have discussion on any issue. *...(Interruptions)* We always keep on saying that the Government is ready to discuss any issue and yesterday, one and a half hour had gone into discussing this particular issue. The same thing was discussed by all the Members yesterday and I don't know, how Sharad Yadavji is saying all this now. On 27th, Shri Sudip Bandyopadhyay and Shri Roy gave two notices under the rule 193. The discussion under those notices can be held today itself. *...(Interruptions)*

MADAM SPEAKER: If you want to say something. You can go ahead.

...(Interruptions)

SHRI PAWAN KUMAR BANSAL: You are completely lying and making a false statement. *...(Interruptions)*

MADAM SPEAKER: You please sit down.

...(Interruptions)

SHRI MULAYAM SINGH YADAV: Madam, we want the House to run in a peaceful manner. We don't want any kind of disruption in the House. From the Chair, you are watching the Government which is never ready to listen to our views and make a reply. You know that I have given the notice on behalf of my party. Just as, I rose to put forth my viewpoint, they started causing disruption. ...*(Interruptions)*

MADAM SPEAKER: I will also call you.

...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: I have the right to express my viewpoint, if you give me the time to speak, it is alright and if you don't we will straight away resort to some other tactics. Sharad Yadavji has given the notice and I have also given the notice. Now, we are unanimous on this issue. It never happened that the whole opposition has held similar views on an issue. These people also want to hear on this issue. ...*(Interruptions)* What will happen, if you shout? I want to say that first of all you let the discussion be held under the rule 184. We have been demanding the same since the day before yesterday. Had it been accepted then there would not have been disruption in the House today. If this House is not running properly, the Government is responsible for the same. Madam, you please don't take the responsibility of the Government. Why are you taking their responsibility? You are in the Chair. The Speaker always provides protection to the opposition. The Government will not listen us and act arbitrarily. We want the discussion to be held under the rule 184 so that the House can run in a peaceful manner.

SHRI DARA SINGH CHAUHAN: Madam, I had also given the notice.

MADAM SPEAKER: Your notice is not there.

...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: Every work is done under a rule and law. I would like to bring a point to your notice. Since yesterday, the discussion is taking place. ...*(Interruptions)*

MADAM SPEAKER: Now, let the Question Hour begin.

...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: Lok Sabha is run under rule and law. I had given the notice yesterday also. ...*(Interruptions)* The rules and laws are made for the people's will. ...*(Interruptions)*

MADAM SPEAKER: There is a process under rule 184, let me examine it. If I admit the same it will go before BAG. You please allow this much of time and sit down.

...*(Interruptions)*

SHRI DARA SINGH CHAUHAN: The law is not above the plight of the poor people of the country. Our demand is to have discussion under rule 184 by delaying all other work. ...*(Interruptions)*

MADAM SPEAKER: Now, let the Question Hour take place. Thank you.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: Madam, first of all discussion will be held in the House on the issue of price rise. If our motion for adjournment has been rejected, then take up the discussion under rule 184 because the issue is the same, but you are saying that the Hour should be run leaving the issue of price rise aside. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: We have taken up the discussion under rule 193. ...*(Interruptions)* on 27th, two notices have come under rule 193. Because the notices have already come under rule 193, therefore, the discussion should be held under the same. ...*(Interruptions)* We are talking about discussion and they are quoting the rule.

MADAM SPEAKER: Let the Question Hour begin.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: No other work will be taken up in the House except discussion on price rise. ...*(Interruptions)*

MADAM SPEAKER: Let the question hour begin.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: First of all, the issue of price rise will be discussed. We have changed the rule. We have left the adjournment motion after your ruling. You please allow the discussion to take place under rule 184*(Interruptions)*

MADAM SPEAKER: Alright, you also know that I have to take decision on the basis of it. If it is admitted, it will go before Business Advisory Committee. You know each and everything.

...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ: The poignant question in the country today is that of price rice. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: We are talking of discussion and they are talking about rule. ...*(Interruptions)*

MADAM SPEAKER: Q.No. 61

...*(Interruptions)*

11.14 hrs.

At this stage, Shri Mithilesh Kumar, Shri Dharmendra Yadav and some other hon. Members came and stood on the floor near the Table.

...*(Interruptions)*

[English]

WRITTEN ANSWERS TO QUESTIONS

Appointment of Judges

*61. SHRI RAJIAH SIRICILLA:
SHRI P. BALRAM

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the present system of appointment of judges in the High Courts/Supreme Court has been effective;

(b) if not, whether the Government proposes to initiate measures to revamp the process of selection/appointment of judges;

(c) if so, the details thereof; and

(d) its present status?

THE MINISTER OF LAW AND JUSTICE (DR. M. VEERAPPA MOILY): (a) to (d) The procedure for appointment of Judges which is based on the judgement of the Supreme Court has been debated in various fora and there have been demands to change the same. However, there is, at present, no specific proposal to bring about any change in the present system of appointment of Judges in the Supreme Court and the High Courts.

Civil Aviation Safety

*62. SHRI EKNATH MAHADEO GAIKWAD:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Civil Aviation authorities have taken steps recently to strengthen aviation safety;

(b) if so, the details thereof;

(c) whether the Government has set up any civil aviation safety advisory body;

(d) If so, the details in this regard;

(e) whether any recommendations have been made by the civil aviation safety advisory body; and

(f) if so, the details thereof alongwith the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. Directorate General of Civil Aviation (DGCA) has taken various steps to strengthen aviation safety like conducting special safety audits of airlines, inspection of critical airports, issuance of operational instructions to airlines and constitution of Civil Aviation Safety Advisory Council. DGCA has also taken steps for re-assurance drive on the maintenance activities of

all scheduled airlines and checking of overloading of aircraft. Federal Aviation Administration (FAA) of United States of America had also carried out an audit in 2009 to review DGCA's safety oversight capabilities. The FAA made some recommendations for their improvement. The steps taken by DGCA in this regard have been appreciated by FAA as there had been significant improvement in several areas of DGCA in a short span of time, which included creation of an additional 427 Group "A" posts in DGCA in order to strengthen the safety oversight set - up in DGCA.

(c) and (d) Yes, Madam. Civil Aviation Safety Advisory Council (CASAC) has been set up in the DGCA under the Chairmanship of Director General of Civil Aviation with 28 expert members from industry and stakeholders who have made significant contribution in aviation sector. The Council has constituted 4 different working groups for (i) Operations, (ii) Airworthiness, (iii) Air Navigation and (iv) Aerodromes.

(e) and (f) On the recommendations of CASAC, DGCA has taken action for (i) inspection of critical airfields; (ii) issuance of guidelines for Approach and Landing Accidents Reduction (ALAR) Tool Kit; (iii) suggested review of operations to those Defence Air Fields which do not conform to International Civil Aviation Organisation (ICAO) standards; and (iv) enhancement of safety in general aviation operations.

Crimes in Trains

*63. SHRI P. VISWANATHAN:
SHRI K.P. DHANAPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of burglary, looting, drugging, hooligan activities and other crimes against passengers in various long distance trains and railway stations reported during each of the last three years, zone-wise and category-wise;

(b) the progress made in the investigation of the cases and arrests made so far; and

(c) the efforts made by the Railways to check such incidents and ensure fear free journey for the passengers in trains?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) A Zone-wise statement showing the number of cases of burglary, looting drugging, hooligan activities and other crimes against passengers in trains and railway stations reported during the last three years and the current year (January to June) is annexed herewith. Total arrests made are also shown in the enclosed Statement.

Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the State Police, which they discharge through Government Railway Police (GRP) of the State concerned. As such the cases of crime on Railways are reported to, registered and investigated by the Govt. Railway Police.

(c) The following measures are being taken for the security of passengers:

1. 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by Government Railway Police of different States.
2. An Integrated Security System consisting of electronic surveillance of vulnerable stations through CCTV Camera Network, access control, Anti-sabotage checks has been approved to strengthen surveillance mechanism over 202 sensitive and vulnerable Railway stations.
3. Regular coordination meetings are held with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).
4. Public awareness against crime like Drugging of passengers is done through regular announcements at stations and in trains.
5. An amendment is under examination in the RPF Act to enable RPF to deal with the passenger related offences more effectively.
6. Besides taking other measures, joint teams of RPF of different Zonal Railways are also deployed in frequently affected trains to prevent the offences of Drugging.

Statement

Rly	Year	Burglary (at Railway station)		Loot (Dacoity and Robbery)		Drugging		Hooligan activities		Other crimes		Total arrest	
		Train	Stns	Trains	Stns	Train	Stns	Trains	Stns	Train	Stns	Trains	Stns
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Central	2007	0	0	23	5	4	0	0	0	895	288	414	156
	2008	0	0	29	1	25	1	0	2	991	299	351	301
	2009	0	0	27	2	56	1	0	1	1022	299	394	188
	*2010	0	0	17	0	11	1	0	2	592	144	336	93
Eastern	2007	0	0	18	2	51	7	0	7	308	188	377	204
	2008	0	0	17	4	36	2	0	7	295	152	348	165
	2009	0	0	31	2	33	1	0	6	295	155	359	164
	*2010	0	0	13	1	25	1	0	4	181	110	219	116
East Central	2007	0	0	25	14	195	67	0	0	352	374	204	140
	2008	0	0	25	4	201	94	0	18	380	381	174	296
	2009	0	0	23	11	259	49	0	11	479	348	82	94
	*2010	0	0	11	5	87	12	0	1	272	199	42	52
East Coast	2007	0	0	0	0	8	3	0	0	31	115	19	41
	2008	0	0	0	0	9	5	0	0	30	162	9	31
	2009	0	0	0	0	33	3	0	0	77	218	11	19
	*2010	0	0	0	0	6	2	0	0	48	97	6	26
Northen	2007	0	0	6	2	32	22	1	2	459	630	282	408
	2008	0	0	7	6	14	5	1	0	382	693	182	442
	2009	0	0	9	9	15	4	0	0	369	511	131	338
	*2010	0	0	5	9	20	6	0	0	261	199	101	131
North Central	2007	0	0	6	0	24	0	0	0	298	64	52	21
	2008	0	0	5	1	8	0	0	0	305	59	46	37
	2009	0	0	5	4	14	1	0	0	306	66	39	43
	*2010	0	0	3	0	3	0	0	0	170	22	22	13

1	2	3	4	5	6	7	8	9	10	11	12	13	14
North Eastern	2007	0	0	8	1	28	3	0	0	54	13	22	7
	2008	0	0	3	3	2	0	0	0	50	26	16	19
	2009	0	0	4	2	4	2	0	0	44	17	21	15
	*2010	0	0	5	0	18	1	0	0	32	12	17	9
Northeast Frontier	2007	0	0	25	2	47	13	0	1	61	101	36	46
	2008	0	0	34	1	37	15	0	2	75	88	39	61
	2009	0	0	39	3	62	2	1	7	119	81	42	50
	*2010	0	0	23	0	17	1	0	2	83	43	13	2
North Western	2007	0	0	3	0	35	5	0	0	234	166	105	104
	2008	0	0	4	0	33	1	1	0	179	158	75	84
	2009	0	0	1	0	19	2	0	0	272	190	94	103
	*2010	0	0	2	1	6	3	0	0	104	71	34	53
Southern	2007	0	0	0	0	11	0	0	0	136	78	93	60
	2008	0	0	1	0	3	0	0	0	160	74	92	70
	2009	0	0	2	0	5	0	0	0	180	112	118	143
	*2010	0	1	3	0	4	0	0	0	132	54	64	59
South Central	2007	0	0	3	2	23	1	0	0	180	119	128	95
	2008	0	0	1	1	11	2	0	0	218	107	159	84
	2009	0	0	2	1	16	1	0	0	283	122	184	106
	*2010	0	0	1	0	5	1	0	1	139	93	59	78
South Eastern	2007	0	0	6	2	6	1	0	1	182	99	56	65
	2008	0	0	0	1	12	6	1	0	98	44	58	36
	2009	0	0	5	4	17	0	0	1	151	63	65	54
	*2010	0	0	1	1	8	2	0	0	66	27	43	25
South East Central	2007	0	0	2	3	7	0	0	0	156	79	21	21
	2008	0	0	2	3	6	0	0	0	208	60	24	18

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	2009	0	0	1	6	12	0	0	1	259	77	45	46
	*2010	0	0	3	1	5	0	0	0	167	37	17	13
South Western	2007	0	0	2	3	21	0	0	0	130	33	1	6
	2008	0	0	6	0	11	0	0	0	114	43	19	6
	2009	0	0	10	7	6	01	0	0	159	88	16	49
	2010	0	0	4	3	9	1	0	0	109	41	6	15
Western	2007	0	0	19	17	38	6	0	12	800	430	437	213
	2008	0	0	11	14	26	3	1	25	915	422	452	380
	2009	0	0	6	8	32	0	1	20	874	385	432	325
	*2010	0	0	7	3	15	1	0	5	530	95	161	155
West Central	2007	0	0	2	6	43	2	0	1	103	270	240	559
	2008	0	0	6	3	33	2	0	0	227	206	205	562
	2009	0	0	18	6	36	0	0	0	267	154	167	368
	*2010	0	0	4	2	8	0	0	1	146	69	65	256
Total	2007	0	0	148	59	573	130	1	24	4379	3047	2487	2146
	2008	0	0	151	42	467	136	4	54	4627	2974	2249	2592
	2009	0	0	183	65	619	66	2	47	5156	2886	2200	2105
	*2010	0	1	102	26	247	32	0	16	3032	1313	1205	1096

*Figures for 2010 are from January to June

[Translation]

New Refineries

*64. SHRI MAHESH JOSHI:
SHRI HARISH CHOUDHARY:

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

(a) the refining capacity of the oil refineries in the country as on date;

(b) the policy of the Government for setting up of new oil refineries in the country;

(c) whether the Oil and Natural Gas Corporation is exploring the feasibility for setting up refineries in various parts of the country including Rajasthan;

(d) if so, the details thereof; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) As on date, the refining capacity of the oil refineries in the country is 185.386 Million Metric Tonnes Per Annum (MMTPA) as per the details given in the Statement.

(b) Consequent on de-licensing of refinery sector since June, 1998, a refinery can be set up anywhere in India by a Private or Public Sector Enterprise depending on its techno-commercial viability

(c) to (e) Oil and Natural Gas Corporation Limited is in consultation with the Government of Rajasthan on

the feasibility of setting up a refinery at Banner. The timeline for setting up the refinery can only be known once a firm investment decision is arrived at, which, *inter-alia*, is dependent on a detailed feasibility study and financial appraisal, bankable marketing agreement for off-take of products and adequate fiscal incentives from State Government to meet the viability gap.

Statement

Location and Capacities of Oil Refineries Operating in the Country

Sl.No.	Name of the company	Location of the Refinery	Present Capacity (MMTPA)*
1	2	3	4
Public Sector			
1.	Indian Oil Corporation Limited (IOCL)	Guwahati	1.00
2.	IOCL	Barauni	6.00
3.	IOCL	Koyali	13.70
4.	IOCL	Haldia	7.50
5.	IOCL	Mathura	8.00
6.	IOCL	Digboi	0.65
7.	IOCL	Panipait	12.00
8.	IOCL	Bongaigaon	2.35
9.	Hindustan Petroleum Corporation Limited	Mumbai	6.50
10.	Hindustan Petroleum Corporation Limited	Visakhapatnam Mumbai	8.30
11.	Bharat Petroleum Corporation Limited	Mumbai	12.00
12.	Bharat Petroleum Corporation Limited	Kochi	9.50
13.	Chennai Petroleum Corporation Limited	Manali	9.50
14.	Chennai Petroleum Corporation Limited	Nagapattnam	1.00
15.	Numaiigarh Refinery Ltd.	Numaligarh	3.00
16.	Mangalore Refinery and Petrochemicals Limited	Mangalore	11.82
17.	Tatipaka Refinery (ONGC)	Andhra Pradesh	0.066
Total (A)			112.886

1	2	3	4
Private Sector			
18.	Reliance Industries Ltd.	Mothikhavdi, Jamnagar	33.00
19.	Reliance Petroleum Ltd.	SEZ, Jamnagar	29.00
20.	Essar Oil Limited	Vadinar	10.50
		Total (B)	72.50
Grand Total (A+B)			185.386

*Million Metric Tonne Per Annum

[English]

Hike in Prices of Petroleum Products

*65. SHRI VISHWA MOHAN KUMAR:
SHRI GAJENDRA SINGH RAJUKHEDI:

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

(a) whether the prices of petroleum products like petrol, diesel, LPG, kerosene, PNG and CNG have been increased in the recent months;

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

(c) the details of such increase effected by the Government during the last year and the current year;

(d) the details of the prices of sensitive petroleum products in the neighbouring SAARC countries;

(e) whether the Government has assessed the impact of the recent hike of petroleum prices in the country on the common man, transport sectors and the economy as a whole; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) In the light of the recommendations made by the Expert Group headed by Dr. Kirit S. Parikh, Government has decided that the prices of Petrol and Diesel be made market-determined. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by

only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these petroleum products will continue. To reduce the under-recovery burden of the OMCs as also to protect the common man, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and of Domestic LPG by only Rs. 35 per cylinder (at Delhi), with corresponding increases in the rest of the country, as against the required increase of Rs. 18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

PNG and CNG are sold by City Gas Distribution (CGD) Companies, none of which are Central Public Sector Undertaking (CPSU). The prices of PNG and CNG are determined by the CGD Companies themselves.

(c) The details of increase in the Retail Selling Prices (RSP) of the sensitive petroleum products namely

Petrol, Diesel, PDS Kerosene and Domestic LPG during 2009-10 and 2010-11 (at Delhi) are given below.

	Petrol	Diesel (Rs. per litre)	PDS Kerosene	Domestic LPG (Rs. per Cylinder)
01.04.2009	40.62	30.86	9.22	279.70
02.07.2009	44.63	32.87		
27.02.2010	47.43	35.47		
01.04.2010	47.93	38.10		310.35#
26.06.2010	51.43	40.10	12.32	345.35
Current Prices	51.45	37.62*	12.32	345.35

*Reduction in Diesel price due to lowering of VAT rate by State Government.

Increase in RSP at Delhi due to withdrawal of subsidy of Rs. 40/- per cylinder and reduction in VAT from 4% to Nil by Delhi State Government.

The reasons for the above increase in the RSPs of Petrol, Diesel, PDS Kerosene and Domestic LPG (at Delhi) are as below:

- (i) Increase in the RSP on 2.7.2009 was due to the rise in international oil prices.
- (ii) Revision in the rates of Excise/Customs Duty on Petrol and Diesel w.e.f. 27th February 2010.
- (iii) Increase in the rate of Value Added Tax on Diesel at Delhi on 1st April, 2010.
- (iv) Introduction of Bharat Stage-IV Grade of Petrol and Diesel at Delhi and 12 other cities on 1st April' 2010.

- (v) Increase in the RSPs of the four sensitive petroleum products w.e.f. 26 June, 2010 as a result of the decisions taken by the Government on the recommendations of the 'Expert Group set up to Advise on a Viable and Sustainable System of Pricing Petroleum products'.

(d) The details of the Retail Selling Prices of the sensitive petroleum products, namely Petrol, Diesel, PDS Kerosene and Domestic LPG in India and neighbouring countries as on 1st July, 2010 in terms of Indian Rupees are given below.

	Petrol Rs. per litre	Diesel Rs. per litre	Kerosene Rs. per litre	LPG(14.2 kg) Rs. per cyl.
Pakistan	35.77	39.21	35.94	576.68
Bangladesh	49.70	29.41	29.41	536.91
Sri Lanka	47.32	29.88	21.01	768.91
Nepal	50.85	39.21	39.21	775.54
India*	51.45	37.62	12.32	34535

Note: Data on neighbouring countries as provided by IOC.

*current RSP at Delhi.

(e) and (f) The four sensitive petroleum products, namely Petrol, Diesel, PDS Kerosene and Domestic LPG have a weight of 5.4% in the Wholesale Prices Index (WPI). It is estimated that the price increases made w.e.f. 26.6.2010 would lead to an inflationary impact of about 1% in the WPI of July, 2010. The Kirit Parikh Committee had observed that this inflationary impact would have to be judged in comparison to the inflationary impact of budgetary deficits caused by extending huge subsidy on petroleum products.

[Translation]

Aircraft Crash at Mangalore Airport

*66. SHRI RADHA MOHAN SINGH:
SHRIMATI MEENA SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Air India Express aircraft crashed at Mangalore airport recently;

(b) if so, the details thereof alongwith the number of casualties occurred;

(c) whether any inquiry has been conducted in the matter;

(d) if so, the outcome thereof and the action taken by the Government in this regard;

(e) whether compensation has been paid to the families of the victims of the crash;

(f) if so, the details thereof; and

(g) the steps taken by the Government to prevent such accidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. Air India Express Boeing 737 - 800 aircraft VT - AXV met with an accident at Mangalore on 22.05.2010 while operating scheduled flight IX - 812 from Dubai to Mangalore. 158 persons including 6 crew members had lost their lives. 8 adults were injured but survived.

(c) and (d) The accident is under investigation by a Court of Inquiry constituted by the Government in

exercise of the powers conferred by the Rule 75 of the Aircraft Rules, 1937.

(e) and (f) The following interim compensation had been fixed: (a) Rs. 10 lakhs for each adult deceased passenger; (b) Rs. 5 lakhs for each passenger below the age of 12 and (c) Rs. 2 lakhs for each injured passenger. As of date the Interim compensation has been paid to 127 out of 128 adult passengers who have lost their lives and to all 20 children, 4 Infants and 8 injured passengers. One passenger whose family members are in Dubai, due to unavoidable circumstances could not travel to India to claim Interim compensation. Arrangements are being made to settle the claim in Dubai itself. Also Interim compensation to 5 out of 6 crew have been disbursed. In the case of the Commander Capt. Glucica, whose family is in Belgrade, NACIL is in the process of distributing the interim compensation. An amount of Rs. 14.56 crores has been disbursed towards the above till date.

(g) Directorate General of Civil Aviation (DGCA) has issued Operations Circular 12 of 2010 on 1st June, 2010 impressing upon all Scheduled/Non-Scheduled/General Aviation Operators to strictly adhere to the standard operating procedures for approaching and landing that would result in decent landing acceptable within the limitations of aircraft without compromising stopping distance requirements. Also, Civil Aviation Safety Advisory Council (CASAC) has been set up in the DGCA under the Chairmanship of Director General of Civil Aviation with 28 expert members from Industry who have made significant contribution. The Council has constituted 4 different working groups for (I) Operations, (II) Airworthiness, (III) Air Navigation and (IV) Aerodromes. Further, safety recommendations emanating from investigation of Incidents are followed up for Implementation with the concerned agencies for preventing recurrence of such Incidents in future. To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA), which include safety audits, surveillance inspections, dissemination of safety information, issue of Air Safety Circular/Civil Aviation Requirements, etc.

Federal Aviation Administration (FAA) of United States of America had carried out an audit in 2009 to review DGCA's safety oversight capabilities. The FAA made some recommendations for their improvement. The

steps taken by DGCA In this regard have been appreciated by FAA as there had been significant improvement in several areas of DGCA In a short span of time, which included creation of an additional 427 Group "A" posts in DGCA In order to strengthen the safety oversight set - up in DGCA.

Skilled Manpower in FPI

*67. SHRI KAUSHALENDRA KUMAR:
SHRI RAMKISHUN:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has received a proposal to set up a dedicated fund and a high level panel for faster development of the Food Processing Industry (FPI);

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

(c) whether a recent study has revealed that the food processing sector is reeling under acute shortage of skilled manpower;

(d) if so, the details thereof; and

(e) the measures taken by the Government to engage skilled personnel in this sector to raise its competitiveness?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAI): (a) and (b) No, Madam. The Ministry has not received any proposal to set up a dedicated fund and a high level panel for faster development of the food processing industries.

(c) to (e) As per the "Study on mapping of human resource skill gaps in India till 2022" conducted by ICRA Management Consulting Services Ltd. for National Skill Development Corporation in October 2009, the available skilled human resource supply in the organized sector in food processing, for the period 2008-2014, is 20400 on an annual basis as compared to an annual demand of 112,633. This requirement is estimated to be over 5.3 lakh if the un-organised sector is also taken into account.

The Ministry of Food Processing Industries is implementing the "Scheme of Human Resource Development" having sub-components of Creation of infrastructural facilities in universities/colleges, EDPs, Setting up of Food Processing Training Centres (FPTCs) and Training at recognized institutes. The objective of the scheme is to develop technologists, managers and entrepreneurs in this sector. Apart from the above, there are two institutions under the administrative control of this Ministry - Indian Institute of Crop Processing Technology (IICPT) and National Institute of Food Technology Entrepreneurs and Management (NIFTEM) that aim to fill the gaps in the demand for skilled human resource for this sector.

Train Accidents at Platforms

*68. SHRI ADHIR CHOWDHURY:
YOGI ADITYA NATH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Railways has been drawn to the increasing number of accidents at railway platforms in the country;

(b) if so, the details of such accidents during each of the last two years and the current year, zone-wise;

(c) whether the Railways propose to prepare any special action plan to prevent such incidents;

(d) if so, the details thereof; and

(e) the time by which the said action plan is likely to be implemented?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) No case of accident at Railway platform was reported during the last two years and the current year over Indian Railways. However, there was a melee at New Delhi Railway station recently on 16.05.2010 arising out of an incident of stumbling of a lady passenger due to falling of luggage, in which 03 persons died and 08 persons sustained minor injuries.

(c) to (e) Do not arise.

*[English]***Rail Accidents Due to Sabotage**

*69. SHRI K.J.S.P. REDDY:
SHRI GURUDAS DASGUPTA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the rail accidents caused due to the acts of sabotage by the naxal/terrorist outfits during each of the last three years and the current year particularly during the last three months, zone-wise;

(b) the details of the casualties occurred in such incidents and the compensation provided to the affected people during the said period, zone-wise;

(c) the details of loss of railway properties incurred by the Railways due to such incidents during the said

period, zone-wise;

(d) whether any detailed inquiries have been conducted in such cases especially those which have taken place recently;

(e) if, so the outcome of such inquiries and the action taken against the apprehended persons; and

(f) the details of the comprehensive measures taken to deal with the increasing incidents of train sabotage, damaging rail tracks and etc. by such extremist outfits?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) Zone-wise details of number of rail accidents caused due to the acts of sabotage by the naxals/terrorist outfits, number of casualties occurred in such incidents, the compensation paid to the affected people and loss of railway property incurred during the year 2007, 2008, 2009 and 2010 (January to June).

Year	Railway	No. of accidents due to sabotage	Casualties		Compensation paid to the victims	Loss of Railway property (in Rs.)
			Killed	Injured		
1	2	3	4	5	6	7
2007	ECR	1	-	-	-	38905000
	ECoR	2	-	-	-	15260385
	NFR	1	-	1	-	8058000
2008	ER	1	-	-	-	74430
	ECR	1	-	-	-	291283
	ECoR	3	-	-	-	14536214
	SER	1	-	-	-	9785000
2009	ECR	1	-	-	-	33500
	NFR	3	-	-	-	62997723
	SER	2	2	24	29500	40948508
2010	ECR	4	-	-	-	141823288
	ECoR	1	-	-	-	27448876
	SER	3	150	165	**32225000	78190760

1	2	3	4	5	6	7
2007	Total	4	-	1	-	62223385
2008	Total	6	-	-	-	24686927
2009	Total	6	2	24	79500	103919731
2010	Total	8	150	165	**32225000	247462924

No incident was reported in other zones.

*Figures of 2010 are from January to June

**Ex-gratia payment made

The information pertaining to the last three months zone-wise is as under

Month	Railway	No. of accidents due to sabotage	Casualties		Compensation paid to the victims	Loss of Railway property (in Rs.)
			Killed	Injured		
April	ECoR	1	-	-	-	27448876
May	ECR	2	-	-	-	55163288
May	SER	1	150	165	*32225000	78190760
June	Nil	-	-	-	-	-

(d) and (e) (i) In the recent case of accident of train no. 2102 Howrah - Lokmannya Tilak Terminus Janeswari Express between Khemsuli and Sardiha Railway stations over Kharagpur - Tatanagar section of South Eastern Railway (West Bengal State) on 28.05.2010, the Central Bureau of Investigation (CBI)/Kolkata has registered a case vide RC No. 04/8/2010- SCB Kolkata on 09.06.2010. According to information available, 8 persons have been arrested by CBI so far. The case is still under investigation by CBI. In addition, enquiry by Commissioner Railway Safety, South Eastern Circle is under progress.

(ii) In both the cases reported over East Central Railway on 07.05.2010 and 20.05.2010, GRP/Sonpur and Local Police Pipra have registered the cases, which are under investigation. No arrest has yet been made. Enquiry by Jr. Administrative Grade officers in both the cases have been finalized and concluded as case of sabotage, (iii) In the case of East Coast Railway reported on 19.04.2010, Local Police/Kodenar has registered the

case, which is under investigation. No arrest has yet been made. Enquiry by Jr. Administrative Grade officers has been finalized and concluded as case of sabotage.

(f) 'Policing on Railways' is a state subject and prevention of crime, registration of cases and their investigation and maintenance of law and order in Railway premises including tracks, bridges, tunnels and running trains are, therefore the statutory responsibility of the State Governments concerned which they discharge through their Government Railway Police (GRP) and civil police. Railways bear 50% cost of expenditure on the Government Railway Police.

However, following measures are being taken by the Railways to ensure safe and secure journey to the passengers.

(i) Nominated trains are escorted by Government Railway Police (GRP) and Railway Protection Force (RPF) on the vulnerable sections/areas.

- (ii) Ministry of Home Affairs, Govt. of India has issued directions to the State Governments of Andhra Pradesh, Chhattisgarh, Jharkhand, Madhya Pradesh, Orissa, Bihar and West Bengal to make additional deployment of Civil Police, Government Railway Police (GRP) and Central Para Military Forces to avoid attacks on Railway infrastructure and avert any likely disasters.
- (iii) A coordination meeting with the State Home Secretaries, officials of Ministry of Home Affairs, Intelligence Bureau and Railways was held on 20.01.20.10 at Rail Bhavan New Delhi.
- (iv) Coordination meetings are held by the General Managers and Chief Security Commissioners/RPF at Zonal level and Divisional Railway Managers and Sr. Divisional Security Commissioners/RPF at Divisional level with the State Governments and Districts Administrations respectively.
- (v) Railway Board is also keeping close coordination with Ministry of Home Affairs.
- (vi) An Integrated Security System costing Rs. 353 crores has been approved to strengthen surveillance mechanism over sensitive and vulnerable Railway stations. In the first phase, it is being implemented at 202 sensitive Railway stations.

Bhopal Gas Tragedy

*70. SHRI BIBHU PRASAD TARAI:
SHRI J.M. AARON RASHID:

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

(a) the number of claimants of the Bhopal gas disaster who have been partly/fully compensated alongwith the number of claimants who are yet to receive the compensation as on date;

(b) the reasons for the inordinate delay in releasing the payments to these claimants;

(c) whether the Group of Ministers formed to examine all the issues relating to the Bhopal gas tragedy has submitted its recommendations to the Government;

(d) if so, the details thereof; and

(e) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) A total number of 5,74,376 claimants have originally been awarded compensation amounting to Rs. 1548.55 crore (till 30th June, 2010) after adjudication of their claims under the various categories. The Supreme Court further directed in 2004 that additional pro-rata compensation in the ratio of 1:1 may be given to these claimants. Till 30.6.2010, a total of 5,62,648 claimants have received pro-rata compensation amounting to Rs. 1509.89 crore while remaining 11,728 are yet to come up to receive it.

(b) The Supreme Court of India had settled the litigation on compensation amount payable to Bhopal Gas Victims through its orders dated 14-15 February, 1989. The review petition filed against the settlement amount was disposed off by the Supreme Court vide its Orders dated 4th May, 1989 and 3rd October, 1991. Vide order dated 16th October, 1992, the Supreme Court directed that this amount shall be utilized only for the satisfaction of the claims of the victims towards the compensation determined according to Law. The Welfare Commissioner, set up under the Bhopal Gas Leak Disaster (Processing of Claims) Act, 1985 commenced adjudication of the claim cases in 1992. The Supreme Court transferred the compensation amount to the office of the Welfare Commissioner in 1992, the disbursement of which commenced from 1992 onwards, after adjudication of claims observing all the judicial procedures. A total of 10,29,517 claim cases were filed and the Office of the Welfare Commissioner, after adjudication, awarded compensation in 5,74,376 cases.

In 2004, the Supreme Court directed disbursement of pro-rata compensation on 1:1 basis, which was disbursed from 2004 onwards. The pro-rata compensation has been disbursed amongst 5,62,648 claimants till June, 2010. There are a total of 11,728 cases of claimants who have not appeared before the Office of Welfare Commissioner for receiving the pro-rata amount despite notices sent at indicated addresses, circulation in media and adequate time afforded. The Office of the Welfare Commissioner had submitted an application in the Supreme Court in the year 2006 seeking permission to close the process of disbursement of pro-rata compensation in the pending cases. The decision of the Supreme Court is awaited in the matter.

(c) and (d) Yes, Madam. The recommendations of the Group of Ministers (GoM) reconstituted to examine all the issues relating to Bhopal Gas Leak Disaster are given in the enclosed Statement.

(e) The Cabinet approved all the recommendations of the GoM with the modification that 'enhanced

compensation' recommended by the GoM will be paid as 'ex-gratia'.

The follow up action on the various decisions of the Cabinet has been initiated by the concerned Departments of the Central Government as well as the State Government of M.P. in a time bound manner as approved by the Government.

Statement

A Gist of the Recommendations of the Group of Ministers(GoM)constituted to examine all the matters related to Bhopal Gas Leak Disaster

(i) Compensation to the following categories of claims of victims and their families may be enhanced as under:

Category	Compensation
Death (5295)	Rs. 10 lakh (less amount already received)
Permanent disability (3199)	Rs. 5 lakh (less amount already received)
Cancer cases (about 2000)	Rs. 2 lakh (less amount already received)
Total Renal Failure Cases(about 1000)	Rs. 2 lakh (less amount already received)
Temporary disability (33,672)	Rs. 1 lakh (less amount already received)

In order to facilitate the payment of this additional compensation an amount of Rs. 650-700 crore may be provided by Government of India.

(ii) CBI with the assistance of the Ministry of Law, Ministry of External Affairs and the Attorney General may be directed to put together additional material in support of the request for extradition and MEA be directed to press the request for extradition with the US Government.

(iii) A curative petition may be filed in the Supreme Court for reconsideration of the judgement dated 13.9.1996 by which the charges under the graver sections of the IPC were quashed and the trial was confined to the offence under Section 304 A;

(iv) A Revision Application may be filed in the High Court under Section 397 of the Cr.P.C. against the judgement of the trial court praying that the judgement be set aside and the trial court be directed to refer the case under Section 323 of Cr. P.C. to the Sessions

Court to try the case for offences under Sections 304 Part II, 324, 326 and 429 read with Section 35 IPC.

(v) An appeal may be filed in the Sessions Court against the judgement of the trial court to correct the errors in the sentences imposed on the accused under different sections. The errors pertain to the term of imprisonment (Section 338), the amount of fine (Section 304 A), and the direction that the sentences shall run concurrently.

(vi) The Attorney General may be requested to examine whether a curative petition could be filed in the Supreme Court for reconsideration of the compensation amount earlier settled at US \$ 470 million.

(vii) Ministry of Chemicals and Fertilizers and CBI may be directed, to file appropriate applications/motions before the Courts concerned and request the Courts, especially the High Court, to expeditiously decide the question of liability of Dow Chemicals Company and/or any other successor to UCC/UCIL. Once this question is decided, the various legal proceedings involving Dow Chemicals Company and any other person/company found liable can be taken forward.

(viii) The GOI may approach the Supreme Court to allow takeover of the BMHRC by the Government of India through the Department of Bio-Technology and the Department of Atomic Energy. The hospital can then be strengthened, upgraded and run as a super-speciality and research hospital. All other hospitals may continue to be managed and run by the Government of Madhya Pradesh.

(ix) ICMR should establish a full-fledged Research Centre in Bhopal. It will be its 31st centre. It must be on par with the existing 30 centres. The Research Centre should be set up and commissioned within 90 days of Government's decision. The staff of the existing Centre for Rehabilitation Studies, to the extent they are qualified, should be taken over by ICMR.

(x) An Empowered Committee under the chairmanship of Secretary, Department of Health and Family Welfare and including other officers of the Ministries/Departments concerned may be set up to approve all proposals, including purchases and appointments, relating to the proposed ICMR Research Centre to facilitate setting up of the Centre within 90 days. To the extent necessary, GFRs and RRs may be suspended or relaxed as a one-time exceptional measure to enable the commissioning of ICMR Research Centre. The Committee will be notified by Ministry of Health and Family Welfare.

(xi) ICMR should immediately identify suitable scientists and doctors, through fresh appointments/deputation etc., and appoint them to the new Research Centre to conduct epidemiological studies and clinical research in areas identified by ICMR including following areas:

- (I) Respiratory diseases
- (II) Eye-related diseases
- (III) Cancer
- (IV) Total Renal Failure
- (V) Genetic disorders
- (VI) Congenital disorders
- (VII) Women-related medical issues
- (VIII) Second-generation children related medical issues.

ICMR may also involve the World Health Organization and other Indian/international experts, as may be advised, to collaborate in the research activities.

(xii) Once the reports of NEERI, NGRI and IICT are submitted, they will be subjected to a peer review by scientists jointly appointed by the Department of Science and Technology and the Ministry of Environment and Forests. Department of Chemicals and Petrochemicals and Ministry of Environment and Forests will also share the main conclusions of the reports with selected NGOs and invite their suggestions/comments in writing within a period of 30 days.

(xiii) The course of action recommended by NEERI, NGRI and IICT with modifications, if any, made by the peer review, may be accepted by Government.

(xiv) The work on repairing/re-erecting the compound wall around the UCIL premises shall be completed expeditiously by the Government of Madhya Pradesh and the premises shall be secured to prevent entry and exit of unauthorized persons, children etc.

(xv) The responsibility for remediation actions be entrusted to the Government of Madhya Pradesh. Government of Madhya Pradesh will suitably empower the Department of Bhopal Gas Tragedy Relief and Rehabilitation, including granting enhanced financial powers so that remediation and environmental clean up is completed in a time-bound manner. Officers appointed to that Department should have a tenure at least upto 31.12.2012.

(xvi) An Oversight Committee will be established at the level of the Government of India in the Ministry of Environment and Forests with representation of the Ministries/Departments concerned of the GoI and the Government of Madhya Pradesh. Minister for Environment, GoI will be the chair and the Minister for Gas Relief, GoMP, will be the co-chair. Besides, NEERI, NGRI, IICT and CPCB will be associated in a suitable capacity. The Oversight Committee will provide oversight and support to the Government of Madhya Pradesh in taking the necessary remedial actions. Ministry of Environment and Forests will notify the Oversight Committee.

(xvii) The Government of Madhya Pradesh will invite global tenders to carry out the different remediation activities.

(xviii) Without prejudice to its legal rights to claim restitution, Government of India will bear the cost of remediation of approximately Rs. 310 crore in the first instance. Government of India will also take steps to claim restitution from the persons/companies found liable for the damage on the principle of "polluter pays".

(xix) The remediation works including disposal of the stored hazardous residues, dismantling the contaminated structure and remediation of contamination of water and soil will be taken up and completed by 31.12.2012.

(xx) The Department of Chemicals and Petrochemicals is advised to file an application before the High Court, Jabalpur, to discharge the Task Force appointed by the High Court in view of the recommendations of the GoM after they are approved by the Cabinet.

(xxi) In the first instance, the following components of the New Plan of Action amounting to Rs. 272.75 crores be approved and funds provided to the Government of Madhya Pradesh as additional central assistance on 75: 25 basis:

(i)	Medical rehabilitation (all hospitals other than BMHT)	Rs. 33.55 crore
(ii)	Economic rehabilitation	Rs. 104.00 crore
(iii)	Social rehabilitation	Rs. 85.20 crore
(iv)	Providing safe drinking water by Purification of contaminated ground Water and from other sources.	Rs. 50.00 crore
Total		Rs. 272.75 crore

Textiles Workers Rehabilitation Scheme

*71. SHRI GOPINATH MUNDE: Will the Minister of TEXTILES be pleased to state:

(a) the details of funds released during the last three years under the Textiles Workers Rehabilitation Scheme, State-wise;

(b) the details of funds spent for the rehabilitation of workers in the Public Sector and Private Sector Mills

separately during this period;

(c) the constraints faced by the Government in the implementation of the Scheme; and

(d) the corrective measures proposed to be taken in this regard?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) Details of funds released during the last three years, State-wise, under Textile Workers Rehabilitation Fund Scheme (TWRFS) are as under:

(Rs. in crores)

Sl.No.	State	2007-08		2008-2009		2009-10		Total	
		No. of Workers	Amount released	No. of Workers	Amount released	No. of Workers	Amount released	No. of workers	Amount released
1	2	3	4	5	6	7	8	9	10
1.	Gujarat	8776	29.40	3217	8.23	91	0.24	12084	37.87
2.	Madhya Pradesh	361	1.48	75	0.21	363	1.93	799	3.62
3.	Tamil Nadu	1	0.01	0	0	88	0.38	89	0.39
4.	Karnataka	1701	7.06	2431	7.58	490	1.35	4622	15.99

1	2	3	4	5	6	7	8	9	10
5.	Kerala	0	0	437	2.47	0	0	437	2.47
6.	Punjab	0	0	1408	5.61	698	2.60	2106	8.21
7.	West Bengal	1163	1.89	66	0.11	718	3.14	1947	5.14
8.	Maharashtra	0	0	778	2.91	3586	12.25	4364	15.16
9.	Andhra Pradesh	0	0	0	0	624	2.55	624	2.55
Total		12002	39.84	8412	27.12	6658	24.44	27072	91.40

An amount of Rs. 291.56 crores has been released to 110542 eligible workers of 82 textile mills under the Scheme till 30.6.2010.

(b) Relief under Textile Workers Rehabilitation Fund Scheme (TWRFS) is available to the eligible workers of private sector textile mills only in non-SSI category. The eligibility of closed textile mills is decided on the following basis:

- (i) a unit licensed or registered under the Industries (Development and Regulation) Act, 1951 or with the Textiles Commissioner as a medium scale unit on the day of its closure;
 - (ii) it has obtained the requisite permission for closure from the appropriate State Government under section 25(O) of the Industrial Disputes Act, 1947 or alternatively an Official Liquidator was appointed under Companies Act, 1956, for the purpose of winding up of the unit.
 - (iii) The unit was closed down on or after 6th June 1985.
 - (iv) This also includes partially closed units wherein the State Governments recommend that an entire uneconomic activity (like weaving or processing) is scrapped as a part of rehabilitation package for a sick/weak mill (as per the RBI definition) approved by the Nodal Agency/BIFR provided the scrapped capacity is surrendered for cancellation and endorsement is made on the License/Registration certificate to this effect.
- (c) There are no constraints faced by the Government in implementation of the Scheme.
- (d) Does not arise in view of (c) above.

[Translation]

Production of Petrol and Diesel

*72. SHRI JAGDISH SHARMA:
SHRI HARSH VARDHAN:

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

- (a) the average annual production of the public sector oil companies out of the total petrol and diesel produced in the country;
- (b) whether the refineries being run by the said oil companies fix the gate-price of petrol and diesel;
- (c) if so, the details thereof alongwith the formula adopted for deciding the sale price of the same; and
- (d) the average maximum and minimum amount of profit earned by the companies after adoption of the said formula?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The production of Public Sector oil companies out of the total petrol and diesel produced in the country for the year 2009-10 is given below:

(Thousand Tonnes)

Product	Public Sector	Private Sector	Total Production
Petrol	10935	11619	22554
Diesel	45297	27952	73249

(b) and (c) As reported by the Oil Marketing Companies, the Refinery Transfer Price (RTF) for petrol and Diesel is fixed based on trade Parity Price w.e.f. 16th June, 2006, based on the recommendations of the Rangarajan Committee. The elements considered in the trade parity price are briefly indicated below:

Trade Parity Price

This is the weighted average of import parity and export parity prices in the ratio of 80:20.

Import Parity Price (80%)

- (i) FOB Price at Arab Gulf.
- (ii) Ocean freight from Arab Gulf to Indian ports
- (iii) Customs Duty
- (iv) Insurance charges
- (v) Ocean Loss, LC charges, Port dues and wharfage

Export Parity Price (20%)

FOB price at Arab Gulf plus advance licence benefit

in case there is custom duty on crude.

In the light of the recommendation made by the Kirit Parikh Committee on a Viable and Sustainable Pricing System of Petroleum Products, the prices of Petrol and Diesel have been made, market-determined both at the refinery gate and the retail level, with effect from 26.6.2010. In the case of diesel, however, it has been decided that for the present, the price would be increased by Rs. 2 per litre only. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

(d) The profit and loss of an oil company covers its entire product basket besides other operations and revenue streams. Further, the margins earned by the oil companies on Trade Parity basis depend upon movement of international product prices which fluctuate on a daily basis. Hence, it is difficult to indicate the maximum and minimum profit earned on petrol and diesel on the basis of Trade Parity pricing. However, the Profit after Tax realized by the Public Sector Oil Marketing Companies since 2006-07 is given below:

	(Rs. Crore)			
Company	2006-07	2007-08	2008-09	2009-10
Indian Oil Corporation Limited	7499	6963	2950	10221
Bharat Petroleum Corporation Limited	1806	1581	736	1538
Hindustan Petroleum Corporation Limited	1571	1135	575	1301

[English]

Indo-Iran Gas Pipeline Project

*73. SHRIMATI BOTCHA JHANSI LAKSHMI:
SHRI P. LINGAM:

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

(a) the status of the Indo-Iran gas pipeline project;

(b) whether Iran has formally signed a 7.6 billion dollar cross border pipeline deal with Pakistan ignoring

India that was a part of the original plan conceived in the 1990;

(c) if so, the details thereof;

(d) the manner in which the interest of India is proposed to be protected; and

(e) the Government's stand on the tri-nation pipeline deal?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) India is pursuing the import of natural gas from Iran through Iran-Pakistan-

India (IPI) Gas Pipeline Project. Various important issues, viz., pricing of gas, delivery point of gas, project structure, payment of transportation tariff and transit fees for passage of natural gas through Pakistan, etc., are under discussion amongst the participating countries.

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 and to avoid any problems in the future in the successful operation of the Project.

According to media reports, Heads of Agreement (HoA) and Operational Agreement that would pave the way for construction of a gas pipeline from Iran to Pakistan have been signed between Iran and Pakistan in March 2010. Under the agreement, Iran is to supply 750 million cubic feet gas per day from its South Pars field to Pakistan for 25 years beginning 2015. Subsequently, both the countries signed the sovereign guarantee agreement in May 2010 in Islamabad. Media reports further indicated that the HoA contains provision for transporting Indian gas volume through the Pakistani territory if and when India decides to join the project.

India is in discussion with Iran regarding the gas pipeline project and as and when the issues are satisfactorily resolved, India can join the Project.

[Translation]

'Capital Holdings of PSUs'

*74. SHRI MANSUKHBHAI D. VASAVA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the total capital holdings of the Public Sector Undertakings (PSUs) in the country till December, 2007;

(b) the rate at which the said capital has increased during the last three years;

(c) whether a number of PSUs have a large amount of untapped capital holding;

(d) if so, the details thereof;

(e) whether these PSUs are unable to utilise their capital for productive purposes; and

(f) if so, the reaction of the Government alongwith the remedial steps taken in this regard?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI VILASRAO DESHMUKH): (a) and (b) Based on the information available in the Public Enterprises Survey (2008-09) that was laid in the Parliament on 25.2.2010, the capital holdings in Central Public Sector Enterprises (CPSEs) in terms of 'net worth' and their growth rates, during the last three years, are shown below (Table-1):

Table-1

(Rs. in crore)

Years	Networth /Capital Holding	Growth rate over the previous year(%)	Net Fixed Assets + Capital Work in Progress	Growth rate over the previous year(%)
2006-07	454279	14.11	438402*	8.75
2007-08	520968	14.68	490596*	11.91
2008-09	588217	12.91	570173*	16.22

Note: *This excludes loans and advances of financial CPSEs.

(c) to (f) The 'net worth' and 'net fixed assets and capital work in progress' in CPSEs have been very close to each other, during the last three years, both in terms of absolute values as well as their growth rates

(Table-1). Utilization of surplus funds by enterprises (including CPSEs), moreover, depends upon their corporate plans, market conditions and the best judgements of their respective managements/Board of

Directors. The list of profit making CPSEs showing their capital holdings in terms of 'net worth' as well as utilization of funds in terms of 'net fixed assets' and 'capital work in progress' for the last three years is given at Statement enclosed.

Statement

Net worth and Net Fixed Asset of CPSEs earning profit continuously during the last three years

(Rs. in core)

Sl.No.	Name of the CPSEs	2006-07		2007-08		2008-09	
		Net worth	Net Fixed Asset + Capital Work in Progress	Net worth	Net Fixed Asset + Capital Work in Progress	Net worth	Net Fixed Asset + Capital Work in Progress
1	2	3	4	5	6	7	8
1.	AIRPORTS AUTHORITY OF INDIA LTD.	4845.39	2999.06	5800.99	4154.37	6363.59	5540.57
2.	ANTRIX CORPORATION LTD.	236.80	0.28	365.49	0.33	480.67	0.49
3.	ARTIFICIAL LIMBS MFG. CORPN. OF INDIA	7.08	15.71	9.87	16.16	15.04	15.80
4.	BALMER LAWRIE and CO. LTD.	267.06	165.58	324.60	168.19	388.35	173.04
5.	BALMER LAWRIE INVESTMENTS LTD	38.15	0.00#	40.99	0.00#	44.75	0.00#
6.	BBJ CONSTRUCTION COMPANY LTD.	11.49	2.42	14.95	3.23	19.27	4.20
7.	BEML LTD	1014.60	172.12	1691.76	235.21	1907.08	279.10
8.	BHARAT BHARI UDYOG NIGAM LTD.	440.61	0.09	444.35	0.08	442.24	0.08
9.	BHARAT DYNAMICS LTD.	462.95	81.97	495.75	101.03	520.13	106.79
10.	BHARAT ELECTRONICS LTD.	2591.18	419.34	3233.13	447.22	3807.12	514.17
11.	BHARAT HEAVY ELECTRICALS LTD.	8788.26	1291.28	10774.21	1639.29	12938.81	2627.37
12.	BHARAT PETROLEUM CORPN. LTD.	10273.54	11833.38	11676.83	12735.38	12128.11	14003.27
13.	BHARAT PUMPS AND COMPRESSORS LTD.	56.96	7.04	87.27	7.26	105.85	16.32
14.	BHARAT SANCHAR NIGAM LTD.	85717.34	60566.94	88128.25	57368.00	88633.58	59295.96
15.	BIECCO LAWRIE AND CO. LTD.	-17.29	6.45	-10.26	6.05	-8.03	6.26
16.	BRAITHWAITE AND CO. LTD.	3.28	21.32	6.72	21.04	10.11	21.30
17.	BRIDGE and ROOF CO.(INDIA) LTD.	91.38	43.27	97.09	53.20	118.13	49.16
18.	BROADCAST ENGG CONSULTANTS INDIA LTD.	9.39	2.38	20.25	3.23	24.16	4.55
19.	CEMENT CORPN. OF INDIA LTD.	-363.42	133.65	-319.04	132.17	-266.93	128.03

1	2	3	4	5	6	7	8
20.	CENTRAL COALFIELDS LTD.	1686.28	1682.16	1886.17	1719.09	2146.83	1758.25
21.	CENTRAL COTTAGE INDUSTRIES CORPN. OF INDIA LTD.	22.54	11.54	22.91	10.95	22.91	10.67
22.	CENTRAL ELECTRONICS LTD.	31.75	31.28	32.77	30.29	36.06	28.57
23.	CENTRAL MINE PLANNING AND DESIGN INSTITUTE LTD.	63.00	60.66	63.87	61.86	67.49	67.22
24.	CENTRAL WAREHOUSING CORPN.	1130.38	958.02	1 164.50	955.64	1156.33	927.78
25.	CERTIFICATION ENGINEERS INTERNATIONAL LTD.	24.01	0.18	27.56	3.30	33.72	3.21
26.	COAL INDIA LTD. (consolidated)	17889.30	11552.04	19342.36	12116.68	19165.04	12940.73
27.	COCHIN SHIPYARD LTD.	326.09	89.48	432.06	109.61	122.75	166.22
28.	CONTAINER CORPORATION OF INDIA LTD.	2629.83	1754.35	3183.92	1837.23	3762.21	2194.66
29.	COTTON CORPN. OF INDIA LTD.	285.49	56.38	302.20	54.99	353.29	53.99
30.	DONYI POLO ASHOK HOTEL LTD.	1.16	0.76	1 35	0.77	1.61	0.78
31.	DREDGING CORPN. OF INDIA LTD.	1133.10	440.17	1238.78	567.21	1268.78	550.76
32.	EdCIL(India) Ltd.	14.17	5.54	15.72	5.55	17.31	5.59
33.	ELECTRONICS CORPN. OF INDIA LTD.	464.08	76.98	560.00	78.19	567.96	94.87
34.	ENGINEERING PROJECTS (INDIA) LTD.	103.99	4.96	107.78	5.02	121.93	4.44
35.	ENGINEERS INDIA LTD.	1030.81	39.67	1151.66	50.36	1375.16	60.78
36.	ENNORE PORT LTD.	314.85	620.55	349.73	656.58	383.92	759.10
37.	EXPORT CREDIT GUARANTEE CORPN OF INDIA LTD.	1429.14	120.94#	1798.24	124.70#	1855.97	136.29#
38.	FCI ARAVALI GYPSUM and MINERALS (INDIA) LTD.	48.05	1.79	53.85	2.04	60.77	2.33
39.	FERRO SCRAP NIGAM LTD.	129.56	69.70	131.66	68.34	133.37	65.55
40.	GAIL (INDIA) LTD.	11392.91	9391.31	13004.88	9749.95	14769.63	11476.65
41.	GARDEN REACH SHIPBUILDERS AND FINGINEERS LTD.	441.92	163.03	488.02	158.99	510.74	203.44
42.	GOA SHIPYARD LTD.	215.86	64.21	271.66	86.96	334.21	123.04
43.	HEAVY ENGINEERING CORPN. LTD	-516.95	66.20	-515.67	86.46	-251.99	82.38
44.	HINDUSTAN AERONAUTICS LTD.	2085.00	3784.81	3326.53	4276.87	4635.76	4557.57

1	2	3	4	5	6	7	8
45.	HINDUSTAN INSECTICIDES LTD.	69.73	32.60	76.52	31.40	79.99	29.73
46.	HINDUSTAN NEWSPRINT LTD.	215.69	170.21	238.83	171.99	239.77	171.93
47.	HINDUSTAN PAPER CORPORATION LTD	776.71	342.77	879.81	340.78	909.73	363.69
48.	HINDUSTAN PETROLEUM CORPN. LTD	9598.65	13064.40	10563.29	15245.23	10730.63	16655.82
49.	HLL LIFECARE LTD.	106.99	46.24	122.42	64.70	128.04	108.31
50.	HMT (INTERNATIONAL) LTD.	21.42	5.31	22.10	5.26	22.99	5.08
51.	HOOGHLY PRINTING COMPANY LTD	2.90	0.24	2.92	3.30	2.95	3.32
52.	HOUSING and URBAN DEV. CORPN. LTD	3878.22	76.98#	4162.68	76.38#	4647.46	81.04#
53.	HSCC (INDIA) LTD.	52.71	7.26	58.55	7.07	65.81	6.75
54.	INDIA INFRASTRUCTURE FINANCE CO. LTD.	105.68	0.28#	829.39	0.30#	1433.01	1.19#
55.	INDIA TOURISM DEV. CORPN. LTD	208.74	43.39	310.38	46.23	338.84	54.70
56.	INDIA TRADE PROMOTION ORGANISATION	474.61	35.89	543.37	33.44	629.08	32.51
57.	INDIAN MEDICINES AND PHARMACEUTICAL CORPN. LTD.	10.81	1.30	12.64	2.35	11.50	4.02
58.	INDIAN OIL CORPORATION LTD.	34700.02	37764.52	40961.66	41942.04	43960.22	52964.50
59.	INDIAN OIL TECHNOLOGIES LTD.	1.87	0.00	2.52	0.00	3.55	0.00
60.	INDIAN RAILWAY CATERING AND TOURISM CORPN. LTD.	62.96	27.14	78.85	37.91	114.46	52.09
61.	INDIAN RAILWAY FINANCE CORPORATION LTD.	2121.25	14.57#	2425.56	14.20#	2746.61	13.99#
62.	INDIAN RARE EARTHS LTD.	307.56	214.41	434.94	209.49	471.14	201.70
63.	INDIAN RENEWABLE ENERGY DEVT. AGENCY LTD.	731.96	40.92	818.65	39.17	891.12	45.03
64.	IRCON INTERNATIONAL LTD.	874.48	260.21	948.93	279.46	1074.75	260.05
65.	KARNATAKA ANTIBIOTICS AND PHARMACEUTICALS LTD.	32.47	22.52	34.85	23.98	40.42	25.34
66.	KARNATAKA TRADE PROMOTION ORGANISATION	10.47	14.33	13.22	13.09	15.50	11.84
67.	KIOCL LTD.	2061.04	203.41	2087.08	393.00	2105.75	365.49
68.	KUMARAKRUPPA FRONTIER HOTELS LTD.	14.31	1.89	27.65	1.88	13.34	1.53
69.	MMTC LTD.	880.62	152.63	1027.72	144.00	1117.56	131.80
70.	MSTC LTD.	199.96	8.85	270.65	12.12	342.37	17.45

1	2	3	4	5	6	7	8
71.	MAHANADI COALFIELDLS LTD.	4223.41	1566.01	4686.72	1609.18	5188.00	1707.87
72.	MAHANAGAR TELEPHONE NIGAM I.T.D.	11407.65	7168.05	11762.18	7284.78	1 1962.68	7234.31
73.	MAHARASHTRA ELEKTROSMELT LTD	67.25	27.17	95.22	28.75	126.42	36.78
74.	MANGALORE REFINARY AND PETROCHEMICALS LTD.	2756.80	4366.46	3782.94	4106.50	4729.40	4072.86
75.	MANGANESE ORE(INDIA) LTD.	449.24	117.22	812.68	197.43	1320.87	221.09
76.	MECON LTD.	-107.91	69.50	-4.07	71.73	58.76	74.84
77.	MINERAL EXPLORATION CORPN. LTD	104.73	21.75	110.70	21.57	111.79	22.80
78.	MISHRA DHATU NIGAM LTD.	172.08	25.65	199.31	30.53	239.76	63.01
79.	MUMBAI RAILWAY VIKAS CORPORATION LTD.	66.19	5.73	88.81	13.31	106.47	23.73
80.	NARMADA HYDROELECTRIC DEVELOPMENT CORPN. LTD	3595.42	5882.06	3960.78	6266.58	4339.63	6201.36
81.	NATIONAL ALUMINIUM COMPANY LTD.	7695.22	4552.49	8874.45	5866.40	9769.81	-6899.66
82.	NATIONAL BACKWARD CLASSES FINANCE AND DEVP.CO.	661.85	0.95#	710.79	0.84#	765.61	0.75#
83.	NATIONAL BLDG. CONSTN. CORPN LTD.	150.93	12.41	335.32	12.83	457.27	13.32
84.	NATIONAL FERTILIZERS LTD.	1370.74	893.27	1407.67	821.73	1470.70	751.90
85.	NATIONAL HANDLOOM DEVELOPMENT CORPORATION LTD.	27.49	2.27	27.78	2.24	29.98	2.57
86.	NATIONAL INFORMATICS CENTRE SERVICES INCORPORATED	144.61	18.55	191.96	19.60	223.31	30.21
87.	NATIONAL MINORITIES DEVP. AND FINANCE CORPN.	574.42	6.51#	670.15	6.19#	764.94	5.85#
88.	NATIONAL RESEARCH DEVELOPMENT CORPN.	9.64	0.82	9.94	0.94	10.26	0.93
89.	NATIONAL SAFAI KARAMCHARIS FINANCE AND DEVPT. CORPN	203.34	0.19#	225.27	0.22#	255.79	0.22#
90.	NATIONAL SCHEDULED CASTES FINANCE AND DEVP. CORPN.	550.36	6.96#	601.71	6.73#	657.43	6.48#
91.	NATIONAL SCHEDULED TRIBES FINANCE AND DEVP. CORPN.	336.73	4.78#	346.96	4.48#	354.07	4.27#
92.	NATIONAL SEEDS CORPN. LTD.	47.66	9.53	70.68	10.01	93.95	11.62
93.	NATIONAL SMALL INDUSTRIES CORPN LTD.	85.80	25.67	95.35	31.81	101.69	38.29

1	2	3	4	5	6	7	8
94.	NEYVELI LIGNITE CORPN. LTD.	8309.29	5826.05	9008.79	7529.43	9412.78	8625.04
95.	NHPC LTD.	17794.27	22349.07	18578.75	24772.83	19307.76	28142.43
96.	NMDC LTD.	5774.13	617.87	8265.10	679.89	11614.71	994.94
97.	NORTH EASTERN ELECTRIC POWER CORPORATION LTD.	3284.77	3952.92	3975.11	3956.14	4182.31	4130.99
98.	NORTHERN COALFIELDS LTD.	5560.36	2076.66	6076.46	2153.85	6660.87	2178.12
99.	NTPC ELECTRIC SUPPLY COMPANY LTD.	1.30	0.14	11.91	0.63	27.47	0.93
100.	NTPC LTD.	49253.40	42487.29	54012.07	48572.05	59913.96	59342.63
101.	NTPC VIDYUT VYAPAR NIGAM LTD.	27.36	0.17	41.73	0.15	79.55	0.18
102.	NUCLEAR POWER CORPN. OF INDIA LTD.	21435.97	24229.30	22186.28	25067.49	22644.11	28077.89
103.	NUMALIGARH REFINARY LTD.	2044.97	2112.23	2244.10	2091.19	2350.65	2075.25
104.	OIL AND NATURAL GAS CORPORATION LTD.	61409.87	46633.28	69943.50	51672.63	78084.81	63337.57
105.	OIL INDIA LTD.	6850.14	3581.25	7934.11	4063.35	9332.48	4536.10
106.	ONGC VIDESH LTD.	3649.69	9746.14	4543.60	9590.86	6748.66	10367.34
107.	PEC LTD.	95.22	1.00	126.07	1.08	180.69	1.17
108.	PAWAN HANS HELICOPTERS LTD.	279.79	355.25	277.37	465.71	294.23	494.82
109.	PONDICHERRY ASHOK HOTEL CORPN LTD.	0.43	0.85	0.85	0.98	0.88	1.09
110.	POWER FINANCE CORPORATION	8593.09	81.46#	9329.85	77.00#	11507.82	75.15#
111.	POWER GRID CORPORATION OF INDIA LTD.	10952.02	31256.46	13746.98	36113.29	14843.44	44414.44
112.	PROJECTS AND DEVELOPMENT INDIA LTD.	75.04	13.64	80.85	16.46	84.84	17.56
113.	RAIL VIKAS NIGAM LTD.	1676.00	2.97	2119.09	3.29	2151.07	3.37
114.	RAILTEL CORPORATION INDIA LTD.	314.91	595.10	365.20	663.28	457.88	707.72
115.	RAJASTHAN DRUGS AND PHARMACEUTICALS LTD.	9.25	3.84	11.61	7.20	5.92	10.08
116.	RAJASTHAN ELECTRONICS AND INSTRUMENTS LTD.	14.33	12.45	16.85	12.44	19.55	12.93
117.	RANCHI ASHOK BIHAR HOTEL CORPN. LTD.	-2.60	0.82	-1.54	0.76	-1.35	0.75
118.	RASHTRIYA CHEMICALS AND FERTILIZERS LTD.	1447.30	1135.29	1537.38	1168.82	1672.42	1313.74
119.	RASHTRIYA ISPAT N1GAM LTD.	9523.25	2387.65	11481.04	3471.87	12419.91	5874.11
120.	RITES LTD	459.62	92.32	538.12	117.66	609.75	130.60

1	2	3	4	5	6	7	8
121.	RURAL ELECTRIFICATION CORPN LTD.	4012.71	63.63#	5367.71	77.89#	6190.08	80.90#
122.	SATLUJ JAL VIDYUT NIGAM LTD.	4925.29	6989.23	5406.40	7650.65	6047.34	8045.28
123.	SECURITY PRINTING and MINTING CORPN. INDIA LTD.	3296.99	819.65	3455.09	813.47	3899.40	838.55
124.	SHIPPING CORPORATION OF INDIA LTD.	5099.73	3723.70	5632.10	4697.12	6208.45	5927.78
125.	SOUTH EASTERN COALFIELDS LTD	4080.28	2035.59	4459.53	2524.22	4766.81	3027.05
126.	STATE FARMS CORPORATION OF INDIA LTD.	-45.14	23.79	-30.58	28.22	106.35	32.81
127.	STATE TRADING CORPN. OF INDIA LTD.	433.77	31.02	524.89	31.78	570.29	37.65
128.	STCL LTD.	28.69	2.52	51.29	4.39	71.11	18.31
129.	STEEL AUTHORITY OF INDIA LTD.	17184.00	12833.75	23004.09	13960.86	27984.10	18813.07
130.	TAMIL NADU TRADE PROMOTION ORGANISATION	17.23	42.07	25.75	54.39	70.09	53.68
131.	TEHRI HYDRO DEVELOPMENT CORP LTD.	4430.20	8643.20	5020.75	9000.86	5165.19	9342.90
132.	TELECOMMUNICATIONS CONSULTANTS (INDIA) LTD	397.87	35.17	400.00	48.63	405.60	86.87
133.	URANIUM CORPORATION OF INDIA L.T.D.	826.68	722.45	965.98	903.02	1214.49	1 198.75
134.	VIGNYAN INDUSTRIES LTD.	5.41	3.09	5.85	3.25	7.14	4.46
135.	WAPCOS LTD.	57.55	8.38	65.54	8.54	75.21	8.47
136.	WESTERN COALFIELDS LTD.	3019.80	1522.42	3435.24	1486.22	3821.35	1588.99

Note: #This excludes loans and advances of the CPSE.

Losses Due to Hovering of Aircraft

*75. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether for want of air clearance from the Air Traffic Control, aircraft tend to fry over and around Airports causing huge loss/wastage of fuel;

(b) if so, whether the Government has formulated any policy in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Madam, each scheduled flight is allocated a Fixed Departure

and Landing time in Winter and Summer Schedule. The landing clearance is issued by Air Traffic Controllers to the each arriving aircraft as per their sequence for landing at concerned airport. When, due to any reason the flights do not adhere to the Fixed Landing time allocated to them, then, bunching of flights takes place. In such cases, the aircraft may have to hover in airspace waiting for their turn to land as per their sequence.

(b) and (c) As per the policy of the Government, airlines are required to adhere to the flight Schedule for better on-time performance. Under such circumstances, no bunching of flights takes place and no congestion is expected in the airspace. However, the following additional measures have been taken by Airports Authority of India (AAI) in order to reduce delay and save fuel:

(i) Performance Based Navigation (PEN) Procedures are already in place at Delhi, Mumbai, Ahmedabad, Chennai and Hyderabad, In the next phase, PNB Procures will be implemented at Kolkata, Bangalore and Trivandrum airports. (ii) The ATM Automation System at Mumbai and Delhi are being further upgraded, (iii) Cross Runway Operations at Mumbai and simultaneous use of two runways at Delhi has been implemented, (iv) Rapid Exit Taxiways have been constructed at Delhi, Kolkata and Mumbai to reduce runway occupancy time, (v) Additional sectors in ATC Units with additional control positions are being manned, (vi) AAI has already undertaken the upgradation project of 35 non-metro airports to handle increased traffic at these airports, (vii) Advanced Surface Movement Guidance and Control System (ASMGCS) alongwith Surface Movement Radar is operational at Delhi airport, (viii) ASMGCS is being planned for Mumbai, Chennai and Kolkata airports, (ix) At the time slot allocation, number of hourly movements is maintained in accordance with the runway capacity, (x) ATC Automation of 38 airports is in progress, (xi) New integrated automation system for Chennai and Kolkata is being planned, (xii) CAT-II ILS has been installed at Kolkata. (xiii) Air Traffic Flow Management System is being worked out. (xiv) Improved ATC Procedures have been framed and Clearance Delivery Position have been established at Mumbai and Delhi airports, (xv) At Delhi airport, a third runway has already been made operational.

[English]

Multi Sectoral Development Programme

*76. SHRI N.DHARAM SINGH:
SHRI S. SEMMALAI:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the details of districts identified under minority concentrated districts for the implementation of Multi Sectoral Development Programme, State-wise;

(b) the details of various works undertaken under this programme, funds earmarked, allocated and utilized during the last two years and the current year, State-wise;

(c) whether there has been slow implementation of the said programme;

(d) if so, whether any detailed assessment has been made to identify reasons for the slow implementation of the programme; and

(e) if so, the details thereof and the steps taken/ being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND THE MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) 90 Minority Concentration Districts (MCDs) were identified on the basis of substantial minority population and relative backwardness in terms of selected socio-economic and basic amenities parameters based on data of 2001 Census. A list of MCDs is at Statement-I.

(b) The list of work/projects approved, tentative allocation, funds released and utilised State-wise for 2008-09, 2009-10 and 2010-11 are at Statement-II.

(c) No Madam.

(d) and (e) Do not arise.

Statement-I

Category- 'A'

List of districts which have both socio-economic and basic amenities parameters below national average

Sl. No.	Sub-group Sl.No.	States	Districts
1	2	3	4
1.	1	Arunachal Pradesh	East Kameng
2.	2	Arunachal Pradesh	Lower Subansiri

1	2	3	4
3.	3	Arunachal Pradesh	Changlang
4.	4	Arunachal Pradesh	Tirap
5.	5	Assam	Kokrajhar
6.	6	Assam	Dhubri
7.	7	Assam	Goalpara
8.	8	Assam	Bongaigaon
9.	9	Assam	Barpeta
10.	10	Assam	Darrang
11.	11	Assam	Marigaon
12.	12	Assam	Nagaon
13.	13	Assam	Cachar
14.	14	Assam	Karimganj
15.	15	Assam	Hailakandi
16.	16	Assam	Kamrup
17.	17	Bihar	Araria
18.	18	Bihar	Kishanganj
19.	19	Bihar	Purnia
20.	20	Bihar	Katihar
21.	21	Bihar	Sitamarhi
22.	22	Bihar	Pashchim Champaran
23.	23	Bihar	Darbhanga
24.	24	Jharkhand	Sahibganj
25.	25	Jharkhand	Pakaur
26.	26	Maharashtra	Parbhani
27.	27	Manipur	Thoubal
28.	28	Meghalaya	West Garo Hills

1	2	3	4
29.	29	Orissa	Gajapati
30.	30	Uttar Pradesh	Bulandshahar
31.	31	Uttar Pradesh	Budaun
32.	32	Uttar Pradesh	Barabanki
33.	33	Uttar Pradesh	Kheri
34.	34	Uttar Pradesh	Shahjahanpur
35.	35	Uttar Pradesh	Moradabad
36.	36	Uttar Pradesh	Rampur
37.	37	Uttar Pradesh	Jyotiba Phule Nagar
38.	38	Uttar Pradesh	Bareilly
39.	39	Uttar Pradesh	Pilibhit
40.	40	Uttar Pradesh	Bahraich
41.	41	Uttar Pradesh	Shrawasti
42.	42	Uttar Pradesh	Balrampur
43.	43	Uttar Pradesh	Siddharthnagar
44.	44	Uttar Pradesh	Bijnor
45.	45	West Bengal	Uttar Dinajpur
46.	46	West Bengal	Dakshin Dinajpur
47.	47	West Bengal	Maldah
48.	48	West Bengal	Murshidabad
49.	49	West Bengal	Birbhum
50.	50	West Bengal	Nadia
51.	51	West Bengal	South 24-Parganas
52.	52	West Bengal	Barddhaman
53.	53	West Bengal	Koch Bihar
54.	1	Arunachal Pradesh	Tawang

Category- 'B'**Sub-category 'B1'***List of districts which have socio-economic parameters below national average*

Sl. No.	Sub-group Sl.No.	States	Districts
1	2	3	4
55.	2	Arunachal Pradesh	West Kameng
56.	3	Arunachal Pradesh	Papum Pare
57.	4	Delhi	North East
58.	5	Haryana	Mewat
59.	6	Haryana	Sirsa
60.	7	Karnataka	Gulbarga
61.	8	Karnataka	Bidar
62.	9	Madhya Pradesh	Bhopal
63.	10	Uttar Pradesh	Lucknow
64.	11	Uttar Pradesh	Saharanpur
65.	12	Uttar Pradesh	Meerut
66.	13	Uttar Pradesh	Muzaffarnagar
67.	14	Uttar Pradesh	Baghpat
68.	15	Uttar Pradesh	Ghaziabad
69.	16	Uttaranchal	Udham Singh Nagar
70.	17	Uttaranchal	Hardwar
71.	18	West Bengal	Haora
72.	19	West Bengal	North 24 Parganas
73.	20	West Bengal	Kolkata
74.	1	Andamans	Nicobars
75.	2	Assam	North Cachar Hills
76.	3	Jammu and Kashmir	Leh (Ladakh)
77.	4	Jharkhand	Ranchi

1	2	3	4
78.	5	Jharkhand	Gumla
79.	6	Kerala	Wayanad
80.	7	Maharashtra	Buldana
81.	8	Maharashtra	Washim
82.	9	Maharashtra	Hingoli
83.	10	Manipur	Senapati
84.	11	Manipur	Tamenglong
85.	12	Manipur	Churachandpur
86.	13	Manipur	Ukhrul
87.	14	Manipur	Chandel
88.	15	Mizoram	Lawngtlai
89.	16	Mizoram	Mamit
90.	17	Sikkim	North

Statement-II

Annex referred to in reply to part (b) of Lok Sabha Starred Question no. 76 for answer on 29.07.10 regarding Multi-sectoral Development Programme by Shri N. Dharam Singh and Shri S. Semmalai

Sl.No.	State/UT	Tentative allocation (Rs. in lakh)	Approved projects with number of units in brackets	Amount released in (Rs.in lakh)				Utilized by State/UT (Rs. in lakh)
				2008-09	2009-10	2010-11 (as on 15/07/10)	Total	
1	2	3	4	5	6	7	8	9
1.	Uttar Pradesh	101570.00	IAY houses (74307), AWC (8191), Health sector (852), Drinking Water (2346), ACRs (331), School buildings (7) and ITI buildings (3)	12442.11	29436.33	771.4	42649.84	15696.39
2.	West Bengal	68610.00	IAY houses (23726), AWC (6490), Health sector (667), Drinking Water (6123), ACRs (3549), School buildings (41), Teaching aids (40), Laboratory equipment (15), Solar lanterns (5000), and Girls' hostel (3)	4327.59	23539.13	0.00	27866.72	3824.06

1	2	3	4	5	6	7	8	9
3.	Haryana	4920.00	IAY houses (2000), AWC (71), Health sector (6), ACRs (128) and School buildings (7)	1401.23	460.45	0.00	1861.68	570.45
4.	Assam	70350.00	IAY houses (65310), AWC (1305), Health sector (79), Drinking Water (4579), ACRs (1402) and Solar lanterns/lights (9905)	4226.65	15192.08	1870.44	21289.17	6976.21
5.	Manipur	13910.00	IAY houses (5940), AWC (75), Health sector (152), Drinking Water (670), School buildings (362), ITI building (1) and Integrated water shed development programme (6000 hectare)	3011.78	6004.25	0.00	9016.03	3803.96
6.	Bihar	52320.00	IAY houses (12256), AWC (4014), Health sector (145), Drinking Water (1044), ACRs (641), School buildings (134), Laboratory equipment (19), Solar lanterns (385) and Toilet and drinking water supply scheme (279)	1675.21	10503.92	49.24	12228.37	2349.00
7.	Meghalaya	3050.00	LAY houses (5000), Drinking Water (1301) and ACRs (50)	0.00	1086.82	0.00	1086.82	NR
8.	Andaman and Nicobar Islands	1500.00	AWC (35) and ITI building (1)	0.00	109.14	15.93	125.07	NR
9.	Jharkhand	18140.00	IAY houses (9215), AWC (1205) and Health sector (122)	0	4429.83	20.79	4450.62	1768.00
10.	Orissa	3130.00	IAY houses (5740), AWC (151), Health sector (15) and ACRs (11)	0.00	1041.24	992.24	2033.48	899.64
11.	Kerala	1500.00	Health sector (10)	0.00	76.50	0.00	76.50	NR
12.	Karnataka	3990.00	IAY houses (1667), AWC (150), Health sector (15) and ACRs (50)	0.00	580.18	925.71	1505.89	NR
13.	Maharashtra	6000.00	IAY houses (10157) and AWC (596)	0	2227.11	20.50	2247.61	NR
14.	Mizoram	4590.00	IAY houses (890), AWC (55), Health sector (22), ACRs (23) and School buildings (4)	0	403.04	0.00	403.04	NR
15.	Jammu and Kashmir	1500.00	AWC (40), Drinking Water (82) and ACRs (34)	0.00	599.58	0.00	599.58	216.78
16.	Uttarakhand	5950.00	A WC (4 12)	0.00	811.85	0.00	811.85	251
17.	Delhi	2210.00	ACRs (80), Toilets block (17)	0.00	155.00	0.00	155.00	NR
18.	Sikkim	1500.00	AWC(6)	0.00	0.00	9.00	9.00	NR

1	2	3	4	5	6	7	8	9
19.	Madhya Pradesh	1500.00	AWC (200), ACRs (120), IAY (1000)	0.00	645.60	0.00	645.60	NR
20.	Arunachal Pradesh	11800.00		0.00	0.00	0.00	0.00	0.00
Grand Total		378040.00		27084.57	97302.05	4675.25	129061.87	36355.49

Note

AWC	Anganwadi centres
IAY	Indira Awas Yojana
ACRs	Additional Class Rooms
ITI	Industrial Training Institute
NR	Not reported

*[Translation]***Pricing Mechanism for Petroleum Product**

*77. SHRI RAKESH SINGH:
SHRI P. KARUNAKARAN:

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

(a) whether the Government has decided to dismantle the administered price mechanism for petroleum products;

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

(c) whether the Government is aware that this policy would largely affect the common man;

(d) if so, the mechanism proposed to be devised by the Government to protect the interests of the common man; and

(e) the benefits likely to accrue to the oil marketing companies due to this policy change?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) With effect from 1.04.2002, the Administered Pricing Mechanism (APM) for petroleum products was dismantled and it was decided that the pricing of all petroleum products, except PDS Kerosene and Domestic LPG, would be market-determined. However, in view of the steep increase and high volatility in the international oil prices since 2004-05, the Government was modulating the retail selling

prices of the four sensitive petroleum products; namely Petrol, Diesel, PDS Kerosene and Domestic LPG sold by the three Public Sector Oil Marketing Companies (OMCs); namely, Indian Oil Corporation, Bharat Petroleum Corporation and Hindustan Petroleum Corporation, to protect the consumer from the inflationary impact of international oil prices.

The Government had constituted an Expert Group under the Chairmanship of Dr. Kirit S. Parilch to examine the current pricing policy of the four sensitive petroleum products and to advise on a viable and sustainable system of pricing of petroleum products. The Expert Group submitted its Report to the Government on 3rd February 2010.

In the light of the recommendations made by the Expert Group, the Government has decided to make the prices of Petrol and Diesel market-determined. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these petroleum products will continue. To reduce the under-recovery burden of the OMCs as also to protect the common man, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and

of Domestic LPG by only Rs. 35 per cylinder (at Delhi), with corresponding increases in the rest of the country. This is against the required increase of Rs. 18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to strengthen market competition, encourage OMCs to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

[English]

Revival of NTC Mills

*78. SHRI NILESH NARAYAN RANE: Will the Minister of TEXTILES be pleased to state:

(a) the total number of National Textile Corporations (NTC) Mills in the country, at present, State-wise;

(b) the number of NTC mills reported to be sick and incurring losses;

(c) whether the Government has evolved any plan to revive these mills; and

(d) if so, the details thereof and its present status?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) The State-wise list of mills presently with the National Textile 75 Corporation (NTC) is at Statement.

(b) NTC was incorporated in 1968. Through successive Nationalisation Acts (1974, 1986 and 1995), the total number of textile mills entrusted to NTC was 119. All these mills were incurring losses at the time of take over.

(c) and (d) The Board for Industrial and Financial Reconstruction (BIFR) has approved a revival scheme for NTC, which envisages revival of viable mills and closure of unviable mills. The revival scheme is self-financing and funds for modernization of mills are generated through sale of surplus land and assets of the company. 77 unviable mills have been closed under the Industrial Disputes (I.D.) Act. 18 viable mills have been modernised by NTC, which are generating cash profits.

Statement

Sl.No.	Name of the Mills	Location
1	2	3
Andhra Pradesh		
1.	Adoni Cotton Mills	146, Alur Road, Adoni Tadapatri, Anantpur
2.	Anathapur Cotton Mills	Distt., Renigunta, Thirupathi
3.	Tirupati Cotton Mills	
Bihar		
4.	Bihar Cooperative Mills Chhattisgarh	Gaya
Chhattisgarh		
5.	Bengal Nagpur Cotton Mills	Rajnandgaon
Gujarat		
6.	Ahmedabad Jupiter Textile Mills	Dadheshi Road, Ahmedabad

1	2	3
7.	Jehangir Textile Mills	Outside Delhi Gate, Ahmedabad
8.	Mahalaxmi Textile Mills	Vartej Road, Bhavnagar
9.	New Manekchowk Textile Mills	Outside Idgah Gate, Ahmedabad
10.	Petlad Textile Mills	Petlad
11.	Rajnagar Textile Mills 1	Outside Idgah Gate, Ahmedabad
12.	Rajnagar Textile Mills 2	Outside Idgah Gate, Ahmedabad
13.	Viramgam Textile Mills	Viramgam
Karnataka		
14.	M.S.K. Mills	Gulbarga
15.	Minerva Mills	Bangalore
16.	Mysore Spg. and Mfg. Mills	Bangalore
17.	Sree Yallamma Cotton Mills	Tolahunse, Davangere
Kerala		
18.	Alagappa Textil Mills	Alagappanagar, Trissur
19.	Cannanore Spg. and Wvg. Mills, Can	Kannur
20.	Kerala Lakshmi Mills	Trissur
21.	Parvathi Mills	Kollam
22.	Vijay Mohini Mills	Thiruvananthapuram
Madhya Pradesh		
23.	Burhanpur Tapti Mills	Burhanpur
24.	Hira Mills	Ujjain
25.	Indore Malwa United Mills	Indore
26.	Kalyanmal Mills	Indore
27.	New Bhopal Textile Mills	Bhopal
Maharashtra		
28.	Apollo Textile Mills	N.M. Joshiroad, Mumbai
29.	Aurangabad Textile Mills	Kotwalpura, Aurangabad
30.	Barshi Textile Mills	Barshi (Sholapur)

1	2	3
31.	Bharat Textile Mills	Ganpat Rao Kadam Marg, Mumbai
32.	Chalisingaon Textile Mills	Chalisingaon
33.	Dhule Textile Mills	Dhule
34.	Digvijay Textile Mills	Lalbaug, Mumbai
35.	Finlay Mills	Dr. S.S. Rao Road, Parel, Mumbai
36.	Gold Mohur Mills	Dada Saheb Phalke Road, Dadar, Mumbai
37.	Nanded Textile Mills	Nanded
38.	New City of Bombay Mfg. Mills	Tukaram K. Kadam Path, Mumbai
39.	Podar Processors	Ganpat Rao Kadam Path, Lower Parel, Mumbai
40.	Shree Madhusudan Mills	Dr. Ambedkar Road, Mumbai
41.	India United Mills No. 1	Dr. Ambedkar Road, Parel, Mumbai
42.	India United Mills No. 4	T.B. Kadam Marg, Kalachowki, Mumbai
43.	India United Mills No. 5	A.G. Pawar Lane, Byculla, Mumbai
44.	India United Mills Dye Works	Veer Sawarakar Marg, Dadar, Mumbai
45.	Jam Mfg. Mills	Dr. Ambedkar Road, Lalbaug, Mumbai
46.	Kohinoor Mills No. 1	M.M.G.S. Marg, Dadar, Mumbai
47.	Kohinoor Mills No. 2	M.M.G.S. Marg, Dadar, Mumbai
48.	Podar Mills	N.M. Joshi Marg, Mumbai
49.	R.B.B.A. Mills	Hinganghat
50.	R.S.R.G. Mills	Akola
51.	Savatram Ramprasad Mills	Akola
52.	Shri Sitaram Mills	N.M. Joshi Road, Chinchpokli, Mumbai
53.	Tata Mills	Pandurang Budhkar Marg, Mumbai
54.	Vidharbha Mills	Berar, Achalpur
Orissa		
55.	Orissa Cotton Mills	Bhagatpur, Distt. Cuttack
Punjab		
56.	Dayalbagh Mills	Amritsar
57.	Kharar Textile Mills	Kharar
58.	Suraj Textile Mills	Malout

1

2

3

Rajasthan

59. Mahalakshmi Mills Beawar
 60. Shree Bijay Cotton Mills Bijainagar
 61. Udaipur Cotton Mills Udaipur

Tamil Nadu

62. Cambodia Mills Coimbatore
 63. Coimbatore Murugan Mills Coimbatore
 64. Pankaja Mills Coimbatore
 65. Pioneer Spinners Mills Kamudakudi
 66. Sri Rangavilas S. & W. Mills Coimbatore
 67. Somasundaram Mills Coimbatore
 68. Kaleeswarar Mills 'B' Unit Kalayarkoil
 69. Sri Sarda Mills Coimbatore
 70. Coimbatore Spg. & Wvg. Mills Coimbatore
 71. Kaleeswarar Mills 'A' Unit Coimbatore

Uttar Pradesh

72. Atherton Mills Kanpur
 73. Bijli Cotton Mills Mandu Road, Hathras
 74. Laxmirattan Cotton Mills Kalpi Road, Kanpur
 75. Lord Krishna Textile Mills Nakur Road, Saharanpur
 76. Muir Mills Civil Lines, Kanpur
 77. New Victoria Mills 14/1 Civil Lines, Kanpur
 78. Raebareli Textile Mills Sultanpur Road, Raebareli
 79. Shri Vikram Cotton Mills Tulsidar Marg, (Talkatora Road), Lucknow
 80. Swadeshi Cotton Mills, Mau Maunathbhanjan, Azamgarh
 81. Swadeshi Cotton Mills, Kanpur Juhi, Kanpur
 82. Swadeshi Cotton Mills, Naini Naini, Allahabad

West Bengal

83. Arati Cotton Mills Dassnagar, Howrah

1	2	3
84.	Bengal Fine S. & W. mills No. II	Kalyani, Katagunj, Distt. Nadia
85.	Manindra B.T. Mills	Cossimbazar, Murshidabad
86.	Laxminarayan Cotton Mills	Rishra, Hooghly
87.	Sodepur Cotton Mills	Sodepur, 24-praganas (North)
	Puducherry	
88.	Cannanore Spg. & Wvg. Mills, Mahe	Mahe, Puducherry

Financial Health of NACIL

*79. SHRI MANOHAR TIRKEY:
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the bailout package by the Government to the National Aviation Company of India Ltd. (NACIL) has been fully implemented;

(b) If so, the details thereof and its effect on the financial health of the national carrier so far;

(c) whether the national carrier is contemplating retrenchment of employees;

(d) If so, the details thereof and the reasons therefor; and

(e) the other measures being taken by the Government to improve the overall condition of NACIL?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) National Aviation Company of India Limited (NACIL) while facing an acute financial crisis had approached the Government for equity support. The company was advised to come up with a restructuring/turnaround plan. The restructuring/turnaround plan submitted by NACIL was first considered by Committee of Secretaries and thereafter by the Group of Ministers (GOM). The GOM approved infusion of equity to the extent Rs. 2000 crore in five equal instalments subject to NACIL achieving the specified targets set for it. An amount of Rs. 800 crores has been released in February and March, 2010. A provision of Rs. 1200 crores has been made in the

current financial year, the release of which shall be considered on achievement of further specified targets.

(c) No, Madam.

(d) Does not arise.

(e) Government has appointed five non-official part time Directors on the Board of NACIL in order to render professional and managerial advice to the Board. NACIL has also appointed a Chief Operating Officer, who shall be responsible for the operational performance of the Company, including flight operations, training, base and line maintenance, Commercial and customer services, etc.

Reforms in Judicial System

*80. SHRI KODIKUNNIL SURESH:
SHRI SURESH ANGADI:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is aware that the number of judicial posts is inadequate as compared to the population of the country and the number of pending court cases;

(b) if so, the details thereof and the reaction of the Government thereto; and

(c) the progress made in streamlining the judicial system?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) Hon'ble Supreme Court in its order in the case W.P. (Civil) No. 1022 of 1989

directed the States that an increase in the judge strength from the existing ratio of 10.5 or 13 per 10 lakh people to 50 judges for 10 lakh people should be effected and implemented within period of 5 years. However, Central Government filed a modification petition to the effect that appropriate judges strength may be determined on relevant factors including pendency of cases.

According to information available there were 2785 vacancies out of a sanctioned strength of 16880 Judicial Posts in the District and Subordinate Courts in the country as on 31.12.2009. The Central Government from time to time urges all State Governments/UTs and High Courts to accord utmost priority to fill up vacant posts of judges in the subordinate judiciary.

Although the State Government and the concerned High Court are responsible for increase in judges' strength and filling up of the vacant posts of judges/magistrates in the District and Subordinate Courts, the Union Government has taken the following steps to reduce pendency:

- (i) For expediting disposal of long pending Sessions cases and the cases of under trial prisoners, Fast Track Courts were set up, as judicial reform initiative, on the recommendation of the 11th Finance Commission.
- (ii) With a view to improve access to justice, Government enacted the Gram Nyayalayas Act, 2008 to bring justice at reasonable cost at the door step of the people, particularly those in the rural areas. After the Act came into force w.e.f. 2nd October, 2009, the States of Madhya Pradesh, Rajasthan, Orissa and Maharashtra, taken together, have notified 144 Gram

Nyayalayas out of which 47 have been made operational till date.

- (iii) Morning Courts/Evening Courts have been put into operation in some High Courts/States to deal with Petty Criminal cases punishable with imprisonment upto 3 years and speedy disposal of such cases.

Further, the 13th Finance Commission has recommended a grant of Rs. 5000 crore for improving the justice delivery system in the country. The Government has accepted the recommendations of the Commission.

Allocation of Kerosene under PDS

691. SHRI M. SREENIVASULU REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the Government contemplate to reduce the allocation and supply of kerosene through PDS in States;
- (b) if so, the details alongwith reasons therefor; and
- (c) the steps taken by the Government to ensure that BPL families are not affected by this decision?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The Government has reduced the Public Distribution System (PDS) kerosene quota from 1st quarter of 2010-11 of States/Union Territories (UTs). This reduction in PDS kerosene has been made for the reasons mentioned against each State/UTs as per the detail given below:

Names of States/UTs	Reason for reduction in Kerosene Quota
Andhra Pradesh, Chandigarh, Dadar and Nagar Haveli, Daman and Diu, Delhi, Goa, Gujarat, Haryana, Himachal Pradesh, Karnataka, Kerala, Maharashtra, Punjab, Sikkim, Tamil Nadu and Uttarakhand.	(i) On account of increase in LPG coverage during the year 2009-10. (ii) On account of lapsed quantity of PDS Kerosene by the States/UTs during the 1st half of 2009-10.
Andaman and Nicobar Islands, Arunachal Pradesh, Assam, Bihar, Chattishgarh, Jammu and Kashmir, Jharkhand, Madhya Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Orissa, Puducherry, Rajasthan, Tripura, Uttar Pradesh and West Bengal	On account of lapsed quantity of PDS Kerosene by the States/UTs during the 1st half of 2009-10.

(c) Allocation of PDS Kerosene is made by the Government to different States/UTs on a quarterly basis for distribution under PDS for cooking and illumination only. Further distribution within the States/UTs through their PDS network is the responsibility of the concerned States/UTs. As reduction in allocation is in accordance with the increase in LPG connections only adequate kerosene would be available with the respective State Government for supply to beneficiaries dependent on kerosene.

CBI Probe into Railway Accidents

692. Sk. SAIDUL HAQUE:
SHRI MAHENDRA KUMAR ROY:
SHRI SAKTI MOHAN MALIK:

Will the Minister of RAILWAYS be pleased to state:

(a) the basis on which the Railways have decided to go for CBI probe into railway accident of Jnaneshwari Express in West Midnapore district of West Bengal in which 148 people lost their lives;

(b) the number of CBI probes conducted so far on the rail accidents in the country; and

(c) the outcome of such probes alongwith the necessary steps taken by the Railways in response to such probes, case-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The *prima-facie* cause of the derailment of 2102 Up (Howrah-Lokmanya Tilak Terminus) Jnaneshwari Express leading to collision of a goods train with the derailed coaches of Jnaneshwari Express on 28.05.2010 was suspected to be sabotage on the track by the miscreants.

Intelligence inputs were also received by the Railways about the threat issued by certain outfit for observing 'Black Week' starting from midnight of 28th May 2010 to 2nd June 2010. In view of these considerations and looking at the gravity of the accident in which scores of innocent lives were lost, Ministry of Railways requested for investigation of the criminal angle involved into the above accident by Central Bureau of Investigation (CBI).

(b) and (c) Investigation by CBI has so far been conducted only in the above train accident. Report of

the CBI is awaited. Necessary action will be taken by the Government on receipt of Final Report.

Cancellation of Flights

693. PROF. RANJAN PRASAD YADAV:
SHRI S.S. RAMASUBBU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India and other private airlines have suspended the services of many of the aircraft bound for Iceland in the recent past due to volcanic eruption;

(b) if so, the details thereof including the number of flights cancelled and the amount of loss incurred to the airlines as a result thereof;

(c) whether the airlines has made up the loss by operating more flights in the later period;

(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) No Indian carrier operates flights to Iceland. However, volcanic eruptions there disrupted 87 flights of Indian carriers to overseas destinations, in addition to those of foreign carriers. Losses of Indian carriers are estimated to be Rs. 150 crores.

(c) to (e) No, Madam. The backlog of passengers was cleared by the airlines by operating their regular flights using longer routes that avoided the ash cloud effect. However, extra expenditure was incurred flying longer routes.

[Translation]

Passenger Amenities at Ranchi Railway Station

694. SHRI ARJUN MUNDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway station at Ranchi, the State capital of Jharkhand is bereft of passenger amenities;

(b) if so, the details thereof;

(c) whether only five reservation counters, out of total eleven reservation counters at Ranchi railway station are functioning; and

(d) if so, the steps being taken for providing adequate passenger amenities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) No, Madam.

All essential amenities as per norms have been provided at Ranchi railway station. Augmentation of passenger amenities at railway stations is a continuous exercise and works in this regard are undertaken depending upon need and increase in passenger traffic. Accordingly, further development works, viz. improvement to concourse and booking office, extension of platform shelter, extension of Foot Over Bridge, improvement in circulating area, etc. have been taken up at a cost of Rs. 7.7 crore at Ranchi.

Twelve reservation counters have been constructed at Ranchi Railway Station keeping in view the present and future requirements. However, six reservation counters are being operated presently, as these are sufficient to meet with the present demand.

Demand and Supply of LPG

695. SHRI ASHOK KUMAR RAWAT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the assessment made about the monthly requirement of LPG in different States at present, State-wise;

(b) the supply status alongwith the steps taken by the Government to fulfill the requirement of LPG in the country;

(c) whether rural areas are being neglected with regard to LPG supply;

(d) if so, the details thereof; and

(e) the corrective measures proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Public Sector Oil Marketing

Companies (OMCs) have assessed the average monthly requirement/demand of LPG for the country as 1.15 Million Metric Tonne (MMT). The State-wise details are given in enclosed Statement.

At present, there is no overall shortage of LPG in the country and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the genuine demand of customers registered with the LPG distributors.

For the current calendar year 2010 against the projected demand of about 13.8 MMT, indigenous LPG availability is only 9.8 MMT. Balance requirement of about 4 MMT will be met through imports.

(c) to (e) As per the "Vision 2015" adopted in 2009 for LPG sector, a target has been given to the Public Sector Oil Marketing Companies (OMCs) to raise the over-all LPG population coverage to 75% in the country by releasing 5.5 crore new LPG connections by 2015 especially in rural areas and undercovered areas. To ensure that growth of LPG usage is evenly spread, OMCs are assessing/identifying locations in a phased manner under "Rajiv Gandhi Gramin LPG Vitrak Yojana" (RGGLVY).

RGGLVY scheme primarily aims at providing LPG to the rural house-holds, including BPL families. OMCs have undertaken to set up 1266 distributors in the 1st phase and 763 in the 2nd phase of its implementation. The setting up of LPG distributors in the rural/underserved areas under this scheme will now be a continuous process till all parts of the country deficient in LPG are covered by LPG network.

Statement

State-wise Estimated Requirement/Demand of LPG

Sl.No.	States/UTs	Estimated monthly requirement/demand of LPG (in TMT)
1	2	3
1.	Chandigarh	3.6
2.	Delhi	59.1
3.	Haryana	38.6

1	2	3
4.	Himachal Pradesh	8.7
5.	Jammu and Kashmir	12.0
6.	Punjab	50.7
7.	Rajasthan	49.7
8.	Uttar Pradesh	120.9
9.	Uttarakhand	14.4
	NR Total:	357.7
10.	Andman and Nicobar Islands	0.5
11.	Arunachal Pradesh	1.1
12.	Assam	16.2
13.	Bihar	29.1
14.	Jharkhand	10.9
15.	Manipur	1.9
16.	Meghalaya	1.2
17.	Mizoram	1.6
18.	Nagaland	1.3
19.	Orissa	25.8
20.	Sikkim	0.9
21.	Tripura	2.0
22.	West Bengal	59.3
	ER Total:	151.6
23.	Chhattisgarh	10.6
24.	Dadra and Nagar Haveli	1.3
25.	Daman And Diu	0.6
26.	Goa	5.7
27.	Gujarat	59.4
28.	Madhya Pradesh	49.7
29.	Maharashtra	160.8
	WR Total:	288.1

1	2	3
30.	Andhra Pradesh	96.8
31.	Karnataka	78.6
32.	Kerala	50.5
33.	Lakshadweep	0.0
34.	Puducherry	3.0
35.	Tamil Nadu	110.1
	Sr Total	338.9
	Grand Total	1136.4

Note: Demand towards supplies to Nepal Oil Corporation (NOC) is about 0.165 MMT per annum.

Difference in Air Fares

696. SHRI GORAKH PRASAD JAISWAL:
SHRI ANJANKUMAR M. YADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether various private airlines and the public sector carriers charge different airfares for the same sectors;

(b) if so, the reasons therefor;

(c) whether the Government has no control over the matter and has not even fixed any ceiling for the airfares to be charged for the various sectors;

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

(e) the corrective steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Air fares are not regulated by the Government. Airlines are free to charge air fares as per the market forces.

[English]

New Rail Container Policy

697. SHRI PONNAM PRABHAKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to prepare any new rail container policy; and

(b) If so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA):

(a) No, Madam.

(b) Does not arise.

Selection of LPG Dealers/Distributors

698. SHRI R. DHROVANARAYANA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has decided to do away with the selection of dealers/distributors for LPG through shortlisting and interviews of the applicants for eliminating any scope of influencing the selection committee;

(b) if so, whether LPG distributors/dealers will now be selected through public draw of lots instead of shortlisting through interviews by selection committee;

(c) if so, whether the same methodology of draw of lots is being adopted under the Rajiv Gandhi LPG Vitrak Yojana; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) While formulating the Rajiv Gandhi Gramin LPG Vitrak Yojana (RGGLVY) for the rural/under-covered areas, it was decided that selection of the LPG distributors under this scheme be made through draw of lots, Consequent upon success of the procedures adopted for selection of LPG distributors under the RGGLVY through draw of lots amongst the eligible candidates, Public Sector Oil Marketing Companies (OMCs) have decided to adopt draw of lots for selection of regular LPG distributorships also.

[*Translation*]

Shortage of Kerosene

699. SHRI YASHBANT LAGURI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is a shortage of kerosene oil in various States including Orissa;

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

(c) the steps taken by the Government to increase the allocation of kerosene oil to such States?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Oil Marketing Companies (OMCs) have reported that there is no shortage of kerosene oil in any of the States/Union Territories (UTs) including Orissa.

(b) Does not arise, in view of the (a) above.

(c) At present there is no proposal under consideration with Government of India to increase the allocation of PDS kerosene to States/UTs.

Adulteration in Petrol/Diesel

700. SHRI ANJANKUMAR M. YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of samples collected to check adulteration in petrol and diesel in Andhra Pradesh during the last two years;

(b) the number of samples found adulterated out of these samples;

(c) the action taken against agents by the Government regarding this adulteration; and

(d) the nature of complaints and the number of agents whose licenses have been seized?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) The details of number of samples drawn, samples failed and action taken by the Public Sector Oil Marketing Companies to check adulteration in petrol and diesel during the last two years in Andhra Pradesh are as under:

	2008-09	2009-10	Total
Number of samples drawn	7033	7388	14421
Samples failed	12	2	14*
Action taken for termination of Retail Outlets	7	4+	11

*Out of 14 sample failure cases, sales and supply of 3 retail outlets have been resumed on the basis of Court Orders.
+Includes action taken on cases detected in earlier years as well.

[English]

Usage of Water Soluble Fertilizers

701. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

- whether the Government is formulating a new policy for promoting the usage of water soluble fertilizers;
- if so, the details thereof;
- whether water soluble fertilizers are being imported from other countries;
- if so, the countries from where these fertilizers are being imported; and
- the prices at which these fertilizers are being imported?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) Water-soluble fertilizers are not covered under the Nutrient Based Subsidy (NBS) of decontrolled Phosphatic and Potassic fertilizers implemented by the Government w.e.f 1st April, 2010. However, the Fertilizer (Control) Order, 1985 incorporates liquid and 100% water-soluble fertilizers which are allowed to be sold as fertilizers in India,

(c) to (e) The main exporting countries of water soluble fertilizers are Israel, Norway, Belgium, the Netherlands, China, etc. Indian importers import Water Soluble Fertilizers from these countries for marketing in India. It is estimated that import of Water Soluble Fertilizers in India is about 37000-40000 MT annually at present. Prices of water soluble fertilizers vary from time to time and from country to country. However, the current indicative prices of some of important water soluble fertilizers are as under:

Water soluble fertilizer/Product	Price (US\$/tonne)
NPK 19:19:19	1000
Potassium Nitrate (13:0:45)	1000
Calcium Nitrate	400
Mono Ammonium Phosphate 800 (MAP)	12:61:0
Mono Potassium Phosphate (MKP) 0-52-34	1200-1400
Sulphate of Potash (SOP)	900-950

Private Agencies in Reservation Process

702. SHRI HARISHCHANDRA CHAVAN: Will the Minister of RAILWAYS be pleased to state:

- whether the Railways have authorised certain private agencies for rail reservations;
- if so, the details thereof alongwith the norms prescribed to open such agencies;

(c) the arrangements made to inform passengers about the agencies authorised by the Railways for this purpose;

(d) whether the Railways are also aware that there are some unauthorised private agencies operating for rail reservation;

(e) if so, the facts thereof and the action taken against such agencies; and

(f) the corrective measures taken/to be taken by the Railways to curb such activities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) Details of various types of agencies authorised for rail reservations are as under:

(i) Rail Travellers' Service Agents (RTSAs) appointed by Zonal Railways for purchasing reserved tickets from the computerized Passenger Reservation System (PRS) terminals by standing in queue. They are appointed as per provisions of RTSA Rules, 1985.

(ii) Rail Tourist Agents (RTAs) who facilitate reservation to foreign passengers and are appointed as per provision of Rail Tourist Agents Rules, 1980.

(iii) e-ticketing Agents appointed by Indian Railway Catering and Tourism Corporation (IRCTC), who has been authorised to extend the facility of e-ticket to outside agencies after taking necessary safeguards to avoid misuse of this scheme.

(iv) A small proportion of reservation is also done by Out Agents (who have been provided with some reservation quota) and General Sales Agents (who are in foreign countries to secure rail reservation for passengers from those countries). These agents are appointed as per instructions issued from Ministry of Railways from time to time.

(c) The list of authorised RTSAs is available in the zonal Railways Time Table and list of RTAs is available in Indian Railway Conference Association-Coaching Tariff No. 26-Part-I (Volume-I). The details of all authorised agents appointed by IRCTC have been made available

on web site www.irctc.co.in under the caption "Information of Agents".

(d) to (f) Some instances of attempts to secure/securing reservation by unauthorized persons do come to notice. Following steps are taken to curb such activities:

(i) Drives are launched jointly by Commercial and Vigilance Departments, at times in association with Railway Protection Force staff at the PRS centers as well as in trains to nab activities of unscrupulous elements involved in unauthorised reservation and action is taken against them as per extant Rules.

(ii) Creation of multiple user IDs is regularly monitored by IRCTC through certain parameters like user's e-mail and phone number and the IDs of individuals found indulging in unauthorized booking are deactivated by IRCTC.

Allotment of Petrol Pumps/Retail Outlet

703. SHRI ANANTHA VENKATARAMI REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of various petrol pumps and retail outlets allotted or opened by the public sector oil companies under various schemes in different States including Andhra Pradesh during the last three years; and

(b) the criterion/guidelines adopted for opening of new petrol pumps and retail outlets of petroleum products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Public sector oil marketing companies (OMCs.), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC) and Bharat Petroleum Corporation Limited (BPC) have allotted 4785 Retail Outlets (ROs) under various schemes/categories in different states throughout the country including 405 ROs in the state of Andhra Pradesh in the last three years.

(b) New retail outlets/LPG distributorships are set up by OMCs at identified locations based on surveys and feasibility studies. Locations found to be having sufficient potential and which are economically viable are rostered in the State-wise Marketing Plans for setting up retail outlets/LPG distributorships.

[Translation]

LPG, Petrol, Diesel Distributors in M.P.

704. SHRI PREMCHAND GUDDU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG and petrol/diesel distributors in Madhya Pradesh, region-wise and company-wise;

(b) whether any complaint has been received against these distributors during the current year and the last three years; and

(c) if so, the action taken against the guilty distributors and the number of complaints lying pending against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) As on 01.07.2010, Public Sector Oil Marketing Companies (OMCs) are operating 578 LPG distributors and 1771 Retail Outlet dealers in the State of Madhya Pradesh. The company-wise details are as under:

	LPG distributors	RO dealers
IOC	297	839
BPCL	130	511
HPCL	151	421

The region-wise details are available with Directors (Marketing) of the OMCs concerned.

(b) and (c) OMCs have reported that based on the established complaints for various irregularities, action has been taken in 396 cases against LPG distributors and 40 cases against Retail Outlet dealers respectively in the State of Madhya Pradesh during last three years and April-June, 2010 under the provision of Marketing Discipline Guidelines (MDG)/Distributorship Agreement.

[English]

Import of Finished Steel

705. SHRI L. RAJAGOPAL: Will the Minister of STEEL be pleased to state:

(a) the quantity of finished steel imported in the country during the last three years, year-wise;

(b) whether the rise in Yuan of China affect the import of finished steel in the country;

(c) if so, its likely effect on the domestic steel industry; and

(d) the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) Year-wise data on import of finished steel in the country during the last three years are as under:-

Year	Import of finished steel (in million tonnes)
2007-08	7.029
2008-09	5.839
2009-10*	7.296

Source: Joint Plant Committee (JPC); * = Provisional

(b) and (c) The Chinese currency has appreciated only marginally with respect to the US dollar. The transactions on account of trade between China and India is expected to take place in US dollar, therefore, the exchange rate between the US dollar and the Indian Rupee shall play an important role in determining the competitiveness of Chinese exports to India.

(d) Steel is a deregulated sector, however, the government is carefully watching the trends in imports of steel into India and may apply suitable policy measures to mitigate the adverse consequences of any surge in steel imports, as and when required. While doing so, the government will also consider the interests of the user industries in particular and the national economic interests in general.

Operation of Private Airlines

706. SHRI K.C. VENUGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to revise the guidelines for the operations of private airlines; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Civil Aviation is a dynamic sector which requires continuous policy readjustments to ensure global and domestic needs. The Govt. has constantly been responding to changing scenario and formulating sector specific policies to facilitate and enable growth of the sector. However, at present, no such proposal is under consideration.

Central Grant under IHDS to Karnataka

707. SHRI G.M. SIDDESHWARA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Karnataka Government has sent a proposal to the Union Government for sanction and release of Central grant of Rs. 159.63 lakhs for providing basic inputs, skill upgradation training and work shed facilities to 16 groups of handloom weavers under group approach of Integrated Handloom Development Scheme (IHDS);

(b) if so, the action taken by the Union Government thereof; and

(c) the time by which the amount is likely to be released for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Yes Madam, 16 group proposals under the Integrated Handloom Development Scheme were received in May 2010 from the State Government of Karnataka for providing basic inputs, skill upgradation training and worksined. Since the utilization certificates for earlier releases under this scheme are pending with the State Government, these proposals could not be considered.

Construction of ROB on Priority Basis

708. SHRI N. PEETHAMBARA KURUP: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planing to have a common priority list for Railways and State Governments to complete the Railway Over Bridges at vital points of Railway Crossings in the country; and

(b) if so, the details thereof and the time by which it will be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) Railways and the State Government hold joint meeting and decide on the priority of construction of Railway Over Bridges (ROB) in lieu of level crossings. Such jointly decided ROB proposals are sanctioned during the Railways Works Programme. Further, Railways prioritize taking up construction work of ROB, out of the sanctioned ones, subject to availability of land and finalization of general arrangement drawings/alignment of the ROB, starting of the approach works by the State Govt. This policy has already been implemented on Zonal Railways.

[Translation]

Gauge Conversion under Eastern Railway

709. SHRI KAMAL KISHOR "COMMANDO": Will the Minister of RAILWAYS be pleased to state:

(a) whether gauge conversion work of Bahraich-Nanpara Rupaideeha railway line under Eastern Railway is being undertaken during the current financial year;

(b) if so, the time by which it is likely to be completed;

(c) whether proposal to extend railway station falling under this line and increase in passenger amenities is under consideration;

(d) if so, the details thereof; and

(e) the steps taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Bahraich-

Nanpara- Nepalganj Road (near Rupidiha) is on North Eastern Railway. The gauge conversion of this line is not sanctioned.

(b) Does not arise.

(c) to (e) Various facilities for augmenting passenger amenities at Bahraich, Risia, Matera and Nanpara railway stations on Bahraich-Nanpara-Rupaideeha section as given below have been provided in the recent past:

Station	Facilities Provided
Bahraich	Improvement to waiting room and retiring room, improvement to platform surface, provision of benches, provision of additional hydrants, etc.
Risia	Improvement of waiting hall, unreserved ticketing system (UTS) with booking counters, provision of benches, etc.,
Matera	Improvement to platform surface and circulating area, UTS with booking counters.
Nanpara	Improvement platform surface and circulating area, UTS, pay and use toilets, etc.

Provision of passenger amenities at stations is a continuous process undertaken by Railways.

[English]

Dedicated Airport Express Rail Link from the Airports

710. SHRIMATI J. SHANTHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Karnataka Government has sent any proposal to develop a dedicated airport express rail link from the airports in Karnataka;

(b) if so, the details thereof;

(c) the latest status thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Government of Karnataka (GOK) has not sent any proposal to develop a dedicated airport express rail link from the airports in Karnataka. However, the State Government had approached this Ministry for equity participation of Airports Authority of India (AAI) in the proposed project of high speed rail link as part of 'airport connectivity' for Bengaluru International Airport. Considering the financial commitments of AAI, GoK was advised that equity participation by AAI in the proposed project is not possible and the project should be promoted as a State Government sponsored project.

Inconvenience to Passengers due to VVIP Flights

711. DR. K.S. RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that VVIP flights cause delay to airlines passenger due to closure of airspace;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) There is Joint Standard Operating Procedure (SOP) for VVIP movement for regulation of traffic services during VVIP movement. As per the SOP, no landing and take - off shall be effected within three minutes of Expected Time of Arrival (ETA)/Expected Time of Departure (ETD) of VVIP flights. The SOP is also reviewed to ensure safe and expeditious flow of air traffic to minimise inconvenience to passengers.

[Translation]

Indo-Iran Gas Pipeline

712. SHRI A.T. NANA PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Indo-Iran gas pipeline has been mired with disagreement over transportation and price determination issues;

(b) if so, the reasons therefor;

(c) whether Iran and Pakistan have invited China to enter into a partnership with them with regard to this project;

(d) if so, the details thereof; and

(e) the alternate arrangements made by the Government for supply of gas?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) India is pursuing the import of natural gas from Iran through Iran-Pakistan-India (IPI) Gas Pipeline Project. Various important issues, viz., pricing of gas, delivery point of gas, project structure, payment of transportation tariff and transit fees for passage of natural gas through Pakistan, security of supply, etc., are under discussion amongst the participating countries. 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 and to avoid any problems in the future in the successful operation of the project.

(c) and (d) Government is only aware of press reports in local Iranian media indicating possibility of China joining the Project.

(e) A multi-pronged strategy has been adopted to augment gas supplies and to bridge the gap between supply and demand for the domestic market by intensification of domestic Exploration and Production activities including Coal Bed Methane, through import of Liquefied Natural Gas (LNG) new technologies like Underground Coal Gasification and Natural Gas Hydrate Programme and import of natural gas through transnational gas pipelines. In addition to Iran, import of natural gas is also being pursued from Turkmenistan through Turkmenistan-Afghanistan-Pakistan-India (TAPI) gas pipeline project.

Exploration of Natural Gas in Kangra, H.P

713. SHRI ANURAG SINGH THAKUR:
SHRI VIRENDER KASHYAP:

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

(a) whether the Government is aware of the fact that the work of exploration of combustible gas in the volcanic region of the district of Kangra in Hirnachel Pradesh is going on for the last several years and there have been indication of the emission of gas on large scale recently;

(b) if so, the details thereof; and

(c) the time by which the production of gas is likely to be started at the said place from commercial point of view?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Recently gas seepage has been reported from Pong Dam near Kangra area which was investigated by ONGC and found to be of biogenic origin and not the thermal hydrocarbon gas. In the nomination PEL operated by ONGC in the Kangra-Mandi area of Hirnachel Pradesh, low pressure gas pools were observed during drilling of wells. However, the gas was not of commercial quantity.

RoB on Railway Crossings at NH

714. SHRI VITTHALBHAI HANSRAJBHAI
RADADIYA:
SHRI MANSUKHBHAI D. VASAVA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway crossings on the national highways in Gujarat, district-wise;

(b) whether the Railways have received proposals to construct rail over bridges and under bridges on these railway crossings;

(c) if so, the details thereof;

(d) the number of surveys conducted in this regard during the last three years alongwith the details of the railway crossings for which survey has been conducted, place-wise; and

(e) the out come of the survey done in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) There are 41 number of railway level crossings on National Highways

in Gujarat State. The details are given in enclosed Statement-I.

(b) Yes, Madam.

(c) The details are given in the enclosed Statement-II.

(d) and (e) There is a system of periodical Train Vehicle Unit (TVU) census on all level crossings once every three years for seven days. In case, TVU of a

level crossing gate exceeds one lakh, the State Government is approached to sponsor the proposal of construction of Railway Over Bridge (ROB) in lieu of the level crossing, with format undertaking for closure of level crossings, cost sharing basis details, arrangement of land free of encumbrances, free of cost etc. Thus all the level crossings are surveyed periodically by carrying out the census surveys, and the ones where the ROB's are agreed upon, are processed for inclusion in Final Works programme.

Statement-I

(a) The details of 41 Level Crossings on National Highways in Gujarat State

Sl.No.	District	LC No.	Location	Road Type (NH,SH, Municipal, Village etc.
1	2	3	4	5
1.	Surat	17A	18/6-7	NH-6
2.	Surat	53	62/1-2	NH-6
3.	Surat	64	90/5-6	NH-6
4.	Valsad	17	13/1-2	NH
5.	Valsad	87 A	353+080	NH-8
6.	Kheda	10	4/9-5/0	NH-8
7.	Surat	3/A	4/0-1	NH-8
8.	Bharuch	2	2/2-3	NH-8
9.	Vadodara	2X	1/8-9	NH-8
10.	Vadodara	2X	1/1-1/2	NH-8
11.	Godhra	15	485/08-10	NH-59
12.	Godhra	20	491/22-24	NH-59
13.	Kutch	236	804/1-2	NH
14.	Kutch	1	1/12-13	NH
15.	Banaskantha	2-A	2/1-2	NH-8
16.	Banaskantha	82-A	94/9-95/0	NH-15

1	2	3	4	5
17.	Patan	114-A	132/4-5	NH
18.	Kutch	153	187/5-6	NH
19.	Ahmedabad	9	399/5-6	NH
20.	Rajkot	095	701/7-8	NH-8
21.	Rajkot	119	739/2-3	NH-8
22.	Rajkot	144	765/4-5	NH-8
23.	Rajkot	145	767/2-3	NH-8
24.	Jamnagar	189	820/2-1	NH-8
25.	Jamnagar	200	830/4-5	NH-8
26.	Jamnagar	274	936/13-14	NH-8
27.	Jamnagar	004	862/7-8	NH-8
28.	Rajkot	010	7/1-2	NH-8
29.	Rajkot	003	1/0-1	NH-8
30.	Rajkot	64	48/6-7	NH-8
31.	Rajkot	075X2	71/2-3	NH-8
32.	Bhavnagar	129	125/1-2	NH
33.	Amreli	11	11/9-12/0	NH
34.	Junagadh	77	97/5-6	NH
35.	Junagadh	82/X	106/4-5	NH
36.	Rajkot	59	126/14-127/1	NH-8D
37.	Amreli	24/X	24/1-2	NH
38.	Junagadh	49	65/4-5	NH-8E
39.	Ahmedabad	33	32/6-7	NH
40.	Junagadh	127/X Spl.	101/6-7	NH
41.	Junagadh	130/X	158/10-11	NH

Statement-II

(c) Proposals for construction of road over bridges/under bridges on railway crossings.

Sl.No.	Detail	LC. No.	Status
1.	ROB/RUB already sanctioned on cost sharing basis-4Nos	3/A,2,189 and 274	Sanctioned
2.	ROB/RUB already sanctioned on Deposit/BOT basis - 2 Nos.	87A and 20	Sanctioned
3.	ROB/RUB proposal received under cost sharing basis - 5 Nos.	17A,53,64,1 and 274. 17-A dropped by NHAI	Under construction at Zonal Railway level for works programme 2011-12
4.	ROB/RUB proposal received under Deposit/BOT - 8 Nos.	17,87A,10,144,10,15, 127/X spl. and 130/X	Under construction at Zonal Railway.

Fixation of Prices of Medicines

715. SHRIMATI SUSHILA SAROJ: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Hon'ble Supreme Court had directed the Government for fixation of prices of medicines and this issue is still pending before the Group of Ministers;

(b) if so, since when this issue is pending before the Group of Ministers and the action taken by the Government in this regard;

(c) whether the prices of medicines have further shoot up because this case remains undecided and still pending; and

(d) if so, the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) and (b) The Supreme Court in its interim order dated 10.3.2003 in SLP(C) No. 3668/2003 directed the Government, *inter alia*, to "consider and formulate appropriate criteria for ensuring essential and life saving drugs not to fall out of price control and further directed to review drugs which are essential and life saving in nature till 2nd May, 2003". As per the directions of the Supreme Court, the Ministry of Health and Family Welfare reviewed the National Essential Drugs List 1996 and brought out the National List of Essential Medicines,

2003(NLEM 2003). Keeping in view the directions of the Supreme Court it has been proposed in the Draft National Pharmaceutical Policy, 2006 that basket of drugs for price control would be the essential medicines as contained in the NLEM 2003 (subject to certain conditions and exemptions) in addition to the 74 drugs which are at present under price control under the Drug (Price Control) Order, 1995. The Draft National Pharmaceutical Policy was submitted to the Cabinet for its approval. The Cabinet considered the policy in its meeting held on 11.1.2007. It was decided that the matter may, in the first instance, be considered by a Group of Ministers (GOM). The COM had held four meetings but did not finalise its recommendations to the Cabinet. After the formation of the new Government, the COM has been reconstituted.

(c) and (d) National Pharmaceutical Pricing Authority/ Government fixes or revises prices of scheduled drugs/ formulations as per the provisions of the DPCO, 1995. Under the provisions of the Drugs (Price Control) Order, 1995 the prices of 74 bulk drugs and the formulations containing any of these scheduled drugs are controlled. NPPA monitors the prices of all formulations including imported scheduled formulations under price control. Under the DPCO, no person can sell any formulation (medicines) of price controlled category to a consumer at a price exceeding the price notified/approved by the NPPA/Government. In case, a company is found selling at prices higher than the price notified/approved by the

NPPA/Government, action is taken against them as per the provisions of the DPCO, 1995.

In respect of drugs-not covered under the Drugs (Prices Control) Order, 1995 *i.e.* non-scheduled drugs, manufacturers fix the prices by themselves without seeking the approval of Government/NPPA. Such prices are normally fixed depending on various factors like the cost of bulk drugs used in the formulations, cost of excipients, cost of R and D, cost of utilities/packing material, sales promotion costs, trade margins, quality assurance cost, landed cost of imports etc.

As part of price monitoring activity, NPPA regularly examines the movement in prices of non-scheduled formulations. The monthly reports of ORG IMS and the information furnished by individual manufacturers are utilized for the purpose of monitoring prices of non-scheduled formulations. Wherever a price increase beyond 10% per annum is noticed, the manufacturer is asked to bring down the price voluntarily failing which, subject to prescribed conditions, action is initiated under paragraph 10(b) of the DPCO, 1995 for fixing the price of the formulation in public interest.

Based on monitoring of prices of non-scheduled formulation, NPPA has fixed prices in case of 28

formulation packs under para 10(b) and companies have reduced price voluntarily in case of 64 formulation packs. Thus in all, prices of 92 packs of non-scheduled drugs have got reduced as a result of the intervention of NPPA.

Demand and Supply of Petroleum Products

716. SHRI KIRTI AZAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the demand and supply of petroleum products in the country and the percentage of petroleum products being imported and the percentage of the petroleum products available in the country; and

(b) the total quantity of petroleum products which was imported during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The details of demand and supply and imports of petroleum products during the last three years are given below:

I. Domestic Demand for Petroleum Products as Percentage of Production:

	(Qty. in Million Metric Tonnes)			
	2007-08	2008-09	2009-10	2010-11 (Prov.*) (Apr-Jun)
Supply (Production)	149.89	154.65	185.00	42.13
Demand (Consumption)	128.95	133.60	138.20	36.50
Consumption as% of Production	86%	86%	75%	87%

*RIL SEZ-data included only upto April'2010

II. Import of Petroleum Products

	(Qty. in Million Metric Tonnes)			
	2007-08	2008-09	2009-10	2010-11 (Prov.) (Apr-Jun)
Product import	22.5	18.5	14.6	3.95
Import as% of Consumption	17%	13.8%	11%	11%

*[English]***Quota for Cancer Patients**

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

(a) whether the Railways have placed a limit on the number of berths and seats to be allotted under the emergency quota for cancer patients;

(b) if so, reasons for modifying the existing system; and

(c) the details of assessment made regarding such initiative?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) This limit was imposed after receiving references from Zonal Railways advising therein the instances where they were unable to accommodate VIPs on self travel when entire emergency quota was utilized by cancer patients particularly during peak season leaving Railways with no emergency quota. However, separate quota for cancer patients is also available in some trains.

(c) Some of the cases reported by the Zonal Railways where entire Emergency Quota earmarked was utilized by Cancer Patients are given below:

Train No.	Date	Class	Number of berths earmarked	
			As Emergency Quota	Utilized by Cancer Patient
1059 Lokmanya Tilak(T)- Chhapra Godaan Express	17.04.2010 and 06.5.2010	3 AC	10	10
2859 Chatarpati Shivaji Terminus - Howrah Gitanjali Express	22.04.2010, 23.4.2010, 24.04.2010, 28.04.2010 and 09.04.2010	3 AC	24	24
5647 Lokmanya Tilak(T)- Guwahati Express	23.4.2010 and 28.4.2010	3 AC	22	22
5645 Lokmanya Tilak(T)Guwahati Express	24.04.2010	3 AC	22	22
2811 Lokmanya Tilak(T)- Hatia Express	02.05.2010	3AC	10	10
0553 Lokmanya Tilak(T)- Guwahati Special	04.05.2010	3AC	10	10
2151 Lokmanya Tilak(T)- Howrah Samarsata Express	05.05.2010	3AC	12	12

Impact of Liberalisation on Fertilizer Industry

718. SHRI RAMSINH RATHWA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the impact of liberalization policy of the Government on fertilizer industry; and

(b) the efforts being made by the Government to safeguard the fertilizer industry?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) In the wake of the liberalization and the rising quantum of the fertilizers subsidy bill under the then Retention Price cum Subsidy Scheme, Government of India decontrolled the Phosphatic and Potassic fertilizers in 1992. Accordingly, the fertilizers such as DAP, MOP, NPK Complexes, SSP etc were decontrolled. However, urea remained under the price, distribution and movement control of the Government. Subsequently, in the interest of balanced use of fertilizers in the country, Department of Agriculture and Cooperation introduced Concession Scheme on adhoc basis for DAP, MOP, NPK Complex fertilizer and SSP in October, 1992 which has been allowed to continue by the Government with the changed parameters from time to time. Accordingly, the fertilizers are sold to the farmers at the MRP, which is much below the actual cost of the fertilizers. The difference between the actual cost of the fertilizers and the MRP is provided by the Government to the manufacturers/importers in the form of concession/subsidy. Government of India has introduced Nutrient Based Subsidy policy w.e.f 1.4.2010 for decontrolled P and K fertilizers (w.e.f. 1.5.2010 for SSP). As per this policy, the fertilizers namely DAP, MOP, NPKS complexes, MAP, TSP, Ammonium Sulphate and Single Super Phosphate are provided to the farmers at the subsidized rates based on the nutrients ('N', 'P', 'K' and 'S') contained therein. Additional subsidy is also provided on the fertilizers fortified with secondary and micronutrients such as Boron and Zinc. This has ensured availability of Phosphatic and Potassic fertilizers to the farmers in adequate quantities. Similarly, Department of Fertilizers is also implementing New Pricing Scheme for urea. DOF is also making efforts for assured supply of natural gas to Fertilizer Manufacturing Units. Efforts are also being made for gas pipeline connectivity to plants, which are functioning on Naphtha and furnace oil, for revival of closed units and for new projects. The policy

for new investments in urea sector and joint ventures abroad, notified by DOF on 4.9.2008 is being amended to attract investments in urea fertilizer industry through greenfield projects, expansion of existing units, revamp of existing units and restart of closed units of FCIL/HFCL.

[*Translation*]

Rail Coach Factory in Bhopal

719. SHRI BHOOPENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total purchase including spare parts, machineries and other equipments made by the Rail Coach Factory Nishatpura, Bhopal (Madhya Pradesh) during the last three years;

(b) whether the Rail Coach Factory, Bhopal has any unit/capacity for manufacturing spare parts, machineries and other equipments;

(c) if so, the reasons for procuring such parts in spite of manufacturing the same in the factory;

(d) whether irregularities in procurement of tension device assembly (spring) had been detected;

(e) if so, the number of coaches wherein such substandard springs have been used; and

(f) the action being taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The total purchases made by West Central Railway for Coach Rehabilitation Workshop, Bhopal during last three years is as under:

Year	Total Purchase value Rs. in Crores
2007-08	92.33
2008-09	122.27
2009-10	132.30

(b) The workshop has a limited capacity for manufacturing of steel components like Headstock assembly, sole bars, cross channel, side panel etc.

(c) Only the balance requirement of items for which capacity/manpower is not available with this workshop are being procured from trade by the West Central Railway.

(d) No irregularities in procurement of tension device assembly (spring) has been detected so far.

(e) and (f) Do not arise.

[English]

Anand Vihar Railway Station

720. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Anand Vihar Railway Station in Delhi is not fully functional and lacks all the basic amenities which put passengers into lot of hardships;

(b) if so, the details thereof;

(c) whether Railways have taken any steps to improve all essential passenger amenities there; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Anand Vihar Railway Station is functional and all basic amenities as per norms have been provided.

Committee for Pricing of Auto and Cooking Fuel

721. SHRI S.S. RAMASUBBU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to State:

(a) whether the Government has constituted a Committee to suggest reforms in the pricing of auto and cooking fuel;

(b) if so, the details alongwith its compositions thereof,

(c) the time by which its report is likely to be submitted;

(d) whether any such Committees on the above subject have also been constituted earlier;

(e) if so, whether their recommendations were been implemented;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The Government had constituted an Expert Group on 31.08 2009 under the chairmanship of Dr Kirit S. Parikh, former Member, Planning Commission to examine the current pricing policy of the four sensitive petroleum products; namely, Petrol, Diesel, PDS Kerosene and Domestic LPG and to make recommendations for a viable and sustainable pricing policy for these products. The Group's terms of reference were:

- (i) Examination of the current taxation structure on the sensitive petroleum products, with particular reference to Petrol and Diesel and make recommendations to rationalize the taxes levied by the Central and State Governments.
- (ii) Examination of the financial health of the Public Sector Oil Marketing Companies and to recommend ways of compensating them for their under-recoveries in case they are not permitted to charge market prices as a result of Government's intervention, in order to protect consumers.
- (iii) Any other matter, which the Expert Group may consider necessary.

The composition of the Expert Group was as follows:

1.	Dr. Kirit S. Parikh Former Member, Planning Commission	Chairman
2.	Dr. Isher J. Ahluwalia Chairperson, Indian Council for Research on International Economic Relations (ICRIER)	Member

3.	Finance Secretary, Ministry of Finance	Member
4.	Secretaiy, Ministry of Petroleum and Natural Gas	Member
5.	Shri Suman K. Beri, Director General, National Council of Applied Economic Research (NCAER)	Member

The Expert Group has submitted its Report to the Government on 3rd February, 2010.

(d) to (g) Government had earlier constituted the following two Committees:

- (i) Dr. Rangarajan Committee on Pricing and Taxation of Petroleum Products, on 17.2.2006; and
- (ii) High Power Committee on the Financial Position of Oil Companies constituted under the chairmanship of Shri B.K. Chaturvedi on 31.7.2008.

The Government accepted the following recommendations of the Rangarajan Committee.

- (i) Pricing of Petrol and Diesel to be determined on Trade Parity basis, which is the weighted average of Import Parity and Export Parity prices in the ratio of 80:20.
- (ii) Reduction of Custom Duty on Petrol and Diesel from 10% to 7.5% in June 2006.
- (iii) 'In principle' decision to restrict the supply of subsidized PDS Kerosene to BPL families.

Setting up of Unit of BHEL

722. SHRI A.K.S. VIJAYAN: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether there is a demand from the people of Nagapattinam, Tamil Nadu that an ancillary unit of Bharat Heavy Electricals Limited (BHEL) be set up in Nagapattinam;

(b) if so, whether the Union Government has considered the demand;

(c) if so, the time by which the unit is likely to be set up; and

(d) the extent to which it will be beneficial to the people of the district?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) No Madam. Bharat Heavy Electricals Limited (BHEL)-has not received a demand from the people of Nagapattinam, Tamil Nadu that an ancillary unit of the Company be set up in Nagapattinam.

(b) to (d) Do not arise in view of (a) above.

[Translation]

Emergency Landing of Aircraft

723. SHRI HANSRAJ G. AHIR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been a considerable rise in the incidents of emergency landing of aircraft due to technical fault and other reasons during the last one year in the country;

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

(c) whether the Government has conducted any inquiry into all these incidents;

(d) If so, the outcome thereof; and

(e) the steps being taken by the Government in this regard?

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

(b) Does not arise.

(c) and (d) All incidents, including Emergency Landings are investigated as per the laid down procedure.

(e) Safety recommendations emanating from investigation of accidents/incidents are followed up for implementation with the concerned agencies so as to prevent recurrence of similar accidents. To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA), which include safety audits, surveillance inspections, dissemination of safety information, issue of Air Safety Circular/Civil Aviation Requirements, etc.

[English]

Development of Mysore Airport

724. SHRI N. CHELUVARAYA SWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has taken up the development of Mysore Airport for ATR-72 type of aircraft operations in Phase-I;

(b) if so, the present status of the work;

(c) whether for Phase-II development, AAI has requested to provide additional 310 acres of land including diversion of NH-212 for future expansion plans for A-321 type of aircraft operations alongwith city side facilities and associated infrastructure;

(d) if so, whether the Karnataka Government has requested the AAI to consider sharing 50 per cent of the land acquisition cost for taking up the expansion of the airport;

(e) if so, whether the Union Government has considered the request of the Karnataka Government; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam.

(b) Airports Authority of India (AAI) has completed construction of Runway 09/27 of dimension 1740m x 30m, apron and link taxiway with associated facilities in March 2008 for ATR 72 aircraft operation. Construction of Terminal Building, Technical block cum Control tower, Fire Station, etc. was completed in March 2010. Mysore airport was inaugurated on 15.05.2010.

(c) and (d) Yes, Madam. Karnataka Government had requested AAI for sharing the cost.

(e) AAI has not accepted the request of the State Government of Karnataka for cost sharing, because as per the MoU, signed between Government of Karnataka and AAI on 06.10.2005, further additional land required for expansion of Mysore Airport is to be acquired by Government of Karnataka (GoK) and transferred to AAI, free of cost and free from all encumbrances, Subsequent to the MoU Government of Karnataka has already handed over 188 acres of land free of cost to AAI, out of requisite 310 acres.

(f) Not applicable.

Air India to ground its Fleet in Future Strikes

725. SHRI K.R.G. REDDY Will the Minister of CIVIL AVIATION be pleased to states:

(a) whether Air India is to ground 15 per cent fleet In case of future strikes;

(b) if so, the details thereof;

(c) the losses suffered by Air India and other airlines during the last three years due to strike alongwith the reasons for each strike; and

(d) the steps taken by the Government to tackle such situation In future?

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

(c) The losses suffered by NACIL and other airlines due to strikes were around Rs.127 Crores. Executive Pilots in NACIL resorted to strike in view of proposed cut in flying allowance which was necessitated due to critical financial position of the Company. Jet Airways has informed that the strike by its pilots was a stimulated strike.

(d) As regards NACIL, the Board of NACIL has constituted an HR Sub-Committee in order to consider the various issues and grievances of its employees. The Board of NACIL is in constant dialogue with the Unions/Associations to bring in greater discipline in the organisation's working.

Registration of Marriages

726. SHRI BASU DEB ACHARIA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Supreme Court had directed in a case that marriages of all persons who are citizens of India belonging to various religions should be made compulsorily registrable in their respective States; and

(b) the steps taken for adherence of directives of Supreme Court so far?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Yes, Madam.

(b) The requisite information is being collected from the State Governments and will be laid on the Table of the House.

[*Translation*]

Handloom and Handicrafts Exhibition Abroad

727. SHRI ARJUN RAM MEGHWAL: Will the Minister of TEXTILES be pleased to state:

(a) whether there is any scheme to facilitate weavers, artisans and craftsmen to participate in the exhibitions to be held abroad without charging any fees from them or at a nominal fees;

(b) if so, the details thereof; and

(c) the details of the exhibitions held alongwith the number of weavers, artisans and craftsmen sent to these exhibitions for marketing purpose alongwith the expenditure incurred so far during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Under Marketing Support and Service Scheme, the artisans/craftsmen of handicrafts are being deputed to international fairs/exhibitions held abroad, Cultural Exchange Programme and Craft Exchange Programme for creating awareness of design and product concepts of international market and for dissemination of the latest production techniques, tools *and* equipment and technology being adopted by different countries. The handloom weavers societies and various handloom exporting agencies, which are member of Handloom Export Promotion Council, Handicrafts *and* Handlooms Exports Corporation of India Ltd. etc participate in international fairs/exhibitions on nominal charges under the Marketing *and* Export Promotiofi Scheme.

(c) (i) The year-wise details of exhibitions, number of artisans/craftsmen deputed and expenditure incurred during the last three years and the current year for Handicrafts sector are as under:

Sl.No.	Year	No. of exhibitions participated	No. of artisans/craftpersons participated	Expenditure (Rs. in lakh)
1.	2007-08	05	26	85.09
2.	2008-09	10	79	192.16
3.	2009-10	12	83	1394.93
4.	2010-11 (till date)	05	35	129.00

(ii) The year-wise details of exhibitions, number of participants and expenditure incurred in respect of handloom agencies during the last three years and the current year, are as under:

Sl.No.	Year	No. of exhibitions participated	No. of participants	Expenditure (Rs. in lakh)
1.	2007-08	7	113	158.14
2.	2008-09	9	108	140.16
3.	2009-10	10	111	246.82
4.	2010-11 (Till date)	2	16	46.96

*[English]***Court Language**

728. SHRI R. THAMARASELVAN:
SHRI S.S. RAMASUBBU:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government of Tamil Nadu has sent any proposal to the Union Government for introduction of Tamil as the court language in the Madras High Court;

(b) if so, the details alongwith the action taken by the Union Government thereon; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Yes, Madam.

(b) and (c) The request of the Government of Tamil Nadu for introduction of Tamil as the Court language in the Madras High Court is being examined in consultation with the Chief Justice of India.

Justice Ranganath Mishra Committee Report

729. SHRIMATI JYOTI DHURVE:
SHRI M. SREENIVASULU REDDY:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government is implementing Justice Ranganath Mishra Committee report on the religious and linguistic minorities;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) to (c) The report of National Commission for Religious and Linguistic Minorities (NCRLM) was laid in both the Houses of Parliament on 18.12.2009 and the same is under examination.

Construction of Helipads

730. SHRI ANANDRAO ADSUL:
SHRI DHARMENDRA YADAV:
SHRI GAJANAN D. BABAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the helipads are being set up in the country by violating the noise pollution norms;

(b) if so, the number of such helipads set up so far;

(c) the response of the Government thereon; and

(d) the steps taken by the Government to adhere the noise pollution norms while granting permission for setting up public as well private helipad in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a)- No, Madam.

(b) and (c) Do not arise.

(d) it has been intimated by Ministry of Environment and Forests that helicopter is not a "sound producing instrument" as envisaged in Rule 3 and 5 of the Noise Pollution (Regulation and Control) Rules, 2000.

*[Translation]***E- Voting**

731. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is planning to introduce e-voting in election process; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) No, Madam.

(b) Does not arise.

Hazipur-Sugauli Rail Line

732. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the status of the Hazipur-Vaishali-Sugauli new rail line;

(b) the amount allocated and spent so far for the said rail line; and

(c) the time by which the said rail line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Land acquisition completed for 94 Km. out of 148.3 Km. Earthwork, minor and major bridges have been taken up in 81 Km length from Hazipur end.

(b) Expenditure of Rs. 126.51 crore has been incurred on this project till March 2010. An outlay of Rs. 30 crore is provided in the Budget 2010-11.

(c) The completion of project will depend upon availability of resources.

Hike in Prices of Natural Gas

733. SHRI RAMASHANKAR RAJBHAR:
SHRI M. SREENIVASULU REDDY:
SHRI ASADUDDIN OWAISI:

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

(a) whether the Government has increased the prices of natural gas recently;

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

(c) whether the hike in prices of natural gas would also lead to a rise in the cost of production of fertilizer and power generation;

(d) if so, the details thereof;

(e) the extent to which the gas based industries are likely to be affected by the rise in price of natural gas; and

(f) the remedial measures proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Government has increased the

price of natural gas produced by National Oil Companies (NOCs), viz., ONGC and OIL from their nominated blocks and covered under Administered Price Mechanism (APM), w.e.f. 01.06.2010, as below:

Sector	Price after revision	
	Rs./mscm	\$/mmbtu
Customers outside North East	6818	3.82
Customers in North East	4091	2.29

Note:

1. For conversion US\$1 has been considered as Rs. 45
2. The above prices are excluding of royalty and marketing margin.

NOCs were incurring huge under-recoveries in their natural gas business, as cost of production of natural gas has been far higher than the sales realization.

(c) to (e) The impact of increase in ARM gas price on power sector is not expected to be substantial as APM gas based power generation is a small component of the total power production in the country. As regards the increase in fertilizers subsidy due to increase in APM price, it is expected to be less than the increase in Central Government's revenue generation due to increase in APM price.

The ratio of natural gas in cost of production varies from industry to industry. As such, it possible to calculate the impact of price revision on various gas based industries.

(f) The price of gas produced by NOCs has been brought in line with the market. There is no need for any remedial measures in this regard.

[English]

New Catering Policy

734. SHRI ADAGOORU H. VISHWANATH:
SHRI NISHIKANT DUBEY:
SHRI NARAHARI MAHATO:
SHRI NRIPENDRA NATH ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to have a new Catering Policy for longdistance trains;

(b) if so, the details thereof;

(c) the number of complaints regarding serving of sub-standard food and contaminated water received during the current year till date, zone-wise; and

(d) the steps taken by the Railways to maintain the required standards and quality of the food items being served in trains particularly in premium express trains and other railway premises?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) A new Catering Policy 2010 has been introduced w.e.f. 21.07.2010 which has revised policy guidelines regarding management of mobile as well as static catering units.

(b) The management of providing onboard catering services to the railway passengers on Indian Railways is now to be done by the Zonal Railways instead of IRCTC, in a phased manner.

(c) During the current year from January to 20.07.2010, 687 complaints have been received regarding Sub-standard food and contaminated water.

Zone wise details are as under:

Zone	Total No. of complaints
North (NR, NCR, NER and NWR,)	257
West (WR, CR and WCR)	105
East (NFR, ER, SER, SECR, ECR and ECOR)	180
South (SR, SWR)	113
South Central (SCR)	32
Grand Total	687

(d) Following steps are taken to maintain quality of food and mobile as well as static units:

1. Modernization of base kitchens and cell kitchens where food is prepared for onward transmission to mobile unit.

2. Conducting special drive on premium trains and base kitchen.

3. Conducting 3rd party audit by reputed Agencies.

4. Customer satisfaction surveys.

5. Web enabled complaint management systems.

6. Toll free number to lodge complaint.

[Translation]

Setting up of Steel Plants

735. SHRI OM PRAKASH YADAV: Will the Minister of STEEL be pleased to state:

(a) whether a large number of proposals relating to land acquisition, environmental and forest clearance for iron-ore mines and setting up of steel plants are pending for approval;

(b) if so, the details thereof;

(c) whether the Government has received any proposal for setting up of any steel plant nearby iron-ore mines in forest areas in the country;

(d) if so, whether the Government has taken any steps to set up a steel plant nearby iron-ore mines in Surajgarh in Vidarbha district of Maharashtra; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP) : (a) and (b) Large integrated steel projects are resource intensive involving land acquisition, forest clearance, allocation of raw material resources, power and water supply. These issues are dealt by the concerned Ministries and State Governments, in accordance with the relevant Acts, Rules and Policies. Ministry of Steel is, however, closely monitoring the issues in respect of the Public Sector Units under its administrative control. According to the information available, Steel Authority of India Limited (SAIL) and Rashtirya Ispat Nigam Limited (RINL) have no pending land acquisition. NMDC Limited, which is setting up a 3.0 million tonnes per annum (mtpa) steel project at Nagarnar in Chhattisgarh has a land requirement of 1772.16 acres, out of which 995 acres of land is in its possession.

The detailed status of forest clearance application under process in respect of SAIL and NMDC Limited are enclosed at Statement.

(c) There is no specific provision regarding locational set up of the plants, as long as the location is in compliance with forest, environmental and other such relevant legal provisions. Therefore such proposals do not require the approval of the Central Government.

(d) and (e) According to the information furnished by Government of Maharashtra, M/s. Surjagarh Steel and Mines Pvt. Ltd., Gadchiroli desires to set up an integrated steel plant in the district at M.I.D.C. Area, Gadchiroli, which is located at a distance of 160 Km. from the iron ore reserves and M/s. Lloyd Metals and Engineers Ltd. have submitted proposal for Beneficiation and Pelletisation plant in Gadchiroli, M.I.D.C.

Statement

Forest Clearance Status of Steel Authority of India Limited and NMDC Limited

Steel Authority of India Ltd.(SAIL)

Chiria Iron Ore Mines, Jharkhand

1. Budhaburu Area - 823.624 Ha. was sent by the SAIL for forest clearance on 06.01.2006 to Government of Jharkhand.
2. Ajithaburu Area - Proposal for forest clearance of 323.887 Ha. is with Ministry of Environment and Forests since end of August 2009.
3. Sukri-Latur Area - 609.813 Ha. was sent by SAIL for forest clearance on 06.2.2008 to Government of Jharkhand.

Gua Iron Ore Mines, Jharkhand

1. Duargaiburu Area - Stage-I approval was accorded for 1443.756 Ha. by Ministry of Environment and Forests in May 2009. Compliance report pertains to Stage-I renewal was submitted to DFO, Saranda on 29.10.2009.
2. Topailore Area - 14.17 Ha. was sent by the SAIL for forest clearance on 06.09.2006 to Government of Jharkhand.

3. Jhillingburu - II Area - 30.44 Ha. was sent by the SAIL for forest clearance on 03.07.2008 to Government of Jharkhand.

4. Jhillingburu - I Area - 210.526 Ha. was sent by the SAIL for forest clearance on 03.07.2008 to Government of Jharkhand.

Kiriburu-Meghahatuburu Iron Ore Mines, Jharkhand

1. Lease - I Area - 1936.06 Ha. was sent by Government of Jharkhand for renewal of mining lease for forest clearance on 12.10.2009 to Ministry of Environment and Forests.
2. Lease - II Area - 879.00 Ha. was sent by the SAIL for forest clearance on 12.11.2008 to Government of Jharkhand.

Barsua-Kalta Iron Ore Mines, Orissa

1. ML - 130 Area - 2486.38 Ha. was sent by the SAIL for forest clearance on 05.01.2008 to Government of Orissa.
2. ML - 162 Area - 77.96 Ha. was sent by the SAIL for forest clearance on 26.05.2008 to Government of Orissa.
3. ML - 139 Area - 25.98 Ha. was sent by the SAIL for forest clearance on 17.09.2009 to Government of Orissa.

Bolani Iron Ore Mines, Orissa

1. 5.1 Sq. Mile Area - 1321.45 Ha. was sent by the SAIL for forest clearance on 30.06.2008 to Government of Orissa.
2. 6.9 Sq. Mile Area - Stage I Jpr 1786.74 Ha. approval accorded by Ministry of Environment and Forests on 24.2.99.

NMDC Limited

Bailadila Iron Ore Deposite - 13 - 413.745 Ha. was sent by the NMDC Limited for forest clearance on 15.10.2008 to Government of Chhattisgarh.

Tariff Hike by Airlines

736. SHRIMATI DEEPA DASMUNSI:
SHRI MAHABAL MISHRA:
SHRI S. PAKKIRAPPA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) is aware that some airlines have increased their tariffs during the last three years;

(b) if so, the number of times air fares have been increased during the said period, airlines-wise and the percentage thereof;

(c) whether the DGCA/Government proposes to appoint an Aviation Regulator for fixing the air fares; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Airfares are not being regulated by the Government. Airlines are free to charge airfares as per market forces. Over the past few years airfares have varied in line with demand and market dynamics.

(c) and (d) There is no such proposal under consideration.

[English]

Commercial Use of Vacant Railway Land

737. SHRI K. SUDHAKARAN:
DR. K.S. RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to enter into public-private partnership mode for commercial utilization of vacant railway land and air-space;

(b) if so, the details of the proposals approved by the Railways for the purpose, during the past three years;

(c) the total cost of the approved projects;

(d) whether any such project has been identified for Kerala; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (e) Vacant railway land and air space not required by Railways for its immediate future operational needs is entrusted to

Rail Land Development Authority (RLDA) by Ministry of Railways for commercial development. RLDA follows lease models where railway land is leased on long term basis for 30-45 years on payment of upfront lease premium or spread over a period of time. So far, 135 sites measuring 3761 acres have been entrusted to RLDA for commercial development. No site in the State of Kerala has been entrusted to RLDA for commercial development so far.

Slowdown in Textile Sector

738. SHRI NRIPENDRA NATH ROY:
SHRI NARAHARI MAHATO:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is contemplating a comprehensive package to overcome the crisis prevailing in the textiles sector due to the global economic slowdown;

(b) if so, the details thereof;

(c) whether any action plan is being drawn up by the Government to tackle the loss of job opportunities due to the crisis;

(d) if so, the details thereof;

(e) whether the Government has also taken note of a recent study of the United Nations Conference on Trade and Development (UNCTAD) regarding job loss in the textiles sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (f) In 2009-10, Government enabled the textiles industry to face recessionary conditions by providing fiscal stimulus packages including increased plan allocation from Rs. 4090 crore to Rs. 4500 crore, encompassing an enhanced allocation of Rs. 3140 crore for TUFs and export incentives under the Foreign Trade Policy. The stimulus packages were extended to handlooms and garments sectors to help cushion the recessionary impact. Programmes for modernization of handlooms, powerlooms, handicrafts, sericulture and wool sector were launched. The welfare and well being of textiles workers was ensured, particularly those engaged in

decentralized sectors through rigorous implementation of social security and health insurance programmes. Government has taken note of the 2009 UNCTAD study on oil job losses in textiles sector. In the Union Budget 2010-11, Government has launched the Integrated Skill

Development Programme to improve the skill base of 30 lakh workers employed in the sector over a 5 year period. A significant recovery on production and exports was witnessed as depicted below:

Indicator	2008-09	2009-10
Production of fabrics in Powerloom sector (Units: Mn Sq mtrs)	33,648	36,539
Production of Fabrics in Handloom Sector (Units: Mn Sq mtrs)	6,677	6,788
Production of Fabrics in Hosiery sector (Units: Mn Sq mtrs)	12,077	13,581
Production of Spun Yarn (Units: Mn Kg)	3,914	4,188
Total Textile Exports (Units: US\$ Million)	21226.34	22379.95

[*Translation*]

Promotion of FPI

739. SHRI DATTA MEGHE: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has formulated any scheme to set up food parks, faculty for education and special purpose vehicles with a view to promote Food Processing Industry (FPI);

(b) if so, the details thereof; and

(c) the time by which the said schemes are likely to be implemented?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) Government has approved setting up of Mega Food Parks under the 11th Plan Scheme of Infrastructure Development for Mega Food Parks. Each Mega Food Park Project under the above scheme is to be implemented through a Special Purpose Vehicle (SPV). The SPV shall be a Body Corporate which will execute, own and manage the Mega Food Park Project. Ministry provides one time capital grant for setting up of Mega Food Parks. The Scheme aims at creating state of art infrastructure facilities which consist of both core and non-core infrastructures along with basic enabling infrastructure. There is no provision of faculty for education under this scheme. However, under the non-core facilities there is a provision for training centre in the Central Processing Centres of the projects.

So far as Govt. assistance for education in food processing sector is concerned, there is a separate scheme for Human Resource Development. The details of the scheme are available on the Ministry's website www.mofpi.nic.in. Under this scheme, financial assistance is provided to Food Processing Training Centres (FPTC), Creation of Infrastructure for running Degree/Diploma courses in Food Processing in Universities, Entrepreneurship Development Programmes (EDPs) and Training Programmes sponsored by Ministry of Food Processing Industries.

(c) The Schemes of Mega Food Park and Human Resource Development are already under implementation.

Chair Car for Short Distance Passenger Trains

740. SHRI SAJJAN VERMA: Will the Minister of RAILWAYS and be pleased to state:

(a) whether the Railways are contemplating to add chair cars in short distance passenger trains;

(b) if so, the details thereof;

(c) the time by which blue print is likely to be prepared in this regard; and

(d) the steps being taken by the Railways to implement the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Attachment of chair car coaches in passenger carrying trains is a continuous process subject to operational feasibility, commercial viability and availability of resources. During the year 2009-10, 28 Chair Car coaches and in current year 6 Chair Car coaches have been added in different trains on a regular basis.

[English]

Withdrawal of ONGC Videsh Limited from North Coast Marine Area

741. SHRI PRADEEP MAJHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC Videsh Limited has withdrawn from North Coast Marine Area project in Trinidad and Tobago;

(b) if so, the details thereof;

(c) the reasons for withdrawal of ONGC Videsh Limited from the said project; and

(d) the details of expenditure so far incurred by ONGC Videsh Limited in the project?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Yes Madam.

(b) ONGC Videsh Limited (OVL) alongwith Mittal Investment Sarl (MIS) promoted ONGC Mittal Energy Limited (OMEL), a Joint Venture company incorporated in Cyprus. OMEL submitted bid for the exploration block North Coast Marine Area (NCMA)-2 in the 2006 bid round of Trinidad and Tobago (T and T) and was declared winner. Although the Production Sharing Contract (PSC) was signed on the 30th December, 2008, it was kept in Escrow due to disagreement on carry arrangement of Petrotrin, the National Oil Company of T and T.

(c) In view of global economic situation and inability to finalize the carry agreement with Petrotrin, the joint venture partner MIS withdrew from the project in 2009. As no partners were available, OVL decided not to continue on 100% standalone basis and withdrew from the Block NCMA-2.

(d) OVL's share of expenditure incurred in the project since inception was approximately US\$ 1.06 Million.

[Translation]

Deep Water Drilling of Oil

742. SHRI BAIDYANATH PRASAD MAHATO:
DR. MURLI MANOHAR JOSHI:
SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:
SHRI DHARMENDRA YADAV:

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

(a) whether the Union Government has announced a three year moratorium on deep water drilling of oil;

(b) if so, the reasons therefor and the objectives thereof;

(c) the number of blocks come under moratorium;

(d) the names of the companies to whom these blocks belong; and

(e) the total oil production likely to decrease annually in the country due to this move?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) Yes Madam. Government has approved a proposal for granting drilling moratorium for 3 years starting 1st January, 2008 to 31st December, 2010 to thirty (30) deepwater blocks under the Production Sharing Contract (PSC) regime signed upto New Exploration 85 Licensing Policy (NELP) -V, where drilling commitments (except development drilling) remained unfulfilled as on 1st January, 2009.

There was sudden spurt in exploration activity worldwide since 2007 due to the then high crude oil prices, which led to acute shortage of the deepwater rigs worldwide. The non-availability of the deepwater rigs adversely effected the completion of the minimum work commitments by various contractors of the deepwater blocks in their respective current exploration phases. The operators of these deepwater blocks requested the government to grant a drilling moratorium of 3 years to

mitigate the situation caused by the deepwater rig shortage so as to enable them to complete their drilling commitments envisaged under the PSCs.

The drilling moratorium was granted to enable the operators to fulfill the exploratory and appraisal drilling commitments which could not be completed due to global shortages of deepwater drilling rigs during that time.

The company-wise number of blocks where Drilling moratorium was granted are as under.

Operator	No. of blocks granted drilling moratorium
ONGC	16
RIL	13
ENI	1

(e) Since rig moratorium was not granted for development drilling, no decrease in oil production is envisaged on account of grant of drilling moratorium.

[English]

Violation of Company Law

743. SHRI RAMESH RATHOD:
SHRI RUDRAMADHAB RAY:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government has conducted any investigations into the alleged violations of company laws by loop telecoms;

(b) if so, the findings and present status thereof; and

(c) if not, the time by which the investigations are likely to be completed and action taken against the company?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHED): (a) No investigation has been conducted under the provisions of sections 235 or 237 of the Companies Act, 1956.

(b) and (c) Do not arise.

[Translation]

Chhapra-Muzaffarpur Rail Line

744. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether laying of Chhapra-Muzaffarpur new railway line is at a standstill;

(b) whether the construction of railway overbridge over the Gandak river is incomplete and has been stopped,

(c) if so, the details thereof along with estimated cost of the said projects, funds released, expenditure incurred thereon; and

(d) the time by which construction work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Bridge over Gandak river which is a part of this new line project, is under progress.

(c) The anticipated cost of the project is Rs. 378.56 crore. An expenditure of Rs. 88.22 crore has been incurred on this project upto 31.3.10.

(d) Completion would depend upon availability of resources.

[English]

Operating Cost of Airlines

745. SHRI VARUN GANDHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether major airports in the country are facing logjams, resulting in high operating cost for airlines due to fuel wastage;

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

(c) the Details of expansion activities going on at major airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Madam, each scheduled flight is allocated a Fixed Departure and Landing time in Winter and Summer Schedule. The landing clearance is issued by Air Traffic Controllers to the each arriving aircraft as per their sequence for landing at concerned airport. When, due to any reason the flights can not adhere to the Fixed Landing time allocated to them, then, bunching of flights takes place. In such cases, the aircraft may have to hover in airspace waiting for their turn to land as per their sequence.

(b) As per the policy of the Government, airlines are required to adhere to the flight Schedule for better on-time performance. However, the following additional measures have been taken by Airports Authority of India (AAI) in order to reduce delay and save fuel:

(i) Performance Based Navigation (PBN) Procedures are already in place at Delhi, Mumbai, Ahmedabad, Chennai and Hyderabad. In the next phase, PBN Procedures will be implemented at Kolkata, Bangalore and Trivandrum airports, (ii) The ATM Automation System at Mumbai and Delhi are being further upgraded, (iii) Cross Runway Operations at Mumbai and simultaneous use of two runways at Delhi has been implemented, (iv) Rapid Exit Taxiways have been constructed at Delhi, Kolkata and Mumbai to reduce runway occupancy time, (v) Additional sectors in ATC Units with additional control positions are being manned, (vi) AAI has already undertaken the upgradation project of 35 non-metro airports to handle increased traffic at these airports, (vii) Advanced Surface Movement Guidance and Control System (ASMGCS) alongwith Surface Movement Radar is operational at Delhi airport, (viii) ASMGCS is being planned for Mumbai, Chennai and Kolkata airports, (ix) At the time slot allocation, number of hourly movements is maintained in accordance with the runway capacity, (x) ATC Automation of 38 airports is in progress, (xi) New integrated automation system for Chennai and Kolkata is being planned, (xii) CAT-II ILS has been installed at Kolkata. (xiii) Air Traffic Flow Management System is being worked out. (xiv) Improved ATC Procedures have been framed and Clearance Delivery Position have been established at Mumbai and Delhi airports, (xv) At Delhi airport, a third runway has already been made operational.

(c) The details of expansion activities going on at major airports are given in the enclosed Statement.

Statement

Major CNS-ATM Projects under implementation

- Automation of Air Traffic Control System at 38 airports.
- Monopulse Secondary Surveillance Radar (MSSR) at 9 airports/locations.
- New integrated Air Traffic Services Automation system at Chennai.
- Voice Communication and Control System at 30 airports.
- Instrument Landing System (ILS), Doppler VHP Omni Range (DVOR) and Distance Measuring Equipments (DME) are being provided at various airports where these facilities are not available in phases.
- Non-Radar Procedural Air Traffic Control Simulator at Civil Aviation Training College, Allahabad and Training Centre, Gondia for training purposes for Air Traffic Controllers.
- Airport Surveillance Radar (ASR) co-located with Monopulse Secondary Surveillance Radar (MSSR) at six airports.
- Advanced Surface Movement Guidance and Control System for enhancing surveillance of aircrafts, vehicles in airport surface areas at 3 airports viz. Chennai, Kolkata and Mumbai.
- Ground Based Augmentation System (GBAS) for augmenting the GPS aided Navigation at Mumbai and Delhi airports.
- GAGAN, a satellite based implementation over Indian air space.
- Work for commissioning of ASMGCS is in progress for Mumbai, Chennai and Kolkata airports.
- ATC Automation of 38 airports is in progress. Works Planned
- New integrated ATS automation system at Kolkata.

- Air Traffic Flow Management System is also planned for implementation which will permit smooth flow of arrival, departure and enroute phase of aircraft.

Lack of Basic Facilities in Courts

746. SHRI ASADUDDIN OWAISI:
SHRI JAI PRAKASH AGARWAL:
SHRI MANICKA TAGORE:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is aware of the fact that there is lack of necessary basic facilities in the subordinate courts in the country including Delhi Tis Hazari Court and there is also acute shortage of space/ chambers for advocates:

(b) if so, the details thereof;

(c) the funds allocated for this purpose during the last three years; and

(d) the effective steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) Provision of facilities in the subordinate courts is the responsibility of the State Governments. However, the Central Government has been providing financial assistance to the States to augment their resources in this regards.

2. The Government has been implementing a Centrally Sponsored Plan Scheme since 1993-94 to provide financial assistance to the States for the development of infrastructure facilities of the judiciary. The scheme covers construction of court buildings and residential accommodations of judges/judicial officers.

Under the scheme, the following funds have been provided to the State Governments during the last three years:

(in Rs. crores)

Year	Budget provision	Disbursement
2007-08	65.00	103.80
2008-09	133.00	132.47
2009-10	125.50	175.70

[*Translation*]

Reservation Quota

747. DR. BHOLA SINGH:
SHRI GORAKH PRASAD JAISWAL:
SHRIMATI JAYA PRADA:
PROF. RANJAN PRASAD YADAV:
SHRI BASU DEB ACHARIA:
SHRI NRIPENDRA NATH ROY:
SHRI MANOHAR TIRKEY:
SHRI KIRTI AZAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of recent media reports wherein it was reported that railway reservation in general and High Official Requisition(HOR) quota in particular is badly under the control of touts and middlemen due to their connivance with departmental staff;

(b) if so, the details thereof;

(c) whether a large number of touts, without ticket traveller, transferred ticket travellers, blackmarketers of reservation/tatkal tickets have been apprehended in different zones and divisions during the last three months;

(d) if so, the details thereof, zone-wise and division-wise and the action taken/being taken by the Railway to prevent such activities;

(e) whether the scope of punishment fixed for the ticket mafia has been widened; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) A few instances of cornering of reserved accommodation by the touts were telecast during the recent past. However, no specific information was quoted therein.

(c) and (d) Yes, Madam. A statement showing the zone-wise figures indicating the number of touts apprehended/prosecuted, number of persons travelling without tickets/with improper tickets and persons travelling on transferred tickets detected during the last three months *i.e.* April 2010 to June 2010 is enclosed.

However, Division-wise figures are not maintained. Regular and surprise checks are conducted by the Commercial and the Vigilance Departments at the reservation offices at stations and in trains. Persons detected travelling on tickets purchased in others' name are charged as per rules. Railway staff if found conniving with touts are taken up under the Discipline and Appeal Rules. Campaigns are also launched to educate the public to desist from travelling without tickets and purchasing tickets from unauthorized persons. Ticketing and travelling mal-practices occur due to a gap between

the demand and supply. To bridge this gap, special trains are run, new trains introduced, the run of the existing trains extended and their load augmented.

(e) and (f) As per Section 144 of Railways Act 1989, the persons indulged in touting activities are punishable with imprisonment for a term which may extend to three years and with fine which may extend to ten thousand rupees or both and shall also lead to forfeiture of the tickets which he so procures, supplies, purchases, sells or attempts to purchase or sell.

Statement

The zone-wise number of touts apprehended and prosecuted, number of persons travelling without ticket/with improper tickets and number of persons travelling on transferred ticket during the last three months *i.e.* April, 2010 to June, 2010 (as available) are as under:

Railway	Number of touts apprehended and prosecuted	Number of persons travelling without tickets with improper ticket (in lakhs)	Number of persons travelling on transferred ticket
Central	4	3.73	1485
Eastern	30	1.24	-
East Central	13	1.47	
East Coast	7	0.48	2
Northern	97	4.97	243
North Central	3	2.45	16
North Eastern	23	1.50	-
Northeast Frontier	4	0.59	27
North Western	14	1.12	184
Southern	559	1.38	8646
South Central	26	2.60	361
South Eastern	34	0.72	76
South East Central	5	0.56	-
South Western	-	0.61	2297
Western	117	3.06	1431
West Central	11	1.10	448
Total	947	27.58	15216

[English]

Shortage of Crew Members

748. DR. MANDA JAGANNATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air India had to cancel about one dozen of its domestic and international flights recently due to shortage of staff including crew members;

(b) if so, the number of such flights cancelled during the last six months; and

(c) the steps taken by the Government to remove the difficulties being faced by the passengers due to such cancellation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Madam. However, Air India Express and Alliance Air, both subsidiaries of Air India, had to cancel 7 and 16 flights respectively during the last six months due to shortage of crew members.

(c) Air India has initiated steps to recruit crew.

Diversion of Subsidized Kerosene Oil to Open Market

749. SHRI MADAN LAL SHARMA:
SHRI SANJAY DHOTRE:

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

(a) whether the Government has received complaints about the large scale diversion of subsidized kerosene oil to the open market in various States in the country;

(b) if so, the number of complaints received in this regard alongwith the number of cases that came to light during the last two years, State-wise;

(c) the action taken thereon, State-wise; and

(d) the steps taken to check the recurrence of such cases?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The possibility of diversion of

petroleum product like Public Distribution System (PDS) Kerosene by some unscrupulous elements to derive monetary benefit cannot be ruled out due to huge price difference between PDS Kerosene and petrol and diesel. Oil Marketing Companies (OMCs) have reported that 66 cases of diversion/black marketing of PDS Kerosene had come to the notice during the years 2008-09 and 2009-10. State-wise details of cases of diversion/black marketing of PDS Kerosene and action taken thereon are available with Director (Marketing) of OMCs.

(d) In order to check the black marketing of PDS kerosene, the Central Government have made provisions in the Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, issued under the Essential Commodities Act, 1955, that dealers have to sell PDS kerosene at a price fixed by the Government or OMCs and have to prominently display stock -cum-price board at the place of business including the place of store at a conspicuous place.

PDS kerosene is an item distributed by the State Govt./UTs through the Fair Price Shop network. State Governments are empowered to take action against those indulging in black-marketing and other irregularities under the provisions in the Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, issued under the Essential Commodities Act, 1955.

Complaints against Judges

750. SHRI MAHENDRASINH P. CHAUHAN:
SHRI S. ALAGIRI:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Chief Justice of the Supreme Court and High Courts have competence to receive complaints against the conduct of the Judges of their courts;

(b) if so, the details thereof;

(c) the number of such complaints received by the Chief Justice of the Supreme Court and High Courts during each of the last three years and current year;

(d) the total number of judges found guilty, High Court-wise; and

(e) the action taken by the Supreme Court and High Courts against the guilty judges?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (e) The issue of Judicial Accountability was discussed at the Conference of Chief Justices held in 1990 and on the basis of the broad consensus emerging out of the deliberations, the Chief Justice of India summed up the position as follows:

"The Chief Justice of the High Court has the competence to receive complaints against the conduct of the Judges of his Court and when he receives any, he would look into it for finding out if it deserves to be closely looked into. Where he is satisfied that the matter requires to be examined, he shall have facts ascertained in such manner as he consider appropriate keeping the nature of allegation in view and if he is of the opinion that the matter is such that it should be reported to the Chief Justice of India, he shall do so.

The Chief Justice of India shall act in a similar manner in regard to complaints relating to conduct of Judges of the Supreme Court and in regard to conduct of Chief Justice of the High Courts. On the basis of the facts ascertained, the Chief Justice of the High Court or the Supreme Court, as the case may be, shall take such appropriate action as may be considered proper, keeping the interests of the judiciary as the paramount consideration."

2. The complaints received against the Judges of the Supreme Court and the High Courts are, at present, dealt with in the manner indicated above. Since the complaints are received and examined by the Chief Justice of India or the Chief Justices of the High Courts, no statistics is maintained by the Government.

3. The Government has, however, received one recommendation from the Chief Justice of India for impeachment of a sitting Judge of a High Court, which matter is pending examination by a Committee appointed by the Parliament.

[Translation]

Private Business of Advocates

751. SHRI JAI PRAKASH AGARWAL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the advocates are not allowed to indulge in any private business;

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

(c) whether the Government proposes to lift this restriction; and

(d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) The information is being collected and will be laid on the Table of the House.

[English]

Increase in Prices of Steel

752. SHRI NARANBHAI KACHHADIA: Will the Minister of STEEL be pleased to state:

(a) whether the Government has convened a meeting of all major primary and secondary steel producers to preclude abnormal increase in the prices of steel;

(b) if so, the outcome of this meeting;

(c) the total quantity of steel produced in the country during 2008-09 and 2009-10;

(d) whether the Government is following a deliberate policy of eradicating small producers of steel in favour of consolidation of mega producers of steel; and

(e) if so, the steps proposed to review this policy of favouring the giant steel companies?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) A meeting was held on 22.4.2010 in the Ministry of Steel with major steel producers to discuss the production, demand and price situation in steel. The major producers stated that the prices of various steel products had gone up on account of higher input cost of raw materials and sudden demand picking up in the international steel market. However, the steel prices of various products have recently come down in July 2010, in comparison with the prevailing prices in March-April 2010, by 4-13%.

(c) Data on crude steel production in the country during 2008-09 and 2009-10 is given in the table below:

(million tonnes)	
Year	Quantity
2008-09	58.44
2009-10*	64.88

Source: Joint Plant Committee (JPC); *Provisional

(d) and (e) No, Madam. The National Steel Policy announced in the year 2005 envisages the overall growth of integrated steel producers as well as secondary processors, providing level playing field for all the steel producers.

Organizing International Trade Fair

753. SHRI D.B. CHANDRE GOWDA: Will the Minister off TEXTILES be pleaded to state:

(a) whether to give impetus to exports of handicraft items, the State Government of Karnataka has requested the Union Government for organizing International Trade Fair annually; and

(b) if so, the status of the {proposal, *inter alia*, indicating the time-frame within which it would be agreed to and a final decision conveyed to the State Government?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam. A proposal from Karnataka State Handicrafts Development Corporation Ltd., Bangalore has been received by the Government for participation in International Fairs.

(b) In-principle approval has been accorded for the proposal and the Karnataka State Handicrafts Development Corporation Ltd. has been informed accordingly.

Garment and Textiles Exports

754. SHRI C. SIVASAMI:
SHRI DINESH CHANDRA YADAV:
SHRI VILAS MUTTEMWAR:

SHRIMATI RAMA DEVI:
SHRI K.J.S.P. REDDY:
SHRI A.T. NANA PATIL:
SHRI RAJAJIAH SIRICILLA:
SHRI SURESH KUMAR SHETKAR:
SHRI PONNAM PRABHAKAR:
SHRI P. BALRAM:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is aware that garment and textiles export orders have reduced from the Europe and US markets;

(b) if so, the action being taken by the Government to improve the country's total textile exports including garment in such markets;

(c) whether the Government is planning to explore new market in Japan, West Asia, Africa and Australia;

(d) if so, the details thereof;

(e) whether Textiles Ministry has recommended to the Ministry of Finance to increase the export duty of cotton to put a check on its prices; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) As per trade statistics available for the period Jan-May 2010, India's exports to US and EU countries have increased by 1.61% and 11.66%, respectively compared to the corresponding period in 2009.

(c) and (d) The Government has already initiated action, in cooperation with the Textile Export Promotion Councils, to increase market share in Japan, West Asia, Africa and Australia through holding of Brand India Textiles Mega Shows, Buyer-Seller-Meets and participation in high profile textiles fairs and exhibitions in these countries.

(e) and (f) An export duty of Rs. 2500/- per tonne has been levied on export of raw cotton vide customs Notification No.43/2010-Custom dated 9.4.2010 read with customs Notification No.59/2010-Custom dated 10.5.2010.

[Translation]

Expansion of Air Services

755. SHRI MANGANI LAL MANDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been a tremendous expansion in the air services through both public and private sectors in the country during the last ten years and there has been considerable increase in the number of air passengers in domestic and international section;

(b) if so, the details thereof in the light of Air India and all the private airlines;

(c) whether Air India is incurring losses even after an unprecedented rise in the air travel due to which its

employees are not being paid salaries on time; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. During the last ten years, new scheduled private airlines viz. Air Deccan, Kingfisher Airlines, SpiceJet, Go Air, Paramount Airways, IndiGo and Indus Airways commenced scheduled air transport (Passenger) services and M/s. MDLR Airlines commenced Scheduled Air transport (regional) services.

The details of passenger growth of Air India vis-a-vis scheduled private airlines during the last ten years is as follows:

Domestic

Year	Domestic Passenger Carried (in lakhs)		Growth (in%)	
	National Carrier	Private Airlines	National Carrier	Private Airlines
1999-00	72.89	54.21		
2000-01	70.99	66.13	-2.6	22.0
2001-02	64.21	64.33	-9.6	-2.7
2002-03	62.47	77.04	-2.7	19.8
2003-04	67.06	89.70	7.3	16.4
2004-05	78.45	115.99	17.0	29.3
2005-06	77.63	174.42	-1.0	50.4
2006-07	79.13	278.80	1.9	59.8
2007-08	81.65	362.20	3.2	29.9
2008-09	62.92	331.75	-22.9	-8.4

International

Year	International Passenger Carried (in lakhs)		Growth (in%)	
	National Carrier	Private Airlines	National Carrier	Private Airlines
1999-00	24.33	-		
2000-01	25.15	-	3.37	
2001-02	23.95	-	-4.77	
2002-03	26.69	-	11.44	
2003-04	28.70	-	7.53	
2004-05	34.03	2.24	18.57	
2005-06	34.61	6.24	1.70	178.00
2006-07	35.02	10.83	1.18	73.56
2007-08	32.60	18.14	-6.91	67.49
2008-09	24.53	33.90	-24.75	86.88

(c) and (d) Loss of Rs. 447.43 crores (by erstwhile Air India) and Rs. 240.29 crores (by erstwhile Indian Airlines), Rs. 2226.16 crores (after merger) and Rs.5548 crores have been Incurred by NACIL during financial year 2006-07, 2007-08 and 2008-09 respectively. Air India is expected to incur a loss of Rs. 5.400 crores approximately (Prov.) during the year 2009-10. The losses are mainly due to the prevalent economic recession, higher fuel prices, low yields and load factors.

However, the employees are being paid salaries on time except for June 2009 and March 2010. In view of the liquidity crunch faced by Air India, the salary and productivity linked incentive dues to be paid for the month of June 2009 had been deferred and paid by 15th July, 2009 and for the month of March, 2010 it was paid to the employees of NACIL on 7.4.2010 as it was necessitated due to committed March year end payments to Oil Companies/Airports Authority of India/ Foreign and Indian Vendors/repayment of loans and interest obligations/Bank loan rollovers.

[English]

Internet in Trains

756. SHRI K. SHIVKUMAR ALIAS J.K.
RITHEESH:
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways had conducted a trial run in Mumbai-Ahmedabad Shatabdi Express and Chennai-Mysore Shatabdi Express for provision of Internet facility in the trains;

(b) if so, the details thereof and the outcome of the trial run conducted;

(c) whether the Railways are considering to extend Internet facility in other trains as well; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Trial run for

provision of Internet facility has been conducted only in Mumbai-Ahmedabad Shatabdi Express.

(b) A satellite based system with Wi-Fi distribution in coaches was tried on experimental basis and was found to be technically feasible.

(c) and (d) A pilot project for Internet facility in three rakes of Delhi-Howrah Rajdhani Express has been considered and has been included in the Railway Budget 2010-11.

Promotion of Food Processing Industries

757. SHRI CHANDRAKANT KHAIRE:
SHRI HARISHCHANDRA CHAVAN:
SHRI KODIKUNNIL SURESH:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to encourage the Food Processing Industries in the country particularly in rural areas;

(b) if so, the details of the policy/initiatives taken so far in this regard;

(c) whether the Government proposes to create more marketing avenues at global level within and outside the country for the processed food; and

(d) if so, the steps taken by the Government in this direction and the salient features of the proposed scheme?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODHKANT SAHAY): (a) and (b) The Ministry of Food Processing Industries has been implementing various plan schemes for promotion and development of food processing sector in the country including rural areas viz. (i) Scheme for Infrastructure Development with major components *i.e.* Mega Food Park, Cold Chain, Modernization of Abattoirs and Value Added Centres, (ii) Setting up of Technology Upgradation/Modernisation/Expansion of FPI, (iii) Scheme for Quality Assurance, Codex Standards and R and D (iv) Scheme for Human Resource Development, (v) Scheme for Strengthening of Institution and (vi) Scheme for Upgradation of Quality of Street Food.

Ministry extends financial assistance in the form of grants-in-aid @ 25% of the cost of plant and machinery and technical civil works subject to a maximum of Rs. 50 lakhs in general areas or 33% subject to a maximum of Rs. 75 lakhs in difficult areas under the Scheme of Setting up/Modernisation/Expansion of food processing industries.

Government has formulated and is implementing several Plan Schemes to provide financial assistance for the establishment and modernization of Food Processing units, creation of infrastructure, support of R and D, Human Resource Development besides other promotional measures to encourage development of food processing industries. Moreover, the Government has taken several steps like tax reduction, waiver/reduction of excise duty, reduction of custom duty on specific food items with a view to encourage the growth of Food Processing Industries and make them more competitive. Further, the Ministry under its Plan Scheme of establishing Food Testing Labs, Implementation of Quality Systems such as Hazard Analysis Critical Control Points (HACCP), Promotion of Research and Development, Capacity Building and Human Resources Development provide assistance to food processing industries to enable them to compete in the international market.

(c) and (d) The Ministry has taken various initiatives and is implementing various plan schemes for promotion and development of food processing industries including technology Upgradation to match the international standards and make them globally competitive, with a view to increase the export the food pressing products. This Ministry has no specific mandate for development of marketing avenues at domestic and global level.

Energy Cooperation Between India and Turkmenistan

758. DR. SANJEEV GANESH NAIK:
SHRI SANJAY DINA PATIL:
SHRIMATI SUPRIYA SULE:

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

(a) whether Turkmenistan and India are expected to discuss the feasibility modalities of a pipeline through southern Iran;

(b) if so, the details alongwith the final status of the project;

(c) whether India's energy consumption is slated to rise in order to maintain a high rate of GDP growth in the coming years;

(d) if so, the outcome of the discussion held with Turkmenistan and whether any final agreement for gas pipeline projects has been taken; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Presently, no such proposal is under consideration.

(b) Does not arise in view of (a) above.

(c) Yes, Madam.

(d) and (e) Does not arise in view of (a) above.

Use of Bio-fuel in Railways

759. SHRI JOSE K. MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to use bio-fuel in railway engines;

(b) iff so, the details thereof;

(c) whether the Railways propose to set up any plant for production of bio-fuel;

(d) if so, the details thereof alongwith cost involved therein; and

(e) the time by which the said plant is likely to be installed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Blended diesel with 10% Bio diesel has been cleared for use on Diesel locomotives.

(c) and (d) Yes, Madam. Railways propose initially to set up four Bio diesel plants, which have been sanctioned at a total cost of Rs. 78.49 crores.

(e) Two bio diesel plants are likely to be installed during the next two years and balance two plants will be set up subsequently.

Bhubaneswar Airport

760. SHRI NITYANANDA PRADHAN:
SHRI BAIJAYANT PANDA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the current status of development and upgradation works at Bhubaneswar airport;

(b) whether it is proposed to introduce direct flights from Bhubaneswar to Bangkok and Singapore;

(c) if so, the details thereof;

(d) whether the Government plans to develop any other airport in Orissa; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) At present, Airports Authority of India (AAI) has taken up the work of construction of a new terminal building at a cost of Rs. 145.54 crores to handle 800 passengers at a time with all modern facilities including extension of apron and installation of two aerobridges.

(b) and (c) As per the existing air services arrangements with Thailand and Singapore, the designated airlines of these countries have an unlimited access to/from Bhubaneswar. As far as, Indian carriers are concerned, they are free to mount services from any point in India including Bhubaneswar to the foreign destinations as per the respective bilateral air services arrangements. However, actual operations by any airlines is always guided by its commercial judgement.

(d) and (e) AAI has plans for development of Jharsuguda airport in phases, initially for ATR-72 type of aircraft operation and subsequently for higher category aircraft subject to handing over of the required land for development of this airport by the State Government of Orissa to AAI.

[Translation]

Navi Mumbai Airport

761. SHRI MAROTRAO SAINUJI KOWASE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government has received any request for environmental clearance from Maharashtra Government regarding proposed Navi Mumbai International Airport;

(b) if so, the details and the latest position of this proposal;

(c) whether environmental clearance has been accorded for the airport; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam. The project proponent, CIDCO of Maharashtra Limited and agency of Government of Maharashtra has submitted the Environment Impact Assessment (EIA) Study Report to Ministry of Environment and Forests (MoEF) on 7th June, 2010 for grant of environmental clearance to the proposed Navi Mumbai International Airport (NMIA) Project.

(b) The proposal for environmental clearance to the proposed NMIA project is under consideration of Expert Appraisal Committee (EAC) of MoEF.

(c) No, Madam.

(d) The proposal for environmental clearance to the proposed NMIA project is under consideration of EAC of MoEF. The proposal was discussed in EAC's meeting held on 21.7.2010. EAC has sought further information.

Expansion of Railway Lines

762. SHRI GHANSHYAM ANURAGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for expansion of Railway lines in the country;

(b) if so, the details thereof;

(c) whether any such proposal is under consideration related to Uttar Pradesh particularly Bundelkhand;

(d) if so, the details thereof; and

(e) the time by which Bundelkhand is likely to be included for the expansion of railway lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Vision 2020 entails addition of 25,000 route km to the railway network across the country which includes ongoing new line projects covering about 11,000 km.

(c) to (e) National perspective is taken into consideration for developing railway infrastructure. New line projects are taken up throughout the country covering various regions.

[English]

Fast Track Courts

763. SHRI RUDRAMADHAB RAY:
SHRI BAIJAYANT PANDA:
SHRI E.G. SUGAVANAM:
SHRI N. CHELUVARAYA SWAMY:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of fast track courts functioning in the country and additional FTCs proposed to be constituted during 2010-11, State-wise;

(b) the amount allocated for FTCs and targets fixed for dealing the cases during the last three years;

(c) the total number of cases handled, settled and pending by fast track courts during the last three years till date, State-wise; and

(d) the steps taken to ensure transparency in settlement of cases?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Statement-I indicating the state-wise number of Fast Track Courts (FTCs) functioning in the country as on 30/4/2010 is enclosed as Annexure-I. Fast Track Courts are constituted by the State Governments in consultation with the respective High Courts. No additional Fast Track Courts are proposed

to be set-up by the Central Government during the year 2010-11.

(b) A grant of Rs. 57.2 crore, Rs. 54.56 crore and Rs. 56.13 crore was released to the States for the Fast Track Courts during the years 2007-08, 2008-09 and 2009-10 respectively. A budget provision of Rs. 75 crore has been made for the Fast Track Courts for the year 2010-11. Matter of fixing targets for disposal of cases by Fast Track Courts is within the domain of the High Courts.

(c) Statement-II is enclosed.

(d) Disposal of cases is within the domain of judiciary and the cases are heard in open court.

Statement-I

Statement Showing Number of Fast Track Courts Functioning in the States as on 30/4/2010

Sl.No.	States	No. of FTC Functional
1	2	3
1.	Andhra Pradesh	108
2.	Arunachal Pradesh	3
3.	Assam	20
4.	Bihar	179
5.	Chhattisgarh	27
6.	Gujarat	78
7.	Goa	3

1	2	3
8.	Haryana	14
9.	Himachal Pradesh	9
10.	Jharkhand	40
11.	Karnataka	92
12.	Kerela	38
13.	Madhya Pradesh	77
14.	Maharashtra	108
15.	Manipur	2
16.	Meghalaya	3
17.	Mizoram	3
18.	Nagaland	2
19.	Orissa	35
20.	Punjab	17
21.	Rajasthan	83
22.	Tamil Nadu	49
23.	Tripura	3
24.	Uttarakhand	11
25.	Uttar Pradesh	228
26.	West Bengal	123
Total		1355

Statement-II

Statement Showing Number of Cases Transferred to Fast Track Courtst, Disposed Off and Pending in the Fast Track Courts

Sl.No.	States	Number of cases admitted during the year				Number of cases disposed off during the year				Number of cases pending during the year			
		2007	2008	2009	2010 Upto Apr.10	2007	2008	2009	2010 upto Apr.10	2007	2008	2009	2010 upto Apr.10
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	21037	15295	17978	7560	24730	17605	17490	7274	32761	30451	30939	31225
2.	Arunachal Pradesh	552	753	281	77	164	212	247	64	1825	2366	2400	2413

1	2	3	4	5	6	7	8	9	10	11	12	13	14	
3.	Assam	7804	8849	6841	2796	4586	6524	6722	1769	11370	13695	13814	14841	
4.	Bihar	26849	37636	47562	6304	24902	24994	17278	7466	106078	106297	73546	75462	
5.	Chhattisgarh	10147	8325	12516	4242	9349	7744	8809	2895	9595	10176	13883	15230	
6.	Gujarat	240903	337416	216270	47309	106602	57136	46370	14766	193779	138281	126556	136985	
7.	Goa	2077	1711	NA		1368	682			709	839		843	
8.	Haryana	36044 Cases Since Inception				29652 Cases Since Inception								6392
9.	Himachal Pradesh	5182	6146	6832		4807	5251	6373		4420	5315	5774		
10.	Jharkhand		10383				12624			12626	11484	14712	16831*	
11.	Karnataka	26298	24160	52954	13382	26378	24351	39512	15270	23695	23504	36946	35058	
12.	Kerala	10511	12675	10568	3972	11545	11090	11098	3449	13279	14864	14334	14857	
13.	Madhya Pradesh	57854	45104			51307	54068			44273	35309			
14.	Maharashtra	76700	28220	52821	26134	61497	46747	35137	14921	132821	69001	84643	95856	
15.	Manipur	375	166	263	140	209	282	246	75	257	141	158	223	
16.	Meghalaya	51	68	89	30	75	69	192	28	354	363	250	252	
17.	Mizoram	66	123	27	121	185	371	119	52	479	222	130	199	
18.	Nagaland	1	17	189	5	32	68	81	27	158	107	215	193	
19.	Orissa	NA	9223	16709	2218	NA	8977	7566	2379	7783	8034	7954	7802	
20.	Punjab	51602 Cases Since Inception				39157 Cases Since Inception					23084	7858	12125	12445
21.	Rajasthan	15081	19027	15874	3357*	14969	13555	12385	3564*	19908	24492	27301	26874*	
22.	Tamil Nadu	92674	110691			59216	70070			55453	40711			
23.	Tripura	640	561	458	150	716	502	424	130	99	158	192	212	
24.	Uttarakhand	4519	6973	5044	2349	4881	5006	4426	1501	5600	7561	8179	9027	
25.	Uttar Pradesh	69076	56312	52103	25734	47397	52699	48130	12815	79770	74185	70656	70970	
26.	West Bengal	21696	15902	13605	4270	18596	16719	14000	4516	33018	32201	31806	31560	

*indicates number of cases for the year 2010 (upto March 2010)

Compensation to Air Passengers

764. SHRI FRANCISCO COSME SARDINHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has recently announced a

policy of giving compensation to the passengers on account of delays in departure of its flights;

(b) if so, the total compensation paid to the passengers so far after the introduction of the said scheme;

(c) whether this policy will bring about efficiency in the functioning of Air India; and

(d) if so, the details thereof?

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

(b) to (d) Do not arise.

Export of Textiles

765. SHRI NISHIKANT DUBEY: Will the Minister of TEXTILES be pleased to state:

(a) the quantity of textile products exported during each of the last three years and current year along with its share in global textile exports;

(b) whether the volume of textile products exported from India has fallen below in comparison to other developing countries including Bangladesh;

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

(d) whether the Government has made any analysis for lower exports of textiles products as compared to other developing countries; and

(e) if so, the details thereof indicating the outcome of such analysis and steps taken to increase the textile products exports?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The quantity of textile products exported by India during 2007, 2008 and 2009 along with its share in global exports is enclosed as Statement-I and Statement-II.

(b) to (e) No., Madam. The volume of textiles products exported from India has not fallen below in comparison to other developing countries including Bangladesh. All the developing countries except Bangladesh, registered a decline in their exports to both US and EU countries due to global economic slowdown and general recession conditions in world market in the last couple of years. Government has taken various steps to increase exports of textiles products through incentive schemes in the Foreign Trade Policy-2009-14.

Statement-I

India's Export Statistics of Textile and Clothing to World

Commodity	Unit	Description	Millions Quantity			%Change
			2007	2008	2009	2009/2008
1	2	3	4	5	6	7
50	M2	Silk, Including Yarns And Woven Fabric Thereof	34	30	127	319.95
	ICO	Silk, Including Yarns And Woven Fabric Thereof	1	1	2	98.47
51	M2	Wool and Animal Hair, Including Yarn and Woven Fabric	5	7	7	-6.31
	KG	Wool and Animal Hair, Including Yarn and Woven Fabric	9	9	11	16.51
52	KG	Cotton, Including Yarn And Woven Fabric Thereof	1900	1725	1376	-20.22
	M2	Cotton, Including Yarn And Woven Fabric Thereof	599	701	604	-13.9
53	KG	Veg Text Fib Nesoi; Veg Fib and Paper Yns and Wov Fab	201	253	323	28.01
	M2	Veg Text Fib Nesoi; Veg Fib and Paper Yns and Wov Fab	175	118	92	-22.09
54	M2	Manmade Filaments, Including Yarns and Woven Fabrics	464	634	819	29.09

1	2	3	4	5	6	7
	KG	Manmade Filaments, including Yarns and Woven Fabrics	264	268	202	-23.98
55	KG	Manmade Staple Fibers, Incl Yarns and Woven Fabrics	370	399	407	2.04
	M2	Manmade Staple Fibers, Incl Yarns and Woven Fabrics	306	336	298	-11.38
56	KG	Wadding, Feit Etc; Sp Yarn; Twine, Rospes Etc.	52	U2	56	8.35
57	M2	Carpets and other Textile Floor Coverings	193	173	161	-6.44
58	KG	Spec Wov Fabrics; Tufted Fab; Lace; Tapestries Etc	7	13	20	48.38
	M2	Spec Wov Fabrics; Tufted Fab; Lace; Tapestries Etc	7	9	7	-15.93
59	M2	Impregnated Etc Text Fabrics; Tex Art For Industry	27	27	25	-9.02
	KG	Impregnated Etc Text Fabrics; Tex Art For Industry	5	6	4	-26.26
60	KG	Knitted Or Crocheted Fabric's	20	56	39	-3083
61	NO	Apparel Articles And Accessories, Knit Or Crochet	1054	1262	1422	12.66
	KG	Apparel Articles And Accessories, Knit Or Crochet	45	69	85	23.96
	PPS	Apparel Articles And Accessories, Knit Or Crochet	35	34	30	-11.36
62	PPS	Apparel Articles And Accessories, Not Knit Etc	9	9	11	23.55
	KG	Apparel Articles And Accessories, Not Knit Etc.	3	4	7	76.32
	NO	Apparel Articles And Accessories, Not Knit Etc.	911	1098	1129	2.87
63	NO	Textile Art Nesoi; Needlecraft Sels; Worn Text Art	479	464	465	0.04
	KG	Textile Art Nesoi; Needlecraft Sels; Worn Text Art	323	546	356	-34.85

Statement-II

Statement referred to in reply to parts (a) of Lok Sabha Unstarred Question No.765 for 29.07.2010

The percentage share of India's exports of Textiles and Clothing as percentage share in world export.

Indian textile and clothing exports vis-a-vis total world exports

(In Billion US#)

Year	Textiles			Clothing		
	World Export	India's Export	India's % age share in world exports	World Export	India's Exports	India's %age share in world exports
1	2	3	4	5	6	7
2004	195.0	6.85	3.51	258	6.62	2.57
2005	203.0	7.85	1 3.90	276	8.29	3.00

1	2	3	4	5	6	7
2006	218.6	9.33	4.30	311.4	10.20	3.30
2007	238.1	9.45	4.00	345.3	9.70	2.80
2008	250.2	10.27	4.10	361.9	10.9	3.00

Source: WTO Secretariat

Availability of Life Saving Drugs

766. SHRI C. RAJENDRAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has implemented the recommendations of the task force constituted for the availability of life saving drugs at reasonable cost;

(b) if so, the extent to which the said recommendations have been implemented so far; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) The Task Force set up by Government to explore options other than Price Control for achieving the objective of making available life saving drugs at reasonable level recommended that in the long run both the functions of drug regulation and price control should be performed by the same agency and there should be an integrated regulatory system. Suitable recommendations on these issues have been included in the Draft National. Pharmaceuticals Policy, 2006.

Capital Expenditure by ONGC for Expansion and Exploration

767. SHRIMATI SUPRIYA SULE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation (ONGC) is planning a capital expenditure of about Rs. 26,000 crore for financial year 2011, up from Rs. 24,000 crore programme for this fiscal year for expansion, exploration and modernisation;

(b) if so, the details thereof; and

(c) the total expected production of oil and natural gas from this move?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Oil and Natural Gas Corporation Limited (ONGC) has approved plan outlay of Rs. 24,720.21 crore for 2009-10 and Rs. 26,523 crore for 2010-11 for exploration, production and allied activities.

(b) The details are as follows:

Particulars	Rs in Crores
Survey	2,456
Exploratory Drilling	8,470
Development Drilling	3,633
Capital	11,574
Research and Development (R and D)	390
Total	26,523

(c) Exploration and Production operations are continuous process and different field development programmes and facilities upgradation are planned in different phases for Hydrocarbon production and suitable facility optimisation as and when warranted. However, the anticipated production of oil and gas during the financial year 2010-11 is as follows:

Production	2010-11 BE
OIL (Million Metric Tonnes)	25.425
GAS (Billion Cubic Meter)	21.483

New Law to Deal with Man-made Disasters

768. SHRI UDAY SINGH: Will the Minister of LAW and JUSTICE be pleased to state:

(a) whether in view of the recent judgment on the Bhopal Gas disaster, the Union Government has decided to enact a new law to deal with man-made disasters;

(b) if so, the details thereof;

(c) whether the Union Government plans to put the Law of torts in the Indian statute books to empower Indians to claim damages for negligence by multinational corporations; and

(d) if so, the details of steps the Government proposes to take in this regard?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) The information is being collected and will be laid on the Table of the House.

[Translation]

Production of Natural Gas

769. SHRI DINESH CHANDRA YADAV:
DR. MURLI MANOHAR JOSHI:
SHRI BHISMA SHANKAR ALIAS KUSHAL
TIWARI:
SHRI RAM SUNDAR DAS:

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

(a) the quantum of production of natural gas in the years 2008-09, 2009-10 and till date;

(b) whether the production of natural gas has been less in comparison to the consumption during the above period;

(c) if so, the quantum of natural gas imported to meet the demand alongwith the names of the countries from where the same was imported, country-wise detail thereof;

(d) whether the Government has fixed any target to make the country self-reliant in terms of production of natural gas; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The quantum of production of natural

gas in the years 2008-09, 2009-10 and 2010-11 (till June'2010) are given below:

(figures in Billion Cubic Meter (BCM))

Year	2008-09	2009-10	2010-11 (till June'10)
Natural Gas Production	32.84	47.51	13.61

(b) and (c) Import of natural gas in the country is made only in the form of Liquefied Natural Gas (LNG). LNG is imported from various countries, which includes mainly Qatar, Malaysia, -Australia, Egypt, United Arab Emirates, Russian Federation, Oman, Trinidad and Tobago, Indonesia, Guinea, Algeria and Nigeria. The amount of LNG imported was 7.96 Million Metric Tonne (MMT) in 2008-09, 8.86 MMT in 2009-10 and 1.93 MMT in 2010-11 till June'10.

(d) and (e) India being an import dependent country it is not possible to fix a target by which the country would become self-reliant in production of natural gas. However, several measures have been taken to accelerate hydrocarbon exploration and production activities to meet our maximum requirement from indigenous sources, which include the following:

- (i) Carving out more and more areas for exploration under various rounds of New Exploration Licensing Policy (NELP) and Coal Bed Methane Policy (CBM).
- (ii) Application of Enhanced Oil Recovery/Improved Oil Recovery techniques for increasing recovery factor from existing fields.
- (iii) Acquisition of exploration acreages and producing properties overseas to bring in equity oil.
- (iv) Arresting decline from ageing fields.
- (v) Substitution of oil through use of non-conventional source of energy such as bio-diesel, ethanol etc. Extraction of Gas from gas hydrates under National Gas Hydrates Programme (NGHP) by evolving suitable production technology.

*[English]***Cargo Projects**

770. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide connectivity to various cargo handling projects being planned by Kolkata port;

(b) if so, the details thereof; and

(c) the extent to which these proposals have been implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Kolkata Port is already connected to the Eastern Railway Network through Majherhat Station. Further, a survey had been ordered by Kolkata Port Trust for rail connectivity to Diamond Harbour. As this will be a deposit work, the decision to proceed with rail connectivity lies with Kolkata Port Trust.

*[Translation]***Capacity of Production of FPI**

771. SHRI ANANT KUMAR HEGDE:
SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the capacity of Food Processing Industries in the country are less in comparison to other countries like China, America, Japan and England etc;

(b) if so, the food processing capacity of the said countries in comparison to India;

(c) the present value of processed food exported from India annually; and

(d) the annual rate of increase registered in the exports during the last three years?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Ministry of Food Processing Industries does not maintain data on the capacity of food processing industries in foreign countries. However, it is estimated that the processing levels in India are lower than the levels in other countries like China, America, Japan and England.

(c) and (d) The information for the last three years is enclosed as Statement.

Statement*Exports of Processed Foods*

Qty in MT
Value in Rs. Lakhs

Product	2006-2007		2007-2008		2008-2009	
	Qty	Value	Qty	Value	Qty	Value
1	2	3	4	5	6	7
JAGGERY AND CONFECTIONERY	455935.9	87346.11	2408130	281068.2	1467905	200482.1
GUARGUM	189304.4	112579.2	211166.6	112574.6	258567.6	133898.5
GROUNDNUTS	251428.7	79846.01	269587.6	105407.8	297890.4	123900.9
CEREAL PREPARATIONS	111123.1	59880.36	135962.9	67735.48	206928.5	110092.5
MISCELLANEOUS PREPERATIONS	77426.44	33687.72	130760.3	47446.61	139637.3	59172.63

1	2	3	4	5	6	7
ALCOHOLIC AND NON-ALCOHOLIC BEVERAGES	50771.79	22194.22	59614.33	33856.2	56152.9	54254.2
COCOA PRODUCTS	3412.21	4011.65	4979.27	4225.84	6831.9	8403.91
OTHER PROCESSED FRUITS AND VEGETABLES	318067.6	95550.82	311756.3	96281 .65	387126.4	137179
MANGO PULP	156835.5	50582.79	166752.2	50968.51	173013.6	75298.9
PULSES	255084.5	78999.4	170614.4	54900.85	136880.1	54232.5
DRIED AND PRESERVED VEGETABLES	119270.4	42754.17	125726.3	42993.81	147861.2	49641.51
BUFFALO MEAT	494506.3	321374.6	483478.29	354978.47	462749.62	483970.99
DAIRY PRODUCTS	45371.84	43457.8	69415.44]	86656.36	70146.77	98086.06
SHEEP/GOAT MEAT	5777.52	6587.23	8908.72	13409.96	37790.65	49336.94
Poultry products	711245.67	31817.08	1355246.31	44108.55	1057016.47	42205.8
NATURAL HONEY	8135.6	6091.63	12231.19	9329.64	15587.53	14896.37
PROCESSED MEAT	860.69	712.62	1245.47	1296.13	857.63	1014.4
SWINE MEAT	1523.47	865.3	1710.89	2463.69	817.82	917.23
ANIMAL CASINGS	435.98	950.65	619.68	684.14	1823.72	884.32
Total	3256518.07	1079289.40	5927906.00	1410387.00	4925585.00	1697869.00

[English]

**Change in Nutrient Based Subsidy
Scheme for Fertilizers**

772. SHRI ANAND PRAKASH PARANJPE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to make any change in the new Nutrient Based Subsidy Scheme for fertilizers;

(b) if so, the reasons therefor; and

(c) the time by which such change is likely to come into effect?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) to (c) In the context of Nation's food security, the

declining response of agricultural productivity to increased fertilizer usage in the country and to ensure the balanced application of fertilizers, the Government has introduced the Nutrient Based Subsidy (NBS) Policy with effect from 1.4.2010 for decontrolled P and K fertilizers (w.e.f. 1.5.2010 for SSP). As per this policy, the fertilizers namely DAP, MOP, NPKS complexes, MAP, TSP, Ammonium Sulphate (AS) and Single Super Phosphate (SSP) are provided to the farmers at the subsidized rates based on the nutrients ('N', 'P', 'K' and 'S') contained in these fertilizers. Additional subsidy is also provided on the fertilizers fortified with secondary and micronutrients as per the Fertilizer Control Order such as Boron and Zinc. NBS has been announced for 2010-11 on annual basis based on prevailing international prices and price trends. Since this scheme has just been launched about 3 months ago, therefore at present, Government is not considering any change in the NBS. Subsidy under the NBS is being released through the manufacturers/importers.

Allotment of Petrol Pumps to SCs/STs

773. SHRIMATI PARAMJIT KAUR GULSHAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of new guidelines issued by Government regarding allotment of petrol pumps to Scheduled Castes/Scheduled Tribes in different States;

(b) the number of outlets running on National Highways and number of them which belong to SC/ST, State-wise; and

(c) the total percentage of such outlets viz-a-viz total outlets?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Government has not issued any new guidelines regarding allotment of petrol pumps/retail outlets (ROs) to Scheduled Castes/Scheduled Tribes in different States. As per the extant guidelines, public sector oil marketing companies (OMCs.), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPCL) and Bharat Petroleum Corporation Limited (BPCL) provide 25% reservation to Scheduled Castes/Scheduled Tribes (SC/ST) in allotment of dealerships/distributorships of petroleum products.

In respect of locations reserved for SC/ST categories, the concerned OMC will make available the ready RO with all basic facilities at its own cost. Therefore, applicants for locations reserved under SC/ST category are not evaluated under the parameter of land, infrastructure/facilities and finance. The concerned OMC will also provide adequate working capital loan for a full operation cycle of the operation of the dealerships.

Western Railway

Type of accident	2007-08	2008-09	2009-10	April to 25th July, 2010
1	2	3	4	5
Collision	-	-	1	-
Derailments	-	-	1	-
Manned Level Crossing Accidents	-	-	-	-

(b) and (c) As on 1.7.2010, 17477 ROs of OMCs are running on National Highways, out of which 1478 belongs to SC/ST. 8.46% of total ROs of OMCs running on National Highways belong to SCs/STs.

Accidents in Western and Central Railways

774. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been rise in accidents in the local trains running in Western Railways and Central Railways in Mumbai Metro Region;

(b) if so, the details thereof;

(c) the steps taken to prevent such accidents;

(d) the details of human casualties occurred during the last three years in such accidents;

(e) whether proper identification of deceased persons were done in such accidents;

(f) if not, the reasons therefor alongwith the corrective measures being taken in this regard; and

(g) the procedure being adopted for proper identification in such cases?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Consequential train accidents have not increased in Mumbai area of Western and Central Railways in the current year. However, such accidents increased from Nil to 2 in 2009-10 on Western Railway and from 1 to 5 (all derailments) in 2009-10 on Central Railway. Number of consequential train accidents on Western and Central Railways in the Mumbai area during the last three years and the current year from April to 25th July, 2010 is as under:

1	2	3	4	5
Fire in trains	-	-	-	-
Miscellaneous	-	-	-	-
Total	-	-	2	-
Central Railway				
Collision	-	-	-	-
Derailments	1	-	5	-
Manned Level Crossing Accidents	-	-	-	-
Fire in trains	-	-	-	-
Miscellaneous	-	1	-	-
Total	1	1	5	-

Details of these accidents including casualties involved therein are in the enclosed Statement.

Safety is the prime concern of Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents. Measures taken to prevent derailments include:

- (i) Use of long welded rails in place of fish plated joints,
- (ii) Use of modern track maintenance machines, namely, Tie Tamping, Ballast Cleaning Machines, Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, etc.,
- (iii) Regular patrolling of railway tracks at vulnerable locations including night patrolling and intensifying patrolling during foggy weather,
- (iv) Modern bridge inspection and management system, etc.

(e) Yes, Madam.

(f) Does not arise.

(g) Method adopted by Government Railway Police (GRP) for proper identification of the deceased persons is as under:

- (i) Examination of personal belongings of the deceased person viz. Photo identity, Journey pass, telephone diary, etc.
- (ii) Examination of the phone book of the mobile to get the contact number of the relatives and friends.
- (iii) Identification mark on the body of the deceased persons and his clothes.
- (iv) The description and the photo of the persons is sent to the nearby police station and the missing persons registers are cross checked.
- (v) Information is also provided to the missing persons bureau.
- (vi) Inter-state wireless message is sent and the information is also given to the Press through press note and through the Police Gazette.

Statement

Year	Date	Brief Particulars	Casualty
Western Railway			
2009-10	09.08.2009	Local train No. 439 collided in the rear of stationery EMU Local train No. 437 near Mahim station of Mumbai Central Division.	Killed-Nil Grievous-Nil Simple-6
	22.03.2010	Local train No. 631 dashed with the Buffer dead-end of Dock Platform No. 5 and derailed at Andheri station of Mumbai Central Division.	Killed-Nil Grievous-4 Simple-8
Central Railway			
2007-08	23.12.2007	Local train No. TL-17 derailed at Kurla station.	Killed-1 Grievous-2 Simple-3
2008-09	04.07.2008	Collapsing of a portion of Platform shed on Local train No. BL-07 at Ambernath station while the train was entering the station.	Killed-Nil Grievous-1 Simple-1
2009-10	17.04.2009	Derailement of one coach of Local train No. TNU-21 between Ajroli and Rabale stations of Mumbai Division on 17.04.2009.	Killed-Nil Grievous-Nil Simple-Nil
	23.10.2009	Derailement of Local train No. K-37 due to falling of 40 meter concrete girder of under construction Road Over Bridge of Thane Municipal Corporation between Mulund and Thane stations.	Killed-2 Grievous-4 Simple-8
	11.11.2009	Derailement of 4 coaches of Local train No. K-130 while entering the Platform No. 6 at Mumbai CST station of Mumbai Division.	Killed-Nil Grievous-Nil Simple-Nil
	13.11.2009	Derailement of 2 coaches of Local train No. N-2 while entering the Platform No. 6 at Mumbai CST station of Mumbai Division.	Killed-Nil Grievous-Nil Simple-Nil
	12.02.2010	Derailement of One coach of Local train No. T-87 while entering the Platform No. 1 at Thane station of Mumbai Division.	Killed-Nil Grievous-Nil Simple-Nil

[*Translation*]**Mobile Courts**

775. SHRI IYARAJ SINGH:
RAJKUMARI RATNA SINGH:
SHRI HARISH CHOUDHARY:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government proposes to set up Mobile Courts in the backward areas of the country including Rajasthan;

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

(c) if not, the reaction of the Government thereto?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The Government has brought into force the Gram Nyayalayas Act 2008 with effect from 2nd October, 2009 in the areas to which it extends including Rajasthan. This Act provides for establishment of Gram Nyayalayas in the rural areas to provide speedy justice at the door steps of the common men and women. In terms of Section 3 of the Gram Nyayalayas Act, it is for the State Governments to establish Gram Nyayalayas after consultation with the respective High Court. Over 5000 Gram Nyayalayas are

expected to be established across the country once the Act is fully implemented. These Gram Nyayalayas are also expected to function as mobile courts.

So far, the States of Madhya Pradesh, Rajasthan, Orissa and Maharashtra, taken together, have notified 144 Gram Nyayalayas out of which 47 have been made operational till date. A statement indicating the state-wise number of the Gram Nyayalayas and fund released by the Central Government by way of central assistance to the States is as under:

(Rs. in Lakhs)

State	No of Gram Nyayalayas notified in the State	Operationalized	Amount released		
			Non-recurring	Recurring	Total
Madhya Pradesh	89	40	1121.00	128.00	1249.00
Rajasthan	45	0	567.00	-	567.00
Orissa	1	1	12.60	3.20	15.80
Maharashtra	9	6	113.40	19.20	132.60
Total	144	47	1814.00	150.40	1964.40

[English]

Development of Sericulture

776. SHRI NAMA NAGESWARA RAO: Will the Minister of TEXTILES be pleased to state:

(a) whether Government has decided to extend the Sericulture Catalytic Development Programme during the current plan;

(b) if so, the targets set and achievements made under the scheme, State-wise during the last three years;

(c) whether the Government has carried out any appraisal of the programme; and

(d) if so, the outcome thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Madam. Government of India through Central Silk Board

(CSB) has been implementing a Centrally Sponsored Scheme viz "Catalytic Development Programme (CDP)" in collaboration with various state sericulture departments. The CDP which was initiated during the IX Plan was continued during the X Plan and is continued during the XI Plan with certain modification and additional inputs.

(b) State-wise targets and achievements made under CDP during the last three years (2007-08 to 2009-10) are furnished in the Statement enclosed.

(c) and (d) On the directions of the Government of India, CSB had entrusted a Study to M/s TERI (The Energy and Resources Institute) to conduct an evaluation on CDP, to assess the performance of various schemes/components implemented under the CDP during X Plan. M/s. TERI had undertaken extensive study in all the 23 states and had interacted with the sericulture farmers, reelers, officials of State and CSB units. As per their Report, the CDP schemes implemented by CSB have made a positive impact not only in terms of increased

quantity of cocoons but also showed an improvement in the quality of the cocoons, both under mulberry and Vanya sectors. The report also indicated the improvement in the financial and social conditions of the sericulture farmers, reelers etc. Based on the Report, the CDP is continued with certain modifications and additional inputs. During XI Plan, CDP schemes were sanctioned only during the end of 2007-08 and the funds

were released to the State Governments during the last week of March, 2008. CSB has also conducted Mid-Term Appraisal of CDP and suggested certain mid course corrections to the existing CDP schemes based on the feed back received from the Field Implementing Agencies. Mid-term evaluation of CDP schemes has been entrusted to an external Agency, the National Productivity Council (NPC).

Statement

State-wise and year-wise funds released/utilised under the CDP during the last three years (2007-08 to 2009-10)

(Rs in lakhs)

#	State	2007-08		2008-09		2009-10	
		Outlay/funds released	Funds utilised/achievement	Outlay/funds released	Funds utilised/achievement	Outlay/funds released	Funds utilised/achievement**
1	2	3	4	5	6	7	8
1.	Karnataka	1015.22	1015.22	1876.63	1876.63	2306.76	2306.76
2.	Tamil Nadu	745.20	745.20	954.48	954.48	911.88	911.88
3.	Jammu and Kashmir	181.85	181.85	316.07	316.07	1089.25	1089.25
4.	Andhra Pradesh	979.88	979.88	1554.84	1552.84	1073.16	1073.16
5.	West Bengal	102.04	102.04	273.32	273.32	869.55	869.55
6.	Maharashtra	95.21	95.21	200.11	200.11	295.82	295.82
7.	Madhya Pradesh	173.85	173.85	518.95	518.95	430.25	430.25
8.	Orissa	63.70	63.70	75.18	75.18	566.64	566.64
9.	Bihar	0.00	0.00	43.90	43.90	171.35	171.35
10.	Uttar Pradesh	321.01	321.01	413.98	413.98	611.70	611.70
11.	Kerala	87.33	87.33	147.30	147.30	87.40	87.40
12.	Punjab	-	-	26.63	25.46	-	-
13.	Haryana	-	-	-	-	9.00	9.00
14.	Himachal Pradesh	53.93	53.93	165.63	165.63	158.94	158.94
15.	Gujarat	-	-	32.57	4.57	-	-
16.	Chhattisgarh	344.07	344.07	378.22	378.22	469.59	469.59

1	2	3	4	5	6	7	8
17.	Jharkhand	43.60	43.60	255.70	255.70	1066.22	1066.22
18.	Uttaranchal	143.02	143.02	208.72	208.72	423.39	423.39
19.	Sikkim	50.04	50.04	32.29	32.29	69.09	69.09
20.	Assam (**)	1891.52	1891.52	590.46	590.46	1614.93	1614.93
21.	Arunachal Pradesh	220.40	220.40	113.83	113.83	287.13	287.13
22.	Manipur	594.59	594.59	89.97	89.97	324.78	324.78
23.	Meghalaya	74.81	74.81	267.14	267.14	302.37	302.37
24.	Mizoram	249.10	249.10	230.29	230.29	349.46	349.46
25.	Nagaland	217.11	217.11	163.32	163.32	540.54	540.54
26.	Tripura	434.13	434.13	144.62	144.62	377.04	377.04
Total		8,081.61	8,081.61	9,074.16	9,042.98	14,406.25	14,406.25

** (Provisional) Against the total outlay for 2009-10, the States have reported utilisation to the tune of Rs. 3,766.74 lakhs and the balance funds have been released to the field units, which are being utilising. UCs for the balance funds are yet to be received from the State Governments.

Air India Express Flight

777. SHRI GURUDAS DASGUPTA:
SHRI P. LINGAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Air India Express flight IX-212 from Dubai to Pune hit an air pocket and was about to nosediving into the Arabian sea on May 26;

(b) if so, the details thereof;

(c) whether initial investigation revealed that its commander was away from the cockpit, in the washroom, leaving the first officer to man the controls at that time;

(d) if so, the details thereof; and

(e) the action taken against the negligent pilots?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air India Express flight IX 212 from Dubai to Pune on 26.5.2010 lost altitude. However, the situation was well handled by the Commander of the flight.

(c) and (d) Yes, Commander was away from the cockpit.

(e) Both the pilots are grounded for investigation. Based on the findings and recommendations of the investigation, appropriate action would be taken.

Private Sector Participation in Petroleum Production

778. DR. SANJAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is encouraging participation of the private sector including foreign companies in exploration, production and transportation network for Petroleum and Natural Gas; and

(b) if so, the details thereof alongwith the details of agreement signed during the last three years and the current year in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Yes Madam. Government has encouraged Private and Foreign participation in New Exploration Licensing Policy (NELP) and Coal Bed Methane(CBM) Policy bidding rounds by providing attractive contractual and fiscal terms and a level playing field.

Out of the 235 blocks awarded under eight rounds of NELP so far, 100 blocks were awarded to Private and Foreign Companies as Operators. Further, out of 36 oil/gas producing fields/blocks under the PSC regime, 33 fields/blocks are currently being operated by Private and Foreign Companies.

Similarly, out of 23 CBM blocks awarded under three rounds of CBM held so far, 16 blocks were contracted to Private and Foreign Companies as Operators.

Under the PSC regime, during the last three years and current year, till July, 2010, a total of 73 blocks were contracted under NELP VII and VIII rounds. Out of these, 33 blocks were contracted to Private and Foreign companies as Operators.

Government has allowed participation of private sector, including foreign companies, in transportation of natural gas. During the last three years, Government has authorized a private company Reliance Gas Transportation Infrastructure Ltd (RGTIL) for laying the following pipelines:

- (i) Kakinada-Basudebpur-Howrah Gas Pipeline
- (ii) Vijaywada-Nellore-Chennai Pipeline
- (iii) Chennai-Tuticorin Pipeline
- (iv) Chennai-Bagalore-Manglore Pipeline.

Public Private Partnership Projects

779. CHAUDHARY LAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for Public Private Partnership (PPP) projects across the country;

(b) if so, the details thereof;

(c) the details of Railway stations taken for upgradation and completed during the year 2009-10 under various schemes; and

(d) the details of fund earmarked and spent on upgradation of Railway Stations during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Areas identified for possible execution through public private participation include development of world-class railway stations, setting up of SPVs for manufacturing of locomotives, coaches and rolling stock components, operation of container trains and special freight trains, investment in port and other connectivity works, private freight terminals and automobiles and

ancillary hubs, bottling plants for clean drinking water, etc.

(c) 286 stations have been developed as Adarsh Stations during year 2009-2010.

(d) Expenditure incurred on Plan-Head "Passenger Amenities" during the last three years towards various passenger amenities works including upgradation of Railway Stations is as under:-

Year	Expenditure (Rs. in Crores)
2007-08	668
2008-09	828
2009-10	906

[Translation]

Hike in Prices of Petroleum Products

780. SHRIMATI SUMITRA MAHAJAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there has been uncontrolled increase in prices of petrol and petroleum products in the country;

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

(c) the details of international price of petrol per barrel and the cost of petrol per litre in the country; and

(d) the details of import-export charges levied on petrol and diesel per litre?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The Government had constituted an Expert Group under the Chairmanship of Dr. Kirit S. Parikh to advise on a viable and sustainable system of pricing of these petroleum products. In the light of the recommendations made by the Expert Group, the prices of Petrol and Diesel have been made market-determined with effect from 26.6.2010. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these petroleum products will continue. However, to reduce the under-recovery burden of the OMCs, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and that of Domestic LPG by only Rs. 3.5 per cylinder (at Delhi), with corresponding increases in the rest of the country. This is against the required increase of Rs. 18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

(c) The international price of Petrol is quoted on daily basis. During the year 2010-11 (upto 25th July, 2010), the average international FOB price of Petrol unleaded (92 RON) ex Singapore was \$84.30 per barrel.

Crude oil constitutes more than 90% of the total cost of production of Petrol. In addition, the refineries incur operating expenses towards salaries and wages, chemicals and catalysts, power and water, repairs and maintenance, depreciation and other overheads. In petroleum refining, crude oil is processed through numerous processing units and finished petroleum products are produced from a blend of different various intermediate streams. The blending of intermediate products streams from various process units for making finished petroleum products results in difficulty in allocating the total costs to individual refined products with a reasonable degree of accuracy. Therefore, individual product-wise costs are not calculated by the oil companies.

(d) At present, Customs Duty of 7.5% is levied by the Government on import of Petrol and Diesel. Besides Customs Duty, other charges being incurred on import of Petrol and Diesel are ocean freight, insurance, ocean loss, LC charges and port charges. On export of Petrol and Diesel, there is no Government levy.

New Railway Line

781. SHRI K.D. DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new rail lines which have been surveyed but work has not been started so far;

(b) the funds allocated for these rail lines during the last three years; and

(c) the time by which the said rail lines projects are likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) 122 numbers of surveys for new lines have been completed in the last three years *i.e.* 2007-08, 2008-09 and 2009-10 covering 12,301 Kms where work has not been taken up. Fund allocation and timelines can be specified only for sanctioned works.

Rail Line in Madhya Pradesh

782. SHRI NARAYAN SINGH AMLABE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposed railway line connecting Ramganj Mandi in Rajasthan to Bhopal, has been sanctioned;

(b) if so, the details thereof alongwith the progress made so far in this regard; and

(c) the time by which the work on the said railway line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Ramganj Mandi-Bhopal new rail line (262 km) is already a sanctioned project. In first phase, work has been taken up between Ramganj Mandi and Jhalawar which is targeted for completion by March, 2011. In Jhalawar-Bhopal section, land acquisition has been taken up. The project will be completed in coming years as per availability of resources.

[English]

Rail Crossing at Chandwa (Jharkhand)

783. SHRI INDER SINGH NAMDHARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the fact that one crossing at Chandwa in Latehar district of Jharkhand has become a point of perennial traffic jams; and

(b) if so, the steps taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) There is a railway level crossing (LC) No.24/A/T between Tori and Mohuamilan block section, at Chandwa in Latehar

District. The Train Vehicle Unit is 1,29,640. Railway has approached State Govt. to give consent for construction of ROB on cost sharing basis with undertaking of closure of LC gate etc. The State Govt. has so far not submitted any such proposal.

[*Translation*]

Production of Coal Bed Methane

784. SHRI BHISMA SHANKAR ALIAS KUSHAL
TIWARI:
SHRI RAM SUNDAR DAS:

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

(a) the yearwise quantum of coal bed methane gas produced during the last three years;

(b) the target fixed for production of the said gas during the year 2010-11;

(c) the gap between consumption and production of this gas in the year 2009-10; and

(d) the steps taken by the Government to bridge the gap?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Commercial production of Coal Bed Methane (CBM) commenced w.e.f July 2007 from Raniganj (South) block in the West Bengal, operated by M/s Great Eastern. Energy Corporation Limited (GEECL). Production of CBM gas from this block during the last three years is as under:

Year	CBM Production (MMSCM)*
2007-08	14.97
2008-09	19.79
2009-10	38.40

* Million Standard Cubic Meter

Besides above, a total of 1,95,869 Standard Cubic Meter (SCM) CBM gas was produced during 2009-10 from Jharia block operated by Oil and Natural Gas Corporation Ltd (ONGC). About 1,86,166 (SCM) CBM gas has been marketed by ONGC during the period 26.01.2010 to 31.03.2010(2009-10).

(b) The production target for CBM gas from Raniganj (South) block during 2010-11 is 51.9 MMSCM as estimated by the Contractor.

(c) and (d) During the year 2009-10, the production of CBM from Raniganj (South) field, operated by M/s GEECI, was 38.40 MMSCM. Internal consumption by the Contractor was 2.85 MMSCM. Flare was 30 MMSCM and gas sale to buyers was 5.55 MMSCM.

The gas flaring was high during 2009-10 as the gas evacuation pipeline was under construction, which has now been completed.

Following steps were taken by the Contractor to reduce flaring of CBM gas:

- Selling gas through cascades to local industries
- Selling gas as Compressed Natural Gas through Indian Oil Corporation Limited outlet in Asansol, city
- Fast track completion of pipeline

[*English*]

Legal Adoption System

785. SHRI NAVEEN JINDAL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is considering to bring forward a legislation of child adoption to simplify the procedure;

(b) if so, the details thereof; and

(c) the time by which it is likely to be introduced?

THE MINISTER LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The information is being collected and will be laid on the Table of the House.

Doubling of Railway Lines

786. SHRI PURNMASI RAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of physical target fixed for construction of new rail lines and doubling of rail lines during the last three years;

(b) whether the railways have achieved the laid down targets and if not, the reasons therefor; and

(c) the steps taken by the Railways to overcome the hurdles in achieving the targets?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 771 Km of new lines and 1237 Km of doublings were completed during the last three years *i.e.* 2007-08 to 2009-10 against the revised targets of 762 Kms and 1363 Kms respectively.

(b) The reasons for lesser achievement than target has been abnormal increase in price of steel, failure of contractors, difficulty of terrain, adverse law and order conditions, land availability, heavy monsoons in some part of the country, etc.

(c) Number of steps have been taken to bring in efficiency in contract management, issues have been regularly pursued with State Governments and others to expedite completion of targets.

[Translation]

SFIO

787. SHRI BHUDEO CHOUDHARY: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government proposes to handover the task of detecting money stashed in foreign countries to Serious Fraud Investigations Office (SFIO);

(b) if so, the nature of assistance and other powers proposed to be given to (SFIO) in this regard; and

(c) the details of the policy of the Government for keeping SFIO free from any kind of pressure from large corporate houses so that it could investigate impartially?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) No Madam.

(b) and (c) Do not arise.

Allotment of Petrol Pumps

788. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of petrol pumps allotted by the public sector Oil Marketing Companies to the war widows during the last three years; and

(b) the number of such requests are still pending with OMCs as on date?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Public sector oil marketing companies (OMCs.), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPCL) and Bharat Petroleum Corporation Limited (BPCL) have allotted 26 Retail Outlets (ROs)/petrol pumps to widows under 'Defence' Category during the last three years.

(b) There is no scheme for direct allotment of RO to war widows. However, under the normal selection process, there is 8% reservation for 'Defence' Category under which widows can apply, as and when advertised by the OMCs.

Poor State of Railways Kitchens

789. RAJKUMARI RATNA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Delhi High Court has issued any instruction regarding Railways kitchens from time to time in order to check the supply of poor quality of food items;

(b) if so, the details of such instructions;

(c) the reaction of the Railways for not having adhered to such instructions so far;

(d) whether the Railways have dissolved the catering committee; and

(e) if so the details thereof along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) In WP (C) 6420/2006 Varun Goswami and Others V/s Union Of India and Others, Hon'ble Delhi High Court had constituted a Committee, who visited various base kitchens, canteens and pantry cars and submitted their reports suggesting ways and means to improve quality of the food and hygiene of the areas, where food is prepared and served.

(c) to (e) Do not arise.

[*English*]

Sales Tax on Petroleum Products

790. SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:
SHRI DHARMENDRA YADAV:
SHRI ASADUDDIN OWAISI:

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

(a) whether the Union Government has requested the State Governments to streamline sales tax on petroleum products in a scientific manner;

(b) if so, the response of the State Governments thereon, State-wise;

(c) whether the Government had decided to let petrol prices be market driven both at the refinery gate and at the retail level;

(d) if so, whether these moves of the Union Government leads unprecedented hike in petroleum products; and

(e) if so, the response of the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Central Government has requested the State Governments to rationalize their taxes on sensitive petroleum products; namely Petrol, Diesel, PDS Kerosene and Domestic LPG, and also shift from the ad-valorem rates to specific tax component, for providing relief to the consumers.

The Government of National Capital Territory of Delhi has reduced the VAT rate on Diesel from 20% to 12.5% w.e.f 20th July, 2010. The Government of Bihar

has reduced VAT on PDS Kerosene from 12.5% to 4% w.e.f. 12.7.2010. The Government of Goa has reduced the VAT rates on Petrol, Diesel and Domestic LPG w.e.f. from 17th July, 2010 as follows:

Product	Changes
Petrol	Reduction in VAT rate from 22% to 20%
Diesel	Reduction in VAT rate from 20% to 18%
Domestic LPG	Reduction in VAT rate from 4% to Nil

(c) to (e) In the light of the recommendations made by the Expert Group constituted under the Chairmanship of Dr. Kirit S. Parikh to advise on a viable and sustainable system of pricing of the petroleum products, Government has *inter-alia* decided to make the prices of Petrol market-determined both at the Refinery Gate and at the Retail Level, with effect from 26.6.2010. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

[*Translation*]

Mismanagement at Mumbai Airport

791. SHRI VILAS MUTTEMWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Mumbai Airport complex was to be closed for five hours and flight operation was suspended for one and half hours on 9th June, 2010 due to power cut and waterlogging;

(b) if so, the steps taken to prevent such situations in future; and

(c) the estimated loss on account of this mismanagement?

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

(b) and (c) Do not arise.

[English]

High Prices of Food Served in Trains

792. SHRI MANICKA TAGORE:
SHRI P.K. BIJU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the food served in long distance trains are not in good quality and the prices are very high when compared to quantity;

(b) if so, the details alongwith the reasons therefor and the steps taken in this regard;

(c) whether the Railways propose to introduce Janata meals in all its trains; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Railway endeavours to provide good quality food in all Mail/ Express trains. The meal served are priced very reasonably and the quantity of the various items is as prescribed in the public time table (Train at a Glance).

(b) Does not arise.

(c) and (d) Janta meals are available for the passengers at various outlets like stalls, trolleys Janahaar outlets located conveniently at the stations. On an average 1.4 lakh Janta meals are sold every day on Indian Railway.

Mangalore Air Crash

793. SHRI MANISH TEWARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for the Air India Dubai-Mangalore flight crash at Mangalore Airport;

(b) whether serious objections were raised and petitions filed in various courts of law with regard to the fact that the site selected for the 2nd runway at Mangalore Airport was hazardous and did not conform to International Civil Aviation Organisation (ICAO) guidelines;

(c) if so, the details thereof;

(d) whether those objections dealt with in a scientific and technical manner by the Airports Authority of India before clearance was granted;

(e) if so, the details thereof;

(f) the number of such unsafe airports are there in the country and the action taken to remedy the shortcomings at these airports; and

(g) the number of airports in the country which do not have basic navigational guides like VOR's etc. and the manner in which Government proposes to remedy the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) A Court of enquiry under the Chairmanship of Air Marshal (Retd.) B.N. Gokhale has been ordered and the court is required to submit its report by 31.08.2010. The exact cause of the accident would be known only on receipt of the report of the Court of Inquiry.

(b) and (c) No, Madam, objections raised through the writ petitions No. 37681/1997 and 20905/2002 in this regard, were dismissed by Hon'ble High Court of Karnataka.

(d) and (e) Airports Authority of India(AAI) appointed M/s. RITES Limited(A Government of India Enterprise) to carry out techno-economic feasibility study of development of Mangalore airport in the year 2000-01. Based on final report of M/s. RITES which recommended all technical parameters confirming to International Civil Aviation Organisation (ICAO Guidelines), AAI developed the necessary infrastructure at the proposed site.

(f) Directorate General of Civil Aviation (DGCA) has issued Operations Circular 13 of 2010 on 2.6.2010

impressing upon all Scheduled/Non-Scheduled/General Aviation Operators to strictly adhere to the standard operating procedures for approach and landing that would result in decent landings acceptable within the limitations of the aircraft without compromising stopping distance requirements. Further, as part of the re-assurance drive for critical aerodromes, special audit of airports identified as critical has been undertaken on priority basis to thoroughly review the systems and facilities at these aerodromes.

(g) All Airports where civil flights are being operated have been provided with basic navigational aids like NDB/VOR DME.

[Translation]

Vacant Railway Land

794. SHRI TUFANI SAROJ: Will the Minister of RAILWAYS be pleased to state:

- (a) the total area of land owned by the Railways as on date;
- (b) whether this land is being used by the Railways;
- (c) if so, the details thereof;
- (d) if not, the area of land lying vacant presently;
- (e) whether there is large scale encroachment on the railway land spread all over the country;
- (f) if so, the details thereof, State-wise;
- (g) whether the Railway Board had decided in 2000 to set up a separate land management cell at the zonal and divisional level; and
- (h) if so, the number of cells set up so far at the zonal and divisional level?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Indian Railways have approximately 10.65 lakh acre of land. About 90% of this land is under Railway's operational and allied usages. The land which is presently vacant measures approximately 1.13 lakh acre and is generally required for railway's own developmental works for setting up infrastructure projects, doubling, gauge conversion, yard remodeling, traffic facility works, freight

corridors and for servicing of track, etc. Railway land not required by railways for its immediate future operational needs is also utilized for commercial development, wherever feasible, for generation of additional financial resources for railway projects.

(e) and (f) At present, approximately 0.23% of Railway land measuring 2458 acre is under encroachments. State-wise details are however, not maintained.

(g) Yes, Madam.

(h) Land management cells have been set up at Divisional and Zonal Headquarters of all Zonal Railways.

[English]

Political Parties

795. SHRI M. RAJA MOHAN REDDY: Will the Minister of LAW AND JUSTICE be pleased to state:

- (a) the number of registered political parties with Election Commission of India as on date;
- (b) whether all registered political parties are eligible to contest elections;
- (c) if so, the details thereof;
- (d) the number of political parties who do not contest polls;
- (e) whether the Government proposes to take any steps to de-register such parties; and
- (f) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) As on date, there are 1151 registered political parties with the Election Commission of India. Out of these parties, seven are recognised as National Parties and forty seven are as State parties. The remaining parties are registered un-recognised political parties.

(b) and (c) Yes, Madam. All registered political parties are eligible to set up candidates in the elections to the Houses of Parliament and to the State Legislatures.

(d) At the last General Election to the House of the People, 2009, there were 1060 political parties (7 National, 37 State and 1016 un-recognised), registered with the Commission. Out of these parties, 697 political parties did not set up any candidate in the last General Election to the House of the People, 2009.

(e) Even though the issue of de-registration of Political Parties was one of the 22 proposals made by the Election Commission of India in 2004, yet no decision in the matter has been taken.

[Translation]

Fire at IOC Depot, Jaipur

796. DR. KIRODI LAL MEENA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the seven Members panel constituted by the Union Government to enquire into the fire in fuel storage depot of Indian Oil Corporation at Jaipur has submitted its report to the Government;

(b) if so, the details thereof and the outcomes of the enquiry; and

(c) the follow up action taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The inquiry committee set up by this Ministry under the chairmanship of Shri M.B. Lal, Technical Member (Petroleum and Natural Gas), Appellate Tribunal for Electricity and Ex-Chairman and Managing Director of Hindustan Petroleum Corporation Limited (HPCL) to probe the incident of fire at IOC oil depot in Jaipur has submitted its report on 29.1.2010. The report has been put in the public domain and is available on the website of Oil Industry Safety Directorate (OISD) "<http://oisd.nic.in>".

The Committee, in its report, has determined the causes and critical factors responsible for this incident and has recommended short term as well as long term measures for preventing such incidents.

This Ministry has directed IOC to examine the report and fix the responsibility for the lapses committed by officials at various levels and take action against erring officials for this tragic accident.

Further, the committee has made 118 long term as well as short term recommendations, which have been accepted by the Ministry and an action plan has been put in place for implementing these recommendations.

Production of Steel

797. SHRI JAGDANAND SINGH: Will the Minister of STEEL be pleased to state:

(a) whether India fall behind in the production of steel as compared to other countries;

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

(c) whether the Government plans to make India the second best producer of steel in the world by the year 2015-16;

(d) if so, the details thereof; and

(e) the efforts being made by the Government for increasing the share of public sector in domestic steel industry?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) As per provisional data released by World Steel Association (WSA) given below, India was the fifth largest producer of crude steel during January -June 2010:

*Crude steel production: January - June**

Country	Production (in million tonnes)
China	323.0
Japan	54.6
USA	41.0
Russia	32.6
India	32.5

Source: World Steel Association and Joint Plant Committee;
* = Provisional

(c) and (d) As per the latest estimates, the crude steel capacity in the country is likely to reach 120 million tonnes by 2012 from 72.9 million tonnes in the 2009-10. However, a relative position in the world scenario would depend upon the prevailing conditions in other

steel producing and consuming countries, which is not possible to forecast.

(e) In today's de-regulated, open market economy, the role of Government is that of a facilitator and in that capacity, it promotes/encourages growth of steel industry through suitable policy measures. Both the public sector Steel companies namely Steel Authority of India Ltd. (SAIL) and Rashtriya Ispat Nigam Ltd (RINL) are in the process of expanding their crude steel capacities.

SAIL envisages increasing its crude steel production from existing 12.84 million tonnes to 21.40 million tonnes per annum in Phase-I to be completed by 2012-13 at an approximate estimated cost of Rs. 70,000 crore including cost of mine development.

RINL is expanding its existing capacity of 2.9 million tonnes of crude steel production to 6.3 million tonnes per annum to be completed by December, 2011 at an estimated cost of Rs. 12,228 crore.

Another public sector company, namely NMDC Ltd., is to set up a 3 million tonnes per annum integrated steel plant at Nagarnar, Chhattisgarh at an estimated investment of Rs.15,525 crore. The Plant is likely to be commissioned in 2014.

Incidents of Train Accidents

798. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the incidents of train accidents in various parts of the country wherein train services have been disturbed due to the event of fire in oil tankers and displacement of rail tracks resulting in loss of crores of rupees to the exchequer;

(b) if so, the number of train accidents taken place in the country during the last one year and current year, place-wise;

(c) the details of loss occurred to the Railways in each of such train accident; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) During 2009-10, two major cases of fire in oil tankers were reported and in the current year from April to 22nd July, 2010, one such case was reported. On 30.08.2009, 19 tank wagons loaded with Naptha derailed and one wagon caught fire between Shivilakha and Lakadia stations of Ahmedabad Division of Western Railway. Subsequently, fire spread over 22 other wagons. On 16.11.2009, 16 oil tank wagons loaded with Motor Spirit and Diesel derailed and capsized due to bomb blast by miscreants between Bhilgaon and Borpathar stations of Lumding Division of Northeast Frontier Railway out of which 15 wagons caught fire.

In the current year, on 20.05.2010, while the Tank Wagon Train loaded with Diesel was on run between Pipra and Jiwdhara stations of Samastipur Division of East Central Railway, its 14 wagons derailed out of which 12 wagons capsized due to suspected bomb blast. Subsequently, 13 wagons caught fire. In all the above cases of derailments leading to fire in oil tankers, track got damaged and through communication was adversely affected. Loss of Railway property in these three consequential train accidents were Rs. 3.95 crore (approx.), Rs. 5.63 crore (approx.) and Rs. 5.50 crore (approx.) respectively.

(d) Two cases of fire in tank wagons on 16.11.2009 and 20.05.2010 mentioned above were caused due to sabotage by miscreants. However, instructions have been issued for proper maintenance of tank wagons and also for safe handling of hazardous and inflammable chemicals and petroleum products transported in oil tank wagons carried by the Railways. Zonal railways have also been advised from time to time to ensure that the requisite training regarding safety precautions is imparted to the staff involved in handling and transportation of such hazardous and inflammable materials.

[English]

Educational Backwardness of Muslims

799. SHRI M.I. SHANAVAS: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government is aware that there is a genuine problem of educational backwardness among Muslims;

(b) if so, the steps being taken by the Government to improve the educational facilities of those Muslims who are backward and are living below the poverty line;

(c) whether there is any body to oversee the various schemes, plans and programmes of the Government meant for the upliftment of minorities in the country;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The Prime Minister's High Level Committee on Social, Economic and Educational Status of Muslim Community of India (popularly known as Sachar Committee) had drawn attention towards the low participation of Muslims in education.

(b) The recommendations of the Sachar Committee were considered by the Government and a multi-pronged strategy, including programme specific interventions under the Prime Minister's New 15 Point Programme for the Welfare of Minorities, to address the educational backwardness of the Muslim community was adopted. The steps taken by the Government to address the problems of educational backwardness of minorities, including Muslims, include the following:

- (i) Under the Kasturba Gandhi Balika Vidyalaya (KGBV) scheme, criteria of educationally backward blocks has been revised with effect from 1st April 2008 to cover blocks with less than 30% rural female literacy and in urban areas with less than national average of female literacy (53.67%: Census 2001). Under the scheme, out of 2573 KGBVs, 453 have been sanctioned in blocks having a substantial minority population.
- (ii) Universalization of access to quality education at secondary stage called Rashtriya Madhyamik Shiksha Abhiyan (RMSA) has been approved. The scheme envisages preference to minority concentration areas in opening of Government schools. State Governments have been advised to accord priority to setting up new/upgraded schools in minority concentration areas while appraising proposals under this scheme.

(iii) One model college each would be set up in 374 educationally backward districts (EBDs) of the country. Of 374 EBDs, 67 are in identified minority concentration districts.

(iv) Under the Sub-Mission on polytechnics, financial assistance is provided to the States/UTs for setting up of polytechnics in un-served and under-served districts. 57 districts out of 90 minority concentration districts are eligible for consideration under the scheme. So far, Rs. 86.66 crore have been released for setting up polytechnics in 35 minority concentration districts.

(v) Preference is given by University Grants Commission for provision of girls' hostels in universities and colleges in the areas where there is concentration of minorities especially Muslims. UGC has approved/sanctioned 233 Women's Hostels during 11th Five Year Plan in 90 Minority Concentration Districts.

(vi) The Area Intensive and Madarsa Modernization Programme has been revised and bifurcated into two schemes. A Scheme for Providing Quality Education in Madarsas (SPQEM) has been launched with an allocation of Rs. 325 crore for the Eleventh Five-Year Plan. It contains provisions for better teachers' salary, increased assistance for books, teaching aids and computers, and introduction of vocational subjects, etc. The other scheme, which provides financial assistance for Infrastructure Development of Private aided/unaided Minority Institutes (IDMI), has been launched with allocation of Rs. 125 crore for the Eleventh Five-Year Plan.

(vii) For subsequent access to higher education, the certificates issued by the State Madarsa Boards, whose certificates and qualifications have been granted equivalence by the corresponding State Boards, would be considered equivalent by the Central Board of Secondary Education (CBSE), Council of Board of School Education in India (COBSE) or/and by any other school examination board.

(viii) Academies for professional development of Urdu medium teachers have been set up at three Central Universities namely, Aligarh Muslim

University, Jamia Milia Islamia University and Maulana Azad National Urdu University. 3779 teachers have been trained.

- (ix) Financial assistance is given for appointment of Urdu teachers in a Government school in any locality where more than 25% of the population is from Urdu speaking community. The financial assistance would be based on the prevailing salary structure of Urdu teachers employed with schools of the State Government. Honorarium is also admissible to part-time Urdu teachers.
- (x) States/UTs have been advised to undertake community based mobilization campaigns in areas having a substantial population of Muslims. In 2009-10, 18 districts having, a substantial minority population were covered under Saakshar Bharat.
- (xi) Jan Shikshan Sansthan (JSSs) are imparting vocational training in 33 out of the 88 Muslim dominated districts in the country.
- (xii) Thirty five universities have started centers for studying social exclusion and inclusive policy for minorities and Scheduled Castes and Scheduled Tribes.
- (xiii) Three scholarship schemes for minority communities namely, pre-matric scholarship from class-I to X, post-matric scholarship from class XI to PhD and merit-cum-means scholarship for technical and professional courses at undergraduate and post-graduate levels have been launched. Further, a fellowship scheme called Maulana Azad National Fellowship scheme for M.Phil and Ph.D. scholars has been launched.
- (xiv) The corpus of Maulana Azad Education Foundation (MAEF) is now Rs. 425.00 crore.

MAEF gives grants-in-aid for infrastructure development of educational institutions and scholarships to meritorious girls in classes-XI and XII.

(c) to (e) The Prime Minister's New 15 Point Programme for the Welfare of Minorities provides for a close monitoring mechanism. At the Centre, the status of implementation has been reviewed on half yearly basis since 2006-07. The programme envisages having a similar monitoring mechanism at the State and District level. Besides, the Central Advisory Board of Education (CABE) and National Monitoring Committee on Minorities' Education (NMCME), both under aegis of Ministry of Human Resource Development, Government of India, oversee the implementation of the schemes and programmes meant for educational advancement of N minorities.

Railway Line Between India and Nepal

800. SHRI P. VISWANATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to lay a new railway line between India and Nepal;

(b) if so, the details alongwith the stretches which are identified for the same and its present position thereof; and

(c) the time by which the new railway line is likely to be laid?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Surveys for following new links connecting Nepal have been conducted:

Sl.No.	Proposed rail links		Distance (in Km)
	From	To	
1.	Jogbani (India)	Biratnagar (Nepal)	18
2.	Jayanagar (India)	Bijalpura (Nepal) gauge conversion and its extension to Bardibas	68
3.	Nepalganj Road (India)	Nepalganj (Nepal)	12
4.	Nautanwa (India)	Bhairahawa (Nepal)	15
5.	New Jalpaiguri (India)	Kakarbhita via Panittanki (Nepal)	46

Out of the above, Jogbani-Biratnagar new line and gauge conversion from Jayanagar to Bijalpura with its extension to Bardibas have been included in the Railway Budget 2010-11. The projects may take about 2 to 3 years for completion once land is available.

Freight Terminal

801. SHRI M. SREENIVASULU REDDY:
SHRI P.C. MOHAN:
SHRI SURESH KUMAR SHETKAR:
SHRI P. BALRAM:
SHRI RAJAIHA SIRICILLA:
SRI GOPINATH MUNDE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering to build private freight terminal and grant licence to private sector to run train for transportation of some special commodities;

(b) if so, the details thereof;

(c) the names of the companies which have shown their interest in it;

(d) the details of the terms and conditions for granting of licence; and

(e) the revenues likely to be earned by the Railways from this annually?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. A new scheme namely Private Freight Terminal (PFT) has been launched on 31.05.2010 to facilitate rapid development of a network of freight terminals on private land with private investment, to handle third party traffic.

Special Freight Train Operator (SFTO) Scheme has been launched on 31.05.2010 to attract private investment in special purpose wagons. Private operators registered under the scheme will operate private trains for transportation of specific commodities listed under the scheme. Another scheme namely Automobile Freight Train Operator Scheme (AFTO) has been launched on 19.07.2010 to attract private investment in high capacity auto carriers in order to increase the low rail share of automobile traffic.

(c) A number of companies have expressed their interest but no formal application has been received so far.

(d) For the purpose of granting license under the PFT Scheme, the applicant entity/company should be registered in India under Companies Act with a networth of Rs. 10 crore or annual turnover of Rs. 20 crore and having one year experience in logistics service or is an existing container train operator or end user of railways with a private siding or any industry intending to set up a private siding cum PFT. In order to ensure timely completion of PFT, a security deposit of Rs. 1 crore will be deposited by the applicant. In case of new projects only, the applicant under PFT will have to deposit Rs. 1 crore as application fee.

For the purpose of granting license under the SFTO/AFTO Scheme, the applicant company should be registered in India under Companies Act with a networth of Rs. 50 crore or an annual turnover of Rs. 75 crore for SFTO scheme or a networth of Rs. 20 crore or an annual turnover of Rs.30 crore for AFTO scheme and having atleast one year experience in transport and logistics or port and terminal operations or warehousing or container train operations or manufacturing or as a wagon leasing company. The applicant will have to pay a one time registration fee of Rs. 20 crore for transportation of bulk Chemicals, Petrochemicals, bulk Alumina and Steel products requiring specially designed wagons, of Rs. 15 crore for transportation of bulk Fertilizers, bulk Cement and Fly ash and Rs. 5 crore for transportation of Molasses, Edible oil, Caustic soda or Automobiles.

(e) Since the Implementation of these schemes is at initial stage and no formal proposal has been received, the annual revenue likely to be earned by the Railways can not be assessed at this stage.

[Translation]

Discontinuation of Air Service

802. SHRI ARJUN MUNDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether air service on Delhi-Ranchi-Jamshedpur route have been stopped;

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

(c) whether the Government proposes to restore air services on this route;

(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) MDLR Airlines was operating scheduled flight on Delhi-Ranchi-Jamshedpur and VV route. However, air services on this route were stopped in Oct 2009 after suspension of operations by them across the network.

(c) to (e) Government has laid down route dispersal guidelines with a view to achieving 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. It is, however, up to 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.

[English]

Concession for Cancer Patients

803. SHRI K.J.S.P REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are providing 100 per cent concession for cancer patients travelling in trains;

(b) if so, the details thereof; and

(c) the steps being taken to extend the same facility to other patients?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam. 100% concession is being granted to cancer patients in Sleeper and 3-AC classes.

(b) Concession in rail travel is admissible to Cancer patients when they are going alone or with escort to a recognized hospital on being called for treatment/check up and return thereafter. Concessional tickets are issued directly by Station Masters on production of the

prescribed certificate from the concerned hospital. The class-wise element of concession granted to cancer patients and their escorts is as under:

Class	Element of Concession	
	Cancer patient	Escort
Second	75%	75%
Sleeper	100%	75%
3-AC	100%	75%
First Class	75%	75%
AC Chair Car	75%	75%
2-AC	50%	50%
1-AC	50%	50%

(c) At present, there is no such proposal.

Shortage of Rail Rakes

804. SHRI PONNAM PRABHAKAR:
SHRI SURESH KUMAR SHETKAR:
SHRI RAJAJIAH SIRICILLA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any requests from State Governments for additional railway rakes to clear fertilizer backlog;

(b) if so, the details thereof; and

(c) the steps taken by the Railways to increase the number of rail rakes in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Ministry of Railways have received references from some of the State Governments for expeditious movement of fertilizers by rail to their states.

(b) In the current Kharif season, since April, 2010, references have been received from the Governments of Maharashtra, Madhya Pradesh, Uttar Pradesh, Kerala, Assam, Karnataka, Andhra Pradesh, Haryana, Gujarat, Himachal Pradesh, Punjab etc. in this regard.

(c) Railways are according priority for movement of fertilizers from Ports/Plants and rakes are being provided for loading of fertilizers in consultation with Department of Fertilizers and Department of Agriculture and Cooperation as per their requirements on placement of indents. In July, 2010 (from 1st to 25th) on an average, 55.12 rakes (adjusted for higher capacity rakes) of fertilizers have been loaded every day compared to 47.1 rakes per day in July 2009, an Increase of 17%.

The Railways are continuously acquiring higher number of wagons over the years. New wagons being manufactured are also designed for carrying greater payloads. Besides this, a large number of existing wagons are being retrofitted to enable them to carry higher payloads. These steps have not only increased the number of rakes available for loading but have also resulted in moving more tonnage in each train.

Setting up of PCPIR

805. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Union Government has appointed any consultant for short listing the location for setting up of Petroleum, Chemical and Petrochemical Investment Region (PCPIR);

(b) if so, the details of the consultant appointed for this purpose;

(c) whether Dahej in Gujarat has been selected as one of the sites;

(d) if so, the details of other places identified for the purpose; and

(e) the time by which the PCPIR at Dahej and other places are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) No, the Union Government has not appointed any consultant for shortlisting the location of setting up of Petroleum, Chemical and Petrochemical Investment Regions. The locations are identified by concerned State Governments.

(b) Does not arise.

(c) Government of India has approved the Government of Gujarat's proposal for setting up of PCPIR at Dahej.

(d) Apart from Dahej, Government of India has approved the setting up of PCPIRs in the Visakhapatnam-Kakinada region of Andhra Pradesh, and at Haldia in West Bengal, based on the proposals received from the respective State Governments.

(e) The PCPIRs at Dahej and other places are to be fully operational by the end of the 12th Five Year Plan (2016-17).

Pricing Policy of Petroleum Products

806. SHRI HARISHCHANDRA CHAVAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is contemplating to formulate a pricing policy/constitute a Regulatory Board to fix the prices of petroleum products; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) To protect the consumer from the inflationary impact of international oil prices, the Government has been modulating the retail prices of the four sensitive petroleum products; namely Petrol, Diesel, PDS Kerosene and Domestic LPG. In the light of the deteriorating financial health of the Public Sector Oil Marketing Companies (OMCs) on account of under-recoveries on sale of these products, the Government had constituted an Expert Group under the Chairmanship of Dr. Kirit S. Parikh to advise on a viable and sustainable system of pricing of these petroleum products. The Expert Group submitted its Report to the Government on 3rd February 2010.

In the light of the recommendations made by the Expert Group, the prices of Petrol and Diesel have been made market-determined with effect from 26.6.2010. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil

prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these petroleum products will continue. However, to reduce the under-recovery burden of the OMCs, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and that of Domestic LPG by only Rs.35 per cylinder (at Delhi), with corresponding increases in the rest of the country. This is against the required increase of Rs.18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

Air India Employees Strike

807. SHRI ANANTHA VENKATARAMI REDDY:
SHRI N. CHELUVARAYA SWAMY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the staff of Air India and private airlines' have frequently gone on strike for some or the other reasons;

(b) if so, the details and reasons of such strikes during the last two years;

(c) the total loss suffered by the Air India account of these strikes; and

(d) the steps being taken by the Government to prevent such strikes in future and avoid any inconvenience to the passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Executive Pilots of National Aviation Company of India Limited(NACIL) resorted to stoppage of work through mass sick leave etc. because of the proposed cut in flying allowance, from 26.9.2009 to 30.9.2009. All India Aircraft Engineers' Association(AIAEA) and Air Corporations Employees' Union (ACEU), the two unions of erstwhile Indian Airlines, without giving any notice or reasons, went on a flash strike on 25.5.2010. A simulated strike was called by Jet Airways Pilots by reporting sick from 8.9.2010 to 12.9.2010.

(c) The estimated loss suffered by NACIL on accounts of these strikes was around Rs. 77 Crores.

(d) The Board of NACIL has constituted an HR Sub-Committee in order to consider the various issues and grievances of its employees. The Board of NACIL is in constant dialogue with the Unions/Associations to bring in greater discipline in the organisation's working.

Draft Footnote

*The last sentence in reply to Part (a) and (b) of Unstarred Question No. 807 in the Debate dated 29.07.2010 was subsequently corrected thorough a Correcting Statement made in the House on 12.08.2010 Accordingly, the reply has been revised as follows:

Part of the question answered	For	Read
Part (a) and (b) last line	A stimulated strike was called by Jet Airways Pilots by reporting sick from 08.09.2010 to 12.09.2010	A stimulated strike was called by Jet Airways Pliots by reporting sick from 08.09.2009 to 12.09.2009

Food Parks in Karnataka

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

(a) whether the Union Government has approved the establishment of food parks at four locations in Karnataka and under the said scheme each food park is eligible for grant of Rs. 4 crores;

(b) if so, whether the Government has so far released Rs.6 crore and the balance grant-in-aid of Rs. 10 crore is yet to be released by the Government;

(c) if so, the details thereof; and

(d) the time by which the same is likely to be released?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Yes, Madam. The Government has approved establishment of 4 Food Parks in the State of Karnataka at Bagalkot, Jewargi, Hirriyur and Malur during 8th to 10th plan periods, at an approved grant of Rs.4.00 crore each.

(b) Out of total approved Grant of Rs. 16.00 crore, amount of Grant released by the Government till date is Rs. 7.00 crore.

(c) The detailed status has been given in Statement enclosed.

(d) The instalments of Grant are released subject to reaching prescribed milestones in the project by the implementing agencies and submission of requisite documents/information as per the scheme guidelines.

Statement*Status of Food Parks of Karnataka State*

Sl.No.	Location	Agency	Project Cost (Rs.in lakh)	Approved Grant (Rs.in lakh)	Grant released (Rs.in lakh)	Remarks
1	2	3	4	5	6	7
1.	Malur, Distt.-Kolar,	Food Karnataka Limited/Innova Agri-Bio Park	1800.00	400.00	200.00 Released in July, 2001.	There was a change of Implementing Agency from Karnataka Industrial Areas Development Board (KIADB) initially to Food Karnataka Ltd. (FKL) formed by Karnataka Government later on. Implementation got delayed due to this change over. As per the latest progress report, the expenditure incurred on the project is Rs. 1492.50 lakhs.
2.	Bagalkot,	Food Karnataka Limited/Green Food Park Ltd	1859.00	400.00	200.00 Released in July, 2001.	As per the latest progress report, Rs. 913.75 lakhs has been incurred on the project by Implementing Agency. For release of third instalment, 75% of project cost should be incurred on the project which is yet to be achieved.
3.	Jevargi	Food Karnataka Limited/Jewarg Agro Food Park Ltd	1793.00	4	400.00 released as there was no progress.	No grant Implementation of the project was delayed for almost 7 years due to some court case relating to acquisition of land. Now land has been acquired. As per the latest progress report the expenditure incurred on the project is Rs. 510.81 lakhs only.

1	2	3	4	5	6	7
4.	Hiriyur	Food Kamataka Ltd/M/s Akshay Food Park Limited	1639.00	400.00	300.00 3rd instalment of grant of Rs. 100.00 lakh released 21.06.10	After fulfillment of prescribed conditions as per the schemes guidelines, 3rd instalment of grant has been released on 21.06.2010.

[*Translation*]

Maulana Azad Education Foundation

809. SHRI KAMAL KISHOR "COMMANDO": Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the number of NGOs which have received financial assistance from Maulana Azad Educational Foundation in the country including Uttar Pradesh during each of the last three years and the current year;

(b) whether the Government has received any complaints regarding misutilisation of funds by these NGOs;

(c) if so, the details thereof;

(d) whether any criteria has been fixed for *Madrasas*

to receive financial assistance from Maulana Azad Educational Foundation;

(e) if so, the details thereof; and

(f) the names of NGOs which have received financial assistance from Maulana Azad Educational Foundation especially in Bahraich district of Uttar Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) 280 Non Government Organizations (NGOs) in the country, including 94 NGOs from Uttar Pradesh, have received financial assistance from the Maulana Azad Education Foundation (MAEF) during the last three years and in the current year. The year-wise break up is as under:

Sl.No.	Year	No. of NGOs that received financial assistance from MAEF in the Country	No. of NGOs that received financial assistance from MAEF in Uttar Pradesh
1.	2007-08	51	26
2.	2008-09	124	36
3.	2009-10	105	32
4.	2010-11 (as on 30.06.2010)	0	0

(b) No, Madam.

(c) Does not arise

(d) No, Madam. MAEF does not provide any financial assistance to Madarsas.

(e) Does not arise.

(f) The names of NGOs that have received financial

assistance from the MAEF are available in the website of the Foundation i.e. www.maef.nic.in. The NGOs that received financial assistance from the MAEF in the Bahraich District of UP are:

(i) Usmania Educational Forum, Nanpara, Distt. Bahraich (UP).

(ii) Madarsa Milli Islamic School, Jarwal Town, Distt. Bahraich (UP).

*[English]***Review of Functioning of NPPA**

810. DR. K.S. RAO: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has reviewed the functioning of the National Pharmaceuticals Pricing Authority;

(b) If so, the details thereof; and

(c) the efforts made by the Government to check the increasing prices of medicines in the country during the last six months?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) Yes, Madam. The functioning of NPPA is reviewed on regular basis in accordance with the provisions of Drugs (Prices Control) Order, 1995 (DPCO, 1995) and through the periodical reports and returns received from the authority and also through the review meetings taken by the competent authority in the Department.

(c) NPPA, as a part of price monitoring activity, regularly examines the movement in prices of non-scheduled formulations. The monthly reports of ORG IMS and the information furnished by individual manufacturers are utilized for the purpose of monitoring prices of non-scheduled formulations. Wherever a price increase beyond 10% per annum (20% before 01.04.2007) is noticed, the manufacturer is asked to bring down the price voluntarily failing which, subject to prescribed conditions action is initiated under paragraph 10(b) of the DPCO, 1995 for fixing the price of the formulation in public interest. This is an ongoing process.

As per the ORG-IMS monthly SSA Report for the month of April, 2010 (covering preceding 12 months period), there is no change in prices of medicines in case of 59900 packs (99.85%), out of total 59989 packs covered. Enforcement Division of NPPA regularly purchases samples to detect overcharging in scheduled formulations.

*[Translation]***Chandigarh-Baddi Railway Line**

811. SHRI ANURAG SINGH THAKUR: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2372 dated 03.12.2009 and state:

(a) whether the surveying of Chandigarh-Baddi railway line has been finalised by Northern Railway; and

(b) if so, the time by which the work of laying said rail line is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Chandigarh-Baddi (33.23 km) new railway line was sanctioned in Railway Budget 2007-08. In view of inability expressed by Punjab Government and Chandigarh Administration for acquisition of land for this project, alternative alignments from Ghanauli to Baddi was explored and the survey has been completed. Meanwhile, on a request received from Himachal Pradesh Government, another survey for connecting Kalka to Baddi has been taken up.

Rail Land Development Authority

812. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of total land area which has been so far entrusted to the Rail Land Development Authority (RLDA) for the commercial development after its inception;

(b) the details of total land area developed so far;

(c) the total revenue earned by the Railways from the commercialization of the land; and

(d) the total amount lying outstanding as on date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Railways have so far entrusted 135 sites measuring 3761 acres to Rail Land Development Authority (RLDA) since its inception in 2007 to undertake commercial development of railway land. Developers have been engaged for undertaking commercial development of 3.2 acre of land

at Gwalior and 2.5 acre of land at Bangalore city. An amount of Rs. 35.94 crore has since been generated through the commercial development and at present there are no outstanding dues.

Late Running of North East Bound Trains

813. SHRIMATI SUSHILA SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that all the trains of North-Eastern Railways mostly run late;

(b) if so, whether it is due to the inefficiency of employees of North- Eastern Railways;

(c) if so, whether any inquiry has been conducted and action taken against guilty employees;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) to (e) Do not arise.

Budget for Laying New Railway Lines

814. SHRI HARSH VARDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the zone-wise funds allocated in the rail budget for laying new rail lines during the last three years; and

(b) the total length of new rail line laid or being laid under Northern Railway, North-East Railway, North-Central Railway and Central Railway in Uttar Pradesh during the said period alongwith the amount of funds allocated therefor scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The subject information is available as a part of Railway Budget Documents.

(b) As on 01.04.2010, following 7 new line projects are in progress falling partly/fully in Uttar Pradesh which on completion would add 850 Kms. During the last three year i.e. 2007-08 to 2009-10, Mahoba-Khajuraho (65 km), falling partly in Uttar Pradesh has been completed.

(Rs. in Crore)

Sl.No.	Name of project	Length (in Km)	Anticipated cost	Status of Completion	Zonal Railway
1	2	3	4	5	6
1.	Agra-Etawah via Fatehabad	114.1	214.9	Work in progress. Agra-Fatehabad (72 Km) targeted for completion during 2010-11	North Central
2.	Deoband-Muzzaffarpur-Roorkee	27.45	164.81	Work in progress.	Northern
3.	Etawah-Mainpuri	57.5	142.48	Work in progress.	North Central
4.	Guna-Etawah	344.8	544.96	Guna-Bhind (308 Km) Completed	North Central
5.	Hathua-Bhatni	79.64	230.03	Hathua-Bathua Bazar (22 Km) completed.	North Eastern

1	2	3	4	5	6
6.	Lalitpur-Satna and Rewa-Singrauli and Mahoba-Khajuraho	541	925	Mahoba-Khajuraho (65 Km)	North Central/ West Central
7.	Paniyahwa-Chittauni-Tumkuhi Road	58.88	243.78	Work in progress.	North Eastern

Hike in Prices of Petroleum Products

815. SHRI KIRTI AZAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the basis on which the Government has hiked the prices of petrol and diesel and the reasons therefor;

(b) the extent to which public and private companies are likely to be benefited by the hike in petroleum products prices, company-wise; and

(c) the likely increase in the earning of these oil companies due to the price hike?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Government had constituted an Expert Group under the Chairmanship of Dr. Kirit S. Parikh to advise on a viable and sustainable system of pricing of, these petroleum products.

In the light of the recommendations made by the Expert Group, the prices of Petrol and Diesel have been made market-determined with effect from 26.6.2010. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these

petroleum products will continue. However, to reduce the under-recovery burden of the OMCs, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and that of Domestic LPG by only Rs. 35 per cylinder (at Delhi), with corresponding increases in the rest of the country. This is against the required increase of Rs. 18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

(b) and (c) During the year 2010-11, the under-recoveries of the Public Sector Oil Marketing Companies (OMCs) on the sale of sensitive petroleum products were estimated at about Rs. 72,000 crore, assuming an annual average price of the Indian Basket of crude oil at \$75 per barrel. After the recent increases made in the retail prices of the four sensitive petroleum products, the under-recoveries of the OMCs have been estimated at about Rs. 53,000 crore, assuming an annual average price of the Indian Basket of crude oil at \$75 per barrel.

As regards the private companies, Government does not monitor their profits as they are free to fix the prices of their petroleum products on commercial considerations.

[English]

**Airport User Charges at Delhi and
Mumbai Airports**

816. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Airports Economic Regulatory Authority has rejected demands of the Delhi and Mumbai Airports to hike airport user charges by ten per cent with a retrospective effect from May 2009; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes Madam. The Airports Economic Regulatory Authority (AERA) has considered the proposals of MYs Delhi International Airport Pvt. Ltd. (DIAL) and M/s Mumbai International Airport Pvt. Ltd. (MIAL) for a 10% increase in aeronautical charges at the IGI Airport, New Delhi and CSI Airport, Mumbai with retrospective effect from 03.05.2009 and AERA has rejected the proposals on the ground that they were not consistent with the provisions of AERA Act, 2008.

Investment in Steel Sector

817. SHRI RAJIAH SIRICILLA: Will the Minister of STEEL be pleased to state:

(a) whether the country is not well equipped to handle big ticket investment although it needs over half

a trillion dollars to shore up its infrastructure in steel sector;

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

(c) the steps being taken by the Government to overcome such situation to handle mega projects during the remaining Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) Steel is a deregulated sector. The role of Government is that of a facilitator. As far as the setting up of steel investments are concerned, the size and type of steel capacity expansion projects are decided by the individual investors on techno-commercial considerations. Currently, a large number of major steel investment projects are at various stages of progress, both in Greenfield (new projects) and Brownfield (capacity expansion of existing plants) areas. Based on the information furnished by the individual companies, the likely scenario of steel production capacity in India has been prepared in the Ministry of Steel is enclosed as a Statement.

(c) Keeping in view the importance of the implementation of major steel projects in the country, an Inter Ministerial Group (IMG) has been constituted in the Ministry of Steel, to monitor and coordinate major steel investment in the country. The Inter Ministerial Group functions under the Chairmanship of Secretary (Steel) with members from various Central Ministries/ Departments, such as Railways, Road Transport and Highways, Shipping, Industrial Policy and Promotion, Mines, Environment and Forest and the concerned State Governments.

Statement

(Crude steel capacity in million tonne)

Investor	Existing Capacity	Brownfield expansion 2012	Greenfield 2012	Total capacity likely by December 2012
1	2	3	4	5
SAIL	12.84	8.56	-	21.40
RINL	2.90	3.40	-	6.30
Tata Steel	6.80	3.20	3.0*	13.00*

1	2	3	4	5
Essar Steel	4.60	3.9	6.0*	14.5*
JSW Steel	6.60	4.40	-	11.00
JSPL	2.40	4.80	3.25	10.45
Ispat Industries	3.60	0.60	-	4.20
POSCO India	-	-	-	-
Arcelor-Mittal	-	-	-	-
NMDC	-	-	-	-
Bhushan Power and Steel	1.2	1.60		2.80
Bhushan Steel	0.80	2.20		3.00
Others and Secondary	31.00	3.2	-	34.2
Total	72.76	35.86	12.25	120.87

*Tata Steel (Kalinga Nagar-Orissa) and Essar Steel(Paradeep-Orissa) greenfield projects are likely to be delayed beyond 2012.

[Translation]

LPG Connections

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

(a) the number of applications for LPG connections received by OMCs in Madhya Pradesh during the last three years;

(b) the number of persons to whom LPG connections were provided during the above period alongwith the number of persons in the waiting list as on date; and

(c) the time by which the waiting list is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The enrolment of new LPG customers and release of new LPG connections is a continuous process. New LPG connections are made available as soon as possible and in any case, within a period of sixty days. During the year 2007-08, 2008-09 and 2009-10, Public Sector Oil Marketing Companies

(OMCs) have released 8.03 lakh new LPG connections in the State of Madhya Pradesh.

OMCs have reported that at present there is no waiting list for release of new connections with their LPG distributors in the State of Madhya Pradesh.

[English]

E-Tickets

819. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) the list of documents which are accepted by the Railways as proof of identity for travelling via e-tickets;

(b) whether the Railways have any proposal to accept Students I- Cards and other documents as proof of identity;

(c) if so, the details thereof; and

(d) the time by which the above proposal is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) As on date,

the following seven Identity Proofs are accepted as authority for undertaking journey on e-tickets:

- (1) Voter Photo Identity Card issued by Election Commission
- (2) Passport
- (3) PAN Card Issued by Income Tax Department
- (4) Driving License issued by RTO
- (5) Photo Identity Card issued by Central/State Government
- (6) Student Identity Card with photograph issued by recognized School/College for their students
- (7) Nationalised Bank Passbook with photograph

(b) to (d) Yes, Madam. Student Identity Card with photograph issued by recognized School/College for their students has already been permitted as a valid proof for undertaking journey on e-tickets.

Gauge Conversion in Tamil Nadu

820. SHRI A.K.S. VIJAYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion project of Nagapattinam-Thiruvavur-Tanjavur-Tiruchirappalli in Tamil Nadu has been completed two years back;

(b) if so, the facts thereof;

(c) whether it is a fact that no train service has been started on this line so far,

(d) if so, the reasons therefor;

(e) whether the Railways are considering to run Express Trains between Nagore-Mysore, Nagore-Chennai, Nagore-Kollam, Nagore-Goa and Nagore-Mumbai; and

(f) if so, the time by which these trains are likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Gauge conversion of Tiruchchirappalli-Thanjavur-Tiruvavur-Nagapattinam-Nagore has been completed and the converted line commissioned for train services.

(c) No, Madam.

(d) Does not arise.

(e) and (f) 6175/6176 Nagore Express (Daily) runs between Chennai Egmore and Nagore. At present, there is no proposal for introduction of Express Trains between Nagore-Mysore, Nagore-Kollam, Nagore-Goa and Nagore-Mumbai.

Gas Linkage

821. SHRI K.R.G. REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is fact the around 200 applications seeking gas linkage for new power plants for about 250 million standard cubic metres a day are pending with the Government; and

(b) if so, the details thereof and suitable steps being taken by the Government thereupon so far?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Various applications requesting gas allocations for new power plants requiring over 550 million standard cubic meters a day (mmscmd) of gas. have been received. At present, all the available natural gas has been allocated to various priority sectors, including the power sector, in terms of Gas Utilization Policy.

[Translation]

Bikaner Rail Route

822. SHRI HARISH CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted any survey for linking Jaisalmer to Nagaur and Bikaner rail route with Falodi-Nagor and Kolayat;

(b) if so, the details thereof; and

(c) the steps taken by the Railways to commence the said work on the basis of this survey?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Jaisalmer is linked with Bikaner through Falodi, Kolayat.

A survey for Nagaur-Phalodi new line project (147 km) was completed in 2006-07. As per the survey report, cost of the project was assessed as Rs. 213.67 crore. The project has not been sanctioned.

[English]

Protection of Handicrafts Industries

823. SHRI J. SHANTHA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is aware that the Indian handicrafts sector is being badly affected by the Chinese market;

(b) if so, whether Government is taking any step to promote and protect the Indian handicrafts industry; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam. The Indian handicrafts sector is being affected by the Chinese exports since imports of handicrafts items from China is increasing. The domestic market have been flooded with the Chinese handicrafts which include festive decoration namely decorative pieces for Dewali,

Holi, Raksha Bandhan and other festive occasions.

(b) Yes Madam.

(c) A strategy to promote and protect exports of Indian Handicrafts, a road map for doubling the share of exports of Indian Handicrafts in world handicrafts from existing 2% to 4%, Government has identified five theme based craft clusters as per the Statement attached for promoting the crafts by design development technological up-gradation and marketing. The 25 crafts covered under the five theme based clusters would cover maximum of Indian Handicrafts exports.

The other measures being taken to step up export of handicrafts include: participation in Fairs/Exhibitions abroad; organizing Indian Handicrafts and Gifts Fair twice a year, organizing Thematic exhibition, Organizing programmes for packaging and export procedure, organization of buyer-sellers meet and brand image promotion of Indian Handicrafts abroad etc. In the new Foreign Trade Policy 2009-14 announced on 27.8.2009 under Focus Product Scheme (FPS), all handicrafts products have been categorized as Special Focus Product and are, accordingly, entitled to a benefit of duty credit scrip @ 5% of FOB value of exports, as against the normal rate of 2% for Focus Products.

Statement

THEME - NEEDLE WORK

Sl.No.	Name of Craft Cluster	Name of the State	Name of Craft/Product Category
1	2	3	4
	Cluster	State	Category
1.	Lucknow	Uttar Pradesh	Chikan Embroidery
2.	Srinagar	Jammu and Kashmir	Crewel Embroidery
3.	Sanganer/Jaipur	Rajasthan	Hand Printed Textiles/Applique work
4.	Delhi	Delhi	Home Textiles/Home Furnishings
5.	Bhubaneswar/Pipli	Orissa	Patch/Applique Work

THEME - TRIBAL CRAFTS

1.	Imphal	Manipur	Artistic Textiles
2.	Jagdarpur	Chhattisgarh	Dhokra Casting

1	2	3	4
3.	Ranchi	Jharkhand	Black Terracotta
4.	Almora	Uttarakhand	Copperware
5.	Guwahati	Assam	Brassware/Tribal Jewellery
THEME- FASHION ACCESSORIES			
1.	Agartala/Nagaland	NER	Cane and Bamboo jewellery
2.	Kolkatta	W.B.	Jute/Terracotta jewellery
3.	Bangalore Rural	Karnataka	Bridri Craft
4.	Karim Nagar	Andhra Pradesh	Silver Filigri
5.	Delhi	Delhi	Fashion Accessories
THEME- FESTIVE DECORATIONS			
1.	Agra	Uttar Pradesh	Marble Stone Carving/Christmas
2.	Kondapalli	Andhra Pradesh	Toys
3.	Chennai	Tamil Naidu	Palm leaf craft/Dry Flowers
4.	Udaipur/Jaipur	Rajasthan	Handcrafted Decorations
5.	Thiruvananthapuram	Kerala	Christmas gifts including candle
THEME- NATURAL FIBRE AND ECO-FRIENDLY CRAFTS			
1.	Nainital	Uttarakhand	Rambans
2.	Bhopal	Madhya Pradesh	Sisal Craft
3.	Coimbatore	Tamil Naidu	Banana Fiber
4.	Bareilly	Uttar Pradesh	Bamboo
5.	Guwahati	NER	Vegetable dyed products

Accident Investigation Kits

824. SHRI EKNATH MAHADEO GAIKWAD:
SHRI MADHU GOUD YASKHI:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that the Directorate General of Civil Aviation (DGCA) does not

have adequate investigation kits those are critical to probe aircraft crash;

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

(c) the details of the investigation equipment including investigation field kits, protective equipment against biological and other hazards available with DGCA at present;

(d) whether DGCA is yet to buy the probe kits despite a number of accidents and near misses in last five years;

(e) if so, the reasons for the delay and those responsible for the same; and

(f) the corrective steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Investigation equipments like camera, GPS, Compass, Magnifying mirror, small tool kit, face mask and other necessary equipment required for investigation are already available with Directorate General of Civil Aviation (DGCA) and accident investigations have been effectively carried out using these equipment. No case of accident investigation hampered for want of necessary equipment has been reported by DGCA. However, procurement and upgradation of such equipment is a continuing process and requests for purchase and upgradation of equipment are considered as per the laid down procedures.

(e) and (f)- Do not arise.

The Cases at Airports

825. SHRI VISHWA MOHAN KUMAR:
SHRI B. MAHTAB:
SHRI NAVEEN JINDAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether cases of theft of belongings of passengers have increased at various airports in the country;

(b) if so, the number of such cases reported during the past six months;

(c) the compensation paid to the affected passengers in this regard;

(d) whether police authorities who carry out X-ray tests on the baggages are found to be in collusion with baggage handlers; and

(e) if so, the steps taken by Government to check such cases for passengers safety?

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

(b) Information is being collected and will be laid on the table of the House.

(c) Airlines give compensation for baggage lost cases as per company policy, which is displayed on their respective websites.

(d) No, Madam.

(e) The following steps have been taken to curb the theft of baggage—Passengers are advised not to carry their jewellery and cash in their checked-in baggage; In-house vigilance team of airlines at major airports to check cases of theft/pilferage; Surprise frisking of loaders before and after the loading; Loading/unloading of checked-in baggage under supervision of security/airport services staff; utilisation of CCTVs available at airports; Automated Baggage Reconciliation system at metros to reduce instances of such mishandling; extensive training is imparted to ramp staff (especially loaders) on baggage handling; establishment of dedicated baggage handling units at Metros. A tally sheet implemented for each flight by some airlines which is handled by well trained staff.

[Translation]

Stampede at New Delhi Railway Station

826. SHRI RADHA MOHAN SINGH:
SHRI S.S. RAMASUBBU:
DR. MANDA JAGANNATH:
PROF. RANJAN PRASAD YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a stampede at the New Delhi Railway Station recently;

(b) if so, the reasons therefor and the number of casualties occurred;

(c) whether any enquiry has been conducted into the said incident;

(d) if so, the outcome of the enquiry and the action taken thereon;

(e) the details of compensation provided in the said incident;

(f) whether the Railways have taken any steps to

prevent the recurrence of such incidents in the near future particularly with regards to availability of first aid facilities and preventing the last minute changes in the platform; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) There was a melee at New Delhi Railway station recently on 16.05.2010 arising out of an incident of stumbling of a lady passenger due to falling of luggage, in which 03 persons died and 08 persons sustained minor injuries.

The incident was enquired into by a High Level Committee.

(d) The inquiry committee in its interim report has observed that it was an incident of stumbling of a lady passenger due to falling of luggage. The final report is awaited.

(e) Ex-gratia amount of Rs. 2 lakh each to the next of kin of the deceased and Rs. 15,000/- each to those who received simple injuries has been paid.

(f) and (g) Following steps are being taken to prevent recurrence of such incidents:

- (i) Running of special trains from different stations especially in Metropolitan cities like Delhi, Mumbai, Kolkata, Chennai etc. to clear extra rush during holidays and festive seasons to decongest major stations.
- (ii) First aid facilities are available at all Railway stations.
- (iii) Better crowd management through effective use of Public Address System and Electronic Surveillance System at important Railway stations.
- (iv) Restriction of issuing platform tickets in specific periods especially during summer rush/festive seasons.
- (v) Increasing the number of platforms to decongest the existing platforms.
- (vi) Deployment of additional staff during peak rush periods.

Grounding of Cabin Crew

827. SHRI KAUSHALENDRA KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has ordered Air India to ground forty cabin crew members on the grounds of violating flight duty norms;

(b) if so, the details thereof;

(c) whether the said cabin crew members were put on duty beyond stipulated hours on account of strike by employees' Union;

(d) If so, the details thereof; and

(e) the steps taken by DGCA to prevent occurrence of such situation in order to ensure flight safety?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Madam. No such directions have been issued by DGCA.

(c) and (d) Do not arise.

(e) Directorate General of Civil Aviation (DGCA) has prescribed Flight Duty Time and Flight Time Limitations for cabin crew in Civil Aviation Requirements Section 7, Series "J", Part I. All the airlines are required to adhere to these requirements while rostering their cabin crew for their flights. Whenever a cabin crew is nearing a limitation the organisation temporarily stops their flying to avoid any exceedance of the limits. DGCA during surveillance inspections, spot checks and safety audit monitors compliance of regulatory requirements. Similarly, Flight Safety Department of each airline is also required to monitor the flight duty time requirements as part of their accident prevention programme.

Pending Court Cases

828. SHRI ADHIR CHOWDHURY:
SHRI J.M. AARON RASHID:
SHRI M. RAJAMOHAN REDDY:
SHRI HARISCHANDRA CHAVAN:
SHRI S. PAKKIRAPPA:
SHRI S. RAMASUBBU:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of cases pending in various courts in the country in the Supreme Court and High Court, court-wise;

(b) whether the Government has formulated any special action plan to reduce/dispose of the said court cases;

(c) if so, the details thereof; and

(d) the time by which the said plan is likely to be implemented?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Statements indicating the number of cases pending in various courts in the country are enclosed as Statement.

(b) to (d) In order to reduce pendencies of cases in courts, a 'Vision Statement' indicating an Action Plan was presented in the National Consultation for strengthening of Judiciary towards Reducing Pendency and Delays' organized by the Department of Justice in October, 2009.

To implement the Action Plan, the Government has, in principle, decided to set up a 'National Mission for Delivery of Justice and Legal Reforms'. It is expected that the period of pendency of cases in the courts will reduce from an average of 15 years to an average of three years by 2012, after the National Mission gives effect to its strategies to fully implement the Action Plan envisaged in the Vision Statement. This Department is currently in the process of finalizing the matter of setting up of the National Mission.

The Government has also accepted the recommendations of the Thirteenth Finance Commission to provide a grant of Rs. 5000 crore to the States for improving the justice delivery system in the country. The first instalment of Rs. 500 crores has already been released to the States. With the help of these grants, the States can, *inter-alia*, set up morning/evening/shift/special magistrates' courts, also organize more Lok Adalats and strengthen mediation with a view to reducing court pendencies.

Statement

Supreme Court

As on 30.6.10

Name of the Court	Admission Matters	Regular Matters	Total
1	2	3	4
Supreme Court	34867	22198	57065

High Courts

1.	Allahabad	668029	282835	950864
2.	Andhra Pradesh	162470	24580	187050
3.	Bombay	295714	42469	338183
4.	Calcutta	273291	46555	319846
5.	Chhattisgarh	42701	17717	60418
6.	Delhi	49669	11608	61277
7.	Gujarat	74907	25023	99930
8.	Gauhati	50617	8719	59336

	1	2	3	4
9.	Himachal Pradesh	45144	6499	51643
10.	Jammu and Kashmir	53356	2232	55588
11.	Jharkhand	30470	24736	55206
12.	Karnataka	154570	17732	172302
13.	Kerala	85182	28244	113426
14.	Madras	394508	36882	431390
15.	Madhya Pradesh	134881	62040	196921
16.	Orissa	231269	28649	259918
17.	Patna	82646	46261	128907
18.	Punjab and Haryana	195976	47806	243782
19.	Rajasthan	200780	58407	259187
20.	Sikkim	64	21	85
21.	Uttarakhand	24047	7531	31578
	Total	3250291	826546	4076837

Source: (i) Supreme Court: From the website of the Supreme Court.

(ii) High Courts: From the reports received from respective High Courts.

Sl.No.	Name of States/UTs.	As on	Civil cases	Criminal cases	Total pendency
1	2	3	4	5	6
1.	Andhra Pradesh	31.12.09	461836	497174	959010
2.	Arunachal Pradesh	31.12.09	816	4992	5808
3.	Assam	31.12.09	76244	156713	232957
4.	Bihar	31.12.09	244500	1236333	1480833
5.	Chhattisgarh	31.12.09	51601	218841	270442
6.	Goa	31.12.09	15829	13108	28937
7.	Gujarat	31.12.09	695266	1467333	2162599
8.	Haryana	31.12.09	219175	340968	560143
9.	Himachal Pradesh	31.12.09	69398	90568	59%6
10.	Jammu and Kashmir	31.12.09	65820	116367	82%87

1	2	3	4	5	6
11.	Jharkhand	31.12.09	47884	225412	273296
12.	Karnataka	31.12.09	551573	574238	1125811
13.	Kerala	31.12.09	361797	633706	995503
14.	Madhya Pradesh	31.12.09	206019	915481	1121500
15.	Maharashtra	31.12.09	963293	3170895	4134188
16.	Manipur	31.12.09	3407	4853	8260
17.	Meghalaya	31.12.09	3970	8586	12556
18.	Mizoram	31.12.09	1847	3684	5531
19.	Nagaland	31.12.09	1976	3621	5597
20.	Orissa	31.12.09	1960991	882865	1078964
21.	Punjab	31.12.09	68614	305704	574318
22.	Rajasthan	31.12.09	381776	1037107	88831
23.	Sikkim	31.12.09	271	857	1128
24.	Tamil Nadu	31.12.09	64413.0	450787	1094897
25.	Tripura	31.12.09	6789	60576	67365
26.	Uttar Pradesh	31.12.09	1299048	4105585	5404633
27.	Uttarakhand	30.6.09	32473	147050	179523
28.	West Bengal	31.12.09	535038	2077204	2612242
29.	Andaman and Nicobar Islands	31.12.09			
30.	Chandigarh	31.12.09	20999	74153	95152
31.	Dadra and Nagar Haveli	31.12.08	649	2573	3222
32.	Daman and Diu	31.12.09	901	1036	1937
33.	Delhi	31.12.09	231892	686494	918386
34.	Lakshadweep	31.12.08	80	98	178
35.	Puducherry	31.12.09	15087	10687	25774
Total			7676077	19525649	27201726

Source: From the reports received from the respective High Courts.

Audit of Airlines

829. SHRI BIBHU PRASAD TARAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has conducted audit of the NACIL;

(b) if so, the details of the deficiencies noticed;

(c) the corrective action taken thereon;

(d) whether the cash-strapped airlines are compromising with the safety measures in aircraft operations leading to snags and accidents recently; and

(e) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The safety audit of Air India Charters Limited, a wholly owned subsidiary of National Aviation Company of India Limited (NACIL) was conducted by Directorate General of Civil Aviation (DGCA) from 20th October to 03-11-2007.

(b) and (c) The deficiencies included areas supervisory control, rostering records, improvements in organisational procedures etc. The shortcomings were intimated by DGCA to Air India for rectification.

(d) and (e) DGCA ensures strict compliance of safety regulations and monitors the implementation of its recommendations.

Setting Up of LPG Outlets/Petrol Pumps in Maharashtra

830. SHRI GOPINATH MUNDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of sites identified by the Government in Maharashtra for setting up of LPG outlets and petrol pumps during the last three years and the current year; and

(b) the steps taken by the Government for the allotment of LPG outlets and petrol pumps at these sites?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN

PRASADA): (a) and (b) During the year 2007-08, 2008-09, 2009-10 and between April 2010 to June 2010, Public Sector Oil Marketing Companies (OMCs) have advertised 365 LPG distributors/Rajiv Gandhi Gramin LPG Vitrak and 3255 Retail Outlets (ROs)/Kisan Seva Kendras (KSKs) in the State of Maharashtra, out of which 16 LPG distributors/Rajiv Gandhi Gramin LPG Vitrak and 228 ROs/KSKs have been commissioned.

The selection of LPG distributorships is made by OMCs themselves, in terms of laid down guidelines. Commissioning/opening of LPG distributors/ROs involves Field Verification of Credentials of the selected candidate, construction of godown/showroom/development of RO and obtaining statutory clearances etc. It is therefore, not possible to indicate any time frame for commissioning/opening of LPG distributors, but every effort is made to do so as quickly as possible.

[*Translation*]

Variation in Sale Price of Natural Gas

831. SHRI JAGDISH SHARMA:
SHRI BAIDYANATH PRASAD MAHATO:

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

(a) whether the natural gas is being sold at different rates after the permission was granted for fixing sale price of the gas by oil companies;

(b) if so, the details of the rates thereof;

(c) the names of the companies selling gas along with the company-wise rate on which gas is being sold in the first week of July in the country; and

(d) the reasons behind the difference in sale prices of natural gas sold by oil companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (d) At present, pricing regimes for natural gas in the country are as below-(i) The price of natural gas produced by National Oil Companies (NOCs), viz, ONGC and OIL, from their existing producing fields in nominated blocks is decided by the Government under Administered Price Mechanism (APM). (ii) The price of natural gas produced under New Exploration Licensing

Policy (NELP) and pre-NELP Joint Ventures (JVs) is governed in terms of the Production Sharing Contract (PSC) signed between the Government of India and the respective Contractor.

imported under term contracts is governed by the Sale Purchase Agreement (SPA) between the LNG Seller and the Buyer, while the spot cargoes are purchased on mutually agreeable commercial terms.

(iii) The price of Liquefied Natural Gas (LNG)

(b) and (c) The available details are given in the enclosed Statement.

Statement

Source	Customers	Gas Price	Gas Price (US \$/MMBTU)
1	2	3	4
NOCs (APM)	Customer outside North East	\$4.2/mmbtu	4.2
NOCs (APM)	Customer in North East	\$ 2.52/mmbtu	2.52
PMT	Weighted average price of PMT except RRVUNL and Torrent	\$5.65/mmbtu	5.65
PMT	RRVUNL	\$4.6/mmbtu	4.6
PMT	Torrent	\$4.75/mmbtu	4.75
Rawa	GAIL	\$3.5/mmbtu	3.5
Rawa Satellite	GAIL	\$4.3/mmbtu	4.3
CB/OS-2 (Cairns)	GPEC	\$4.75/mmbtu	4.75
	GSPC	\$5.5/mmbtu	5.5
	GTCL	\$4.6/mmbtu	4.6
Hazira (Niko)*	GACL/GSEG/GSPC Gas*	\$4.612/mmbtu	4.61
Olpad (NSA) (Niko)*	GGCL*	\$5.5/mmbtu	5.5
Dholka	Small Consumer	Rs. 79.43/mmbtu	1.77
North Balol (HOEC)	GSPC	\$2.71/mmbtu	2.71
Palej (HOEC)	Small Consumer	\$3.5/mmbtu	3.5
KG-D6	All Consumers	\$4.2/mmbtu	4.2
Amguri Fields (Canero)	AGCL	Rs.3840/mscm	2.15
Amguri Fields (Canero)	GAIL	Rs.2304/mscm	1.29

1	2	3	4
Term R-LNG	For all	\$5. 767 mmbtu	5.76
Spot-R-LNG	For all	\$ 5.67- 11.7/mmbtu	5.67-11.7

Note:

- Term RLNG price changes every month on the basis of a formula agreed between seller and buyer. In the above table, term RLNG ex- terminal price for February 2010 has been considered.
- Spot RLNG prices vary from cargo to cargo. The prices of spot RLNG supplied in 2009 vary from \$5.67/mmbtu to \$11.7/ mmbtu (ex-terminal).
- Panna Mukta gas price is \$ 5.73/mmbtu and Mid Tapti gas price is \$ 5.577 mmbtu
- Gas price of Hazira and OLPAD (Niko) is excluding royalty.
- All the prices are excluding marketing margin.
- APM Prices Including Royalty and Excluding marketing margin.

[English]

**Allocation of Oil Blocks Under VIII
Round of NELP**

832. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has awarded blocks in the eighth round of the New Exploration Licensing Policy(NELP); and

(b) if so, the details of the companies that were awarded blocks, block-wise and company-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (d) Yes, Madam. Government has approved award of 34 blocks under eighth round of New Exploration Licensing Policy (NELP- VIII) to the first ranked/sole bidder. The list of blocks awarded, block-wise and company-wise, is as a Statement.

Out of 34 blocks awarded, Production Sharing Contracts(PSCs) for 31 blocks were signed on 30.06.2010 and PSC for the block AA-ONN-2009/2 was signed on 19.07.2010.

Omkar Natural Resources Pvt. Ltd. led consortium did not turn up for signing of two blocks namely KK-OSN-2009/4 and KK-OSN-2009/5 awarded to them.

Statement

List of blocks awarded, block-wise and company-wise

Sl.No.	Block Name	Awardee Company/Companies
1	2	3
1.	MB-DWN-2009/1	Cairn Energy India Pty Limited (CEIL) Cairn India Ltd. (CIL)
2.	KG-DWN-2009/1	BG Exploration and Production India Ltd (BGEPII) Oil India Limited (OIL) Oil and Natural Gas Corporation Ltd. (ONGC) Andhra Pradesh Gas Infrastructure Corporation Pvt Ltd. (APGIC)
3.	AN-DWN-2009/1	Oil and Natural Gas Corporation Ltd. (ONGC) Oil India Limited (OIL)

1	2	3
4.	AN-DWN-2009/2	Oil and Natural Gas Corporation Ltd. (ONGC) Oil India Limited(OIL)
5.	AN-DWN-2009/3	Oil and Natural Gas Corporation Ltd.(ONGC) Oil India Limited(OIL)
6.	AN-DWN-2009/5	Oil and Natural Gas Corporation Ltd. (GSPC) Gujarat State Petroleum Corporation Ltd. (ONGC)
7.	AN-DWN-2009/13	Oil and Natural Gas Corporation Ltd.(ONGC) National Thermal Power Corporation Ltd. (NTPC) GAIL (India) Ltd. (GAIL) Gujarat State Petroleum Corporation Ltd. (GSPC)
8.	AN-DWN-2009/18	Oil and Natural Gas Corporation Ltd.(ONGC) Oil India Limited (OIL) GAIL (India) Ltd. (GAIL)
9.	GK-OSN-2009/1	Oil and Natural Corporation Ltd. (ONGC) Gujarat State Petroleum Corporation Ltd.(GSPC) Adani Welspun Exploration Ltd.(AWEL) Indian Oil Corporation Ltd.(IOC)
10.	GK-OSN-2009/2	Oil and Natural Gas Corporation Ltd. (ONGC) Adani Welspun Exploration Ltd. (AWEL) Indian Oil Corporation Ltd.(IOC)
11.	MB-OSN-2009/3	BHP Billiton Petroleum International Exploration Pty Ltd. (BHP)
12.	MB-OSN-2009/6	BHP Billiton Petroleum International Exploration (BHP) Pty Ltd.
13.	MB-OSN-2009/7	BHP Billiton Petroleum International Exploration (BHP) Pty Ltd.
14.	KK-OSN-2009/4	Omkar Natural Resources Pvt. Ltd. (ONRPL) Munros Energy Pvt Ltd (MEPL) Neris Energy Pvt Ltd(NEPL)
15.	KK-OSN-2009/5	Omkar Natural Resources Pvt. Ltd. (ONRPL) Sublime Energy Pvt. Ltd. (SEPL) Neris Energy Pvt. Ltd. (NEPL)
16.	CY-OSN-2009/1	Bengal Energy International Inc. (BEII)
17.	CY-OSN-2009/2	Oil India Ltd (OIL) Oil and Natural Gas Corporation Ltd. (ONGC)
18.	KG-OSN-2009/1	Oil and Natural Gas Corporation Ltd.(ONGC) Andhra Pradesh Gas Infrastructure Corporation Pvt Ltd. (APGIC) National Thermal Power Corporation Ltd(NTPC)-10%
19.	KG-OSN-2009/2	Oil and Natural Gas Corporation Ltd.(ONGC) Andhra Pradesh Gas Infrastructure Corporation Pvt. Ltd (APGIC)

1	2	3
20.	KG-OSN-2009/3	Cairn Energy India Pty Limited(CEIL) Cairn India Ltd (CIL)
21.	KG-OSN-2009/4	Oil and Natural Gas Corporation Ltd.(ONGC) Oil India Limited(OIL) National Thermal Power Corporation Ltd(NTPC) Andhra Pradesh Gas Infrastructure Corp. Pvt.Ltd.(APGIC)
22.	AA-ONN-2009/1	Jubilant Oil and Gas Pvt. Ltd.(JOGPL) Jubilant Energy (Kharsang) Pvt. Ltd.(JEKPL) Jubilant Offshore Drilling Pvt. Ltd.(JODPL)
23.	AA-ONN-2009/2	Jubilant Oil and Gas Pvt. Ltd. (JOGPL) Jubilant Energy (Kharsang) Pvt. Ltd. (JEKPL) Jubilant Offshore Drilling Pvt. Ltd. (JODPL)
24.	AA-ONN-2009/3	Oil and Natural Gas Corporation Ltd. (ONGC) Oil India Ltd. (OIL)
25.	AA-ONN-2009/4	Oil India Ltd. (OIL) Oil and Natural Gas Corporation Ltd. (ONGC)
26.	VN-ONN-2009/3	Oil and Natural Gas Corporation Ltd. (ONGC)
27.	CB-ONN-2009/1	Esveegee Steel (Gujarat) Pvt. Ltd. (ESPL)
28.	CB-ONN-2009/2	Esveegee Steel (Gujarat) Pvt. Ltd. (ESPL)
29.	CB-ONN-2009/3	Harish Chandra (India) Ltd. (HCIL)
30.	CB-ONN-2009/4	Oil and Natural Gas Corporation Ltd. (ONGC) Gujarat State Petroleum Corporation Ltd. (GSPC)
31.	CB-ONN-2009/5	National Thermal Power Corporation Ltd. (NTPC)
32.	CB-ONN-2009/6	Harish Chandra (India) Ltd. (HCIL)
33.	CB-ONN-2009/7	Esveegee Steel (Gujarat) Pvt. Ltd. (ESPL)
34.	CB-ONN-2009/8	Jay Polychem (India) Ltd. (JPIL) Jay Polychem (Pte) Ltd. (JPPL)

Note: DWN- Deep water, OSN- Shallow water, ONN- Onland

Strike by Motormen in Mumbai

833. SHRI NILESH NARAYAN RANE:
SHRI P. VISWANATHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Motormen of Railways in Mumbai had gone on strike recently for their demands;

(b) if so, the details thereof;

(c) whether the Fast Track Committee constituted to look into the demands of Motormen has submitted their report;

(d) if so, the details thereof;

(e) the follow-up action taken thereon; and

(f) the steps taken by the Railways to check the recurrence of such incidents in future ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) A section of Motormen of Central and Western Railways through their agitation disrupted sub-urban train services in Mumbai on 3rd and 04-05-2010. The agitation by Motormen was not supported by the recognized Federations.

(c) to (f) The Fast Track Committee has submitted its report. The Committee has *inter-alia* dwelt upon the issues relating to pay structure and other allowances of loco running staff including motormen, which have arisen out of implementation of the recommendations of the Sixth Central Pay Commission.

Railways have a large number of categories of employees. All major decisions are taken in consultation with the recognized Federations.

This Ministry has addressed major issues to eliminate grievances relating to pay structure, etc. of certain critical categories, including motormen, and referred to Ministry of Finance.

Entrance Exam for Law Graduates

834. SHRI MANOHAR TIRKEY:
SHRI PRASANTA KUMAR MAJUMDAR:
SHRI SRINIVASULU REDDY:
SHRI MILIND DEORA:

Will the Minister LAW AND JUSTICE be pleased to state:

(a) whether the Hon'ble Supreme Court has given its final decision on the proposal of Bar Council of India to conduct Bar Entry test;

(b) if so, the details thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The information is being collected and will be laid on the Table of the House.

[Translation]

Agra Airport

835. SHRI RAMASHANKAR RAJBHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to build an international airport at Agra;

(b) if so, the details thereof;

(c) whether the Government proposes to introduce additional flights to Agra Airport in view of the Commonwealth Games; and

(d) if so, the details thereof?

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

(b) Does not arise.

(c) and (d) 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. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. At present, no schedule domestic Airlines is operating air services to/from Agra. However, Kingfisher Airlines has proposed operations on Delhi-Agra-Delhi Sector in the Winter schedule effective from 31-10-2010.

[English]

Radar System at Airports

836. SHRI VARUN GANDHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many Indian airports do not have an approach radar that guides incoming aircraft through traffic controllers;

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

(c) whether the Government has fixed parameters for under-construction hilltop airport projects;

(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) Madam, the navigational guidance to pilots is provided by various navigational aids such as Non Directional Beacon (NDB), VHF Omnidirectional Range navigation system (VOR) and Instrument Landing System (ILS), etc. The approach radars are installed at airports having high traffic intensity, complex airspace structure and presence of restricted/prohibited/danger areas near the airports.

(c) to (e) There are no hilltop airports under construction by the Airports Authority of India (AAI). Airports are designed and constructed as per guidelines enshrined in relevant ICAO documents and in compliance with the Civil Aviation Requirements of DGCA (India).

[*Translation*]

Textile Parks

837. SHRI ARJUN RAM MEGHWAL:
SHRIMATI SUMITRA MAHAJAN:
SHRI SURESH KUMAR SHETKAR:
SHRI E.G. SUGAVANAM:
SHRI P. BALRAM:

Will the Minister of TEXTILES be pleased to state:

(a) the names of textile parks functioning in the country, location-wise and Statewise;

(b) the details of expenditure incurred and main activities undertaken by each of such parks;

(c) the details of output made by each of these parks during the last two years and the current year;

(d) the details of the new textile parks likely to be set up in the current financial year, State-wise;

(e) the underlying criteria adopted for setting up textile parks; and

(f) the proposals still pending with the Government regarding setting up of textile parks alongwith specific time frame delegated for their set up?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) A statement is enclosed.

(c) All the projects are at different stages of implementation and commercial production has started in a few parks. Output of the same can be measured in absolute terms only when these parks become fully operational.

(d) to (f) As per prescribed target, 40 viable park projects parks have already been sanctioned under the scheme for Integrated Textile Parks.

Statement

Sl.No.	Project Name	Location	GOI Grant Released (In Rupees Crores)	Activities
1	2	3	5	6
1.	Hyderabad Hi-tech Weaving Park	Mahboob Nagar	12.00	Weaving, sizing, Warping, processing etc.
2.	Hindupur Vyapar Apparel Park Limited	Ananthpur	12.00	Weaving, sizing, warping and garmenting.
3.	Pochampally Handloom Park Limited	Pochampally	12.24	Handloom Weaving including Yarn Processing, dyeing, Preparatory, etc.

1	2	3	5	6
4.	Brandix India Apparel City Private Limited	Vishakhapatnam	40.00	Spinning, yarn processing (dyeing, weaving preparatory etc), fabric processing apparel manufacturing etc
5.	MAS Fabric (India) Park Ltd	Nellore	12.00	Spinning, knitting, processing, and garmenting to Apparel Manufacturing along with supporting facilities such as stitching, Finishing and Packing
	(5) Andhra Pradesh Total		88.24	
6.	Gujarat Eco Textile Park Limited	Surat	40.00	Weaving, processing and Technical Textiles.
7.	Mundra SEZ Textile and Apparel Park Limited	Kutch	36.00	Spinning, weaving, garmenting Technical Textiles and Composite Units.
8.	Fairdeal Textile Park Pvt Ltd	Surat	12.00	Texturizing, Weaving and Sizing unit.
9.	Vraj Integrated Textile Park Limited	Kheda	24.00	Spinning, Weaving Garmenting, Sizing and Yarn Dyeing.
10.	Sayana Textile Park Ltd	Surat	36.00	Texturizing, Weaving and Garmenting and Embroidery units.
11.	Surat Super Yarn Park Limited	Surat	36.00	Texturising
12.	RJD Integrated Textile Park	Surat	36.00	Weaving Water jet Loo Weaving-HS Rapier Loo Weaving-LS Rapier Loo Composite Texturizing Embroidery
	(7) Gujarat Total		220.00	
13.	Metro Hi-Tech Cooperative Park Limited	Ichalkaranji	36.00	Sizing, Weaving, warping Garmenting, Spinning and Processing.
14.	Pride india cooperative Textile Park Limited	Ichalkaranji	20.95	Sizing, Weaving and Garmenting.
15.	Baramati Hi Tech Textile Park Limited	Baramati	34.82	Garmenting, Technical Textile and Home furnishing.
16.	Shri Dhairyashil Mane Textile Park Co-op Society Limited	Ichalkaranji	8.67	Weaving/Sizing, Weaving processing, Garmenting

1	2	3	5	6
17.	Deesan Infrastructure Pvt Ltd	Dhule	12.00	Spinning, Weaving, Processing, Sizing, Terry Towel.
18.	Asmeeta Infratech Pvt Ltd	Bhiwandi	4.00	Sizing Yarn Dyeing Weaving processing
19.	Islampur Integrated Textile Park Pvt Ltd	Islampur	36.00	Woven processing with yarn dyeing facility and Garmenting.
20.	Latur Integrated Textile Park Pvt Ltd	Latur	36.00	Weaving Garmenting
21.	Purna Global Textile Park Ltd	Hingoli	11.01	Ginning, spinning, Sizing and Warping, Weaving Garmenting and Knitting.
	(9) Maharashtra Total		199.45	
22.	The Great Indian Linen and Textile Infrastructure Company	Perundurai	12.00	Weaving processing, Dyeing and Automated Bed Linen
23.	SIMA Textile Processing Centre	Cuddalore	6.13	Processing of Woven,Knitted fabric and Yarn
24.	Palladam Hi-Tech Weaving park	Palladam	19.95	Manufacture of Cotton Cloth on Shuttleless looms, Garmenting and madeups.
25.	Komarapalayam Hi-Tech Weaving Park Ltd.	Komarapalayam	12.54	Spinning Weaving Warping and sizing.
26.	Karur Integrated Textile Park	Karur	36.00	Weaving and made up Units for Home Textiles
27.	Madurai Integrated Textile Park Ltd	Madurai	31.43	Composite Park comprising of Weaving, Processing and Garmenting.
28.	Vaigai HiTech weaving Park	Theni	2.44	Weaving, Sizing,Warping and Garmenting
29.	Kanchipuram AACM Handloom Silk Park	Kanchipuram	0	Spinning Units, Weaving, Dyeing, Knitting, Printing, Embroidery and Garmenting.
	(8) Tamil Nadu Total		120.49	
30.	Jaipur Texweaving Park Limited	Kishangarh	23.24	Weaving, Sizing and Garmenting.
31.	Kishangarh Hi-Tech Textile Park Limited	Kishangarh	24.00	Weaving and Spinning.

1	2	3	5	6
32.	Next Gen Textile Park Pvt Ltd	Pali	12.00	Garmenting Spinning, Weaving etc.
33.	Jaipur Inegrated Texcraft Park Pvt Ltd	Bagru	10.86	Hand Block, Screen printing, Garmenting, Madeups
34.	Bharat Fabtex and Corporate Park Pvt Ltd	Pali	4.00	Spinning Weaving, Knitting, Printing, Embroidery, Garmenting and Dyeing
	(5) Rajasthan Total		74.10	
35.	Lotus Integrated Tex Park	Punjab	36.00	Spinning, Knitting, Garmenting, Madeups, Embroidery etc.
36.	Rhythm Textile and Apparel Park Ltd	Nawansaher	12.00	Garmenting, Knitting and Labelling
37.	LudhianaIntegrated Textile Park Ltd	Ludhiana	4.00	Circular Knitting, Flat Knitting- Manual and Computerised Garmenting.
	(3) Punjab		52.00	
38.	EIGMEF Apparel Park Limited	Kolkata West Bengal	24.00	Garmenting
39.	Doddabalapur Integerated Textile Park	Doddabalapur, Karnataka	30.56	Weaving, sizing and Warping.
40.	CLC Textile Park Pvt Ltd	Chhindwara, MP	3.56	Spinning (Ring frame and Open Ende), Weaving, Sizing/ Warping, Garment Manufacturing, Cotton Ginning and Pressing, Surgical Cotton Bleach.
	Total (40)		812.40	

Agreement to Increase the Number of Flights

838. SHRIMATI DEEPA DASMUNSI:
SHRI MAHABAL MISHRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any agreement has been signed recently amongst India, China and Pakistan to increase the number of flights;

(b) if so, the details thereof and the names of the destinations of these flights from China and Pakistan;

(c) the extent to which India is likely to be benefited from this; and

(d) the manner in which the security of these flights is likely to be ensured?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There is no Trilateral Agreement signed amongst India, China and Pakistan on air services matters. However, during the bilateral air services talks held between India and Pakistan on 14-15 March, 2008, the capacity entitlements for the designated airlines of each

side had been increased from 12 to 28 services per week. At present the designated airline(s) of Pakistan can operate to Mumbai, Delhi and Chennai. In the bilateral talks held between India and China on 19 - 20 March, 2008, there was no increase of capacity entitlements. The designated airline(s) of China can operate to Delhi, Mumbai, Kolkata, Bangalore and any two additional points to be specified.

(c) The traffic rights are exchanged between the two countries on reciprocal basis. The enhanced bilateral entitlements are likely to help in the promotion of tourism, trade and business between the two countries by way of better availability of flight connections.

(d) The security of flights is ensured through the exclusive provision of 'Security' of the Air Services Agreement between India and China and India and Pakistan and the Bureau of Civil Aviation Security (BCAS) in India is the nodal agency responsible for security of air services.

Intoxicated Pilots on Duty

839. SHRIMATI MEENA SINGH:
SHRI ANURAG SINGH THAKUR:
SHRI BHUDEO CHOUDHARY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether incidents of pilots taking flights under the influence of alcohol is on the increase;

(b) if so, the details thereof alongwith the number of such incidents occurred in the last six months as well as the number of flights delayed/cancelled due to the same;

(c) whether Directorate General of Civil Aviation has taken any steps in this regard;

(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) No, Madam. There has been no incident wherein pilots have taken flight under the influence of alcohol.

(b) Does not arise.

(c) and (d) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements (CAR) Section 5, Series F, Part 3, issue 1 dated 13-11-2009 that explains the procedure to be followed for Pre - Flight Medical Check and Breath Analyzer test for Alcohol consumption. All crew members have to report for pre flight medical and alco tests are carried out on random basis. DGCA also carries out Surveillance Checks on Pre - flight Medical. Action is taken against pilots as per the company policy. The crew is immediately grounded as per procedures given in Operations Manual of the concerned Operator with loss of pay and allowances. In cases of repetition severe action such as termination or withdrawal of other privileges, is also taken.

(e) Does not arise.

[English]

Special Ladies Coaches in Long Distance Trains

840. SHRI K. SUDHAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce special ladies coaches in long distance trains; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) There is no proposal to introduce special ladies coaches in long distance trains, at present.

[Translation]

Hoarding of Fertilizers

841. SHRI DATTA MEGHE: Will the Minister of CHEMICALS AND FERTILISERS be pleased to state:

(a) whether the Government has taken any concrete steps to check the hoarding of fertilizers;

(b) if so, the details thereof;

(c) whether the Government has formulated any scheme for adequately supply of fertilizers in view of the demand for fertilizers containing nutrients; and

(d) if so, the details of quantum of fertilizers allocated to different States so far?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):
(a) and (b) As per Clause 4 (a) of the Fertilizer (Control) Order- Display of stock position of fertilizers - Every dealer, who makes or offers to make a retail sale of any fertilizers, shall prominently display in his place of business - the quantities of opening stock of different fertilizers held by his on each day. Any person violating this mandatory provision of FCO is held liable to be proceeded under the provisions of FCO and Essential

Commodities Act. The State Governments as enforcement agencies are adequately empowered to take appropriate action against the offenders who indulge in any kind of malpractices viz., hoarding etc.

(c) and (d) State-wise cumulative requirement, availability and sales of major fertilizers viz., Urea, DAP, MOP and Complex fertilizers (NPK) during April'10 to June'10 of current Kharif season is at Statement enclosed.

Statement

Cumulative Requirement, Availability and Sales of Fertilizers during Kharif'10 (April'10 to June'10)

(Figures in 000' MTs)

States	UREA			DAP			MOP			NPK		
	Require-ment	Availability	Sales	Require-ment	Availability	Sales	Require-ment	Availability	Sales	Require-ment	Availability	Sales
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	355.00	566.98	358.61	175.00	231.21	220.14	75.00	52.57	34.11	280.00	43346	396.21
Karnataka	215.00	341.93	323.98	338.00	301.87	297.69	133.00	88.61	66.57	308.00	35703	340.53
Kerala	39.00	33.16	31.27	12.00	11.86	11.82	43.60	44.56	39.22	64.25	57.19	51.97
Tamil Nadu	195.00	178.75	171.98	77.00	45.07	44.02	128.00	6.21	56.08	93.75	126.22	125.40
Gujarat	315.00	410.30	371.86	270.00	225.72	221.58	49.00	40.61	39.04	97.80	151.51	121.38
Madhya Pradesh	198.70	307.95	267.31	265.00	227.05	201.97	19.60	38.23	20.40	58.10	104.59	98.68
Chhattisgarh	324.50	1.96.72	174.45	170.00	121.05	116.73	52.00	28.36	23.14	56.98	36.13	35.49
Maharashtra	640.00	669.07	655.98	510.00	464.73	456.08	145.00	100.75	81.74	403.30	453.19	441.23
Rajasthan	182.00	216.61	165.01	99.00	91.39	88.71	13.40	14.06	5.68	29.30	30.18	29.36
Haryana	355.00	414.30	377.39	135.00	177.51	173.36	18.00	12.43	11.17	12.00	33.84	24.94
Punjab	630.00	806.38	762.37	230.00	201.96	197.59	26.00	13.86	10.41	17.00	28.12	25.80
Himachal Pradesh	25.00	18.01	15.26	0.00	0.00	0.00	0.30	0.00	0.00	7.80	6.52	6.47
Jammu and Kashmir	58.70	68.46	63.79	43.45	28.92	28.26	14.53	0.94	0.80	0.00	0.00	0.00
Uttar Pradesh	1205.00	1205.27	887.34	345.00	232.19	216.86	50.00	32.63	14.84	255.00	392.48	354.83
Uttarakhand	62.00	62.85	55.71	18.60	4.45	2.76	4.35	0.21	0.21	12.00	27.07	25.82
Bihar	310.00	307.83	251.04	85.00	59.81	49.50	35.00	23.87	20.07	75.00	61.84	51.54

1	2	3	4	5	6	7	8	9	10	11	12	13
Jharkhand	36.00	37.92	30.92	20.50	13.09	13.09	4.00	2.98	298	14.00	11.14	8.76
Orissa	55.00	74.59	38.47	4-5.00	50.16	44.35	32.00	22.55	18.16	50.00	56.86	48.53
West Bengal	141.20	241.63	182.30	77.92	83.19	76.39	44.23	55.23	47.55	95.15	155.24	139.41
Assam	51.60	83.85	80.71	5.27	7.26	4.27	25.80	21.07	14.30	2.28	4.50	4.20
All India	5439.80	6256.29	5278.19	2933.03	2577.99	2464.74	923.64	656.71	506.45	1941.23	2534.32	2337.48

Includes sales of 5.88 LMT of Urea stock prepositioned during March'10 against requirement of Kharif'10

Includes sales of 3.55 LMT of DAP stock prepositioned during March'10 against requirement of Kharif'10

Includes sales of 5.23 LMT of NPK stock prepositioned during March'10 against requirement of Kharif'10

[English]

Cotton Price

842. SHRI P. KARUNAKARAN:
SHRI BASU DEB ACHARIA:

Will the Minister of TEXTILES be pleased to state:

(a) whether Government is aware of the fact that the textile industry is facing serious crisis due to steep rise in the prices of cotton yarn;

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

(c) whether it is a fact that the Indian made goods have become costlier in the foreign market due to the uncontrolled price of yarn affecting (the livelihood of the lakhs of workers particularly at places such as Tirupur and Bangalore;

(d) if so, the details thereof;

(e) whether the exporters have sought any assistance from the Union Government to help them to overcome this crisis; and

(f) if so, the details alongwith the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (f) Yes Madam, Government has received representations from garments and knitwear associations on the steep increases in prices of cotton yarn, due to export of cotton yarn reducing the availability in domestic market. The monthly movement of prices of cotton yarn is enclosed as Statement. To address the important issue of steep increases in prices of cotton yarn and to restore domestic supply lines, Government has initiated several policy interventions including registration of yarn exports, withdrawal of DEPB incentive on yarn, withdrawal of Duty drawback on cotton yarn, expanding hank yarn obligation from 40s count to 80s count and strict monitoring of Hank Yarn Obligation.

Statement

Movement of Yarn Prices (Including All Taxes)

Counts	January-10	February-10	March-10	April-10	May-10	June-10
1	2	3	4	5	6	7
Hank						
20sK	134	135	140	149	145	148
30sK	151	152	1153	161	155	160

1	2	3	4	5	6	7
40sK	162	164	173	179	184	183
60sK	190	192	209	231	226	228
SOsC	215	218	230	247	242	244
SOsC	284	290	309	334	327	330
IQOsC	320	321	-	382	374	374
Cone						
20sK	130	132	138	135	112	108
30sK	136	141	156	165	151	158
40sH	160	160	174	190	172	179
60sK	181	183	209	224	208	217
60sC	203	219	223	244	222	224
SOsC	272	281	-	320	283	264
Hosiery						
20sK	140	139	-	142	144	151
30sK	143	143	146	158	155	170
40sK	153	152	161	174	173	187
40sC	164	164	171	181	180	193

Source: R.O., Coimbatore

[Translation]

Processing of Fruits and Vegetables

843. SHRI YASHBANT LAGURI:
SHRI GORAKH PRASAD JAISWAL:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the percentage of fruits being processed in the country, State-wise;

(b) whether fruits worth millions of rupees get spoilt due to lack of processing and storage facilities in the country;

(c) is so, the reasons therefor; and

(d) the remedial steps being taken by the Government in this regards?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) The level of processing of fruits and vegetables in the country is estimated at 2.20%. However Ministry of food processing industries do not maintain state-wise data.

(b) and (c) The low level of fruit and vegetables processing is due to non-availability of processable varieties of raw materials at right quantity and quality, seasonable nature of industry, lack of adequate post-harvest infrastructure such as lack of cold chain facilities, transportation, proper storage facilities etc. Ministry of Food Processing Industries extends financial assistance to food processing industries including fruit and vegetable

processing units in the form of grant-in-aid @ 25% of the cost of plant and machinery and technical civil works subject to a maximum of Rs. 50.00 lakh in general area or 33.33% subject to maximum of Rs. 75.00 lakh in difficult areas such as Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and North Eastern States, A and N Islands, Lakshadweep and ITDP areas.

(d) In order to increase level of processing and to promote food processing industries to exploit both the domestic and international market potential for processed food products, Vision 2015 Document has been finalized by the Ministry of Food Processing Industries (MFPI), which envisages tripling the size of the processed food sector by increasing the level of processing of perishables from 6% to 20% value addition from 20% to 35% and share in global food trade from 1.5% to 3% by 2015.

[English]

Profit Making CPSUs

844. SHRI N. CHELUVARAYA SWAMY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of Central Public Sector Units (CPSUs) in the country that are making profit;

(b) the details of profit making CPSUs by unit base; and

(c) the amount submitted by the CPSUs to the central exchequer as a share of profit during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): a) and (b) As per Public Enterprises Survey (2008-09) that was laid in the Parliament on 25.2.2010, 158 Central Public Sector Enterprises (CPSEs) recorded profit during 2008-09. The details of these profit making CPSEs is given in Statement No.5 of Volume-I of Public Enterprises Survey (2008-09) at page no. S-14 to S-18.

(c) While the total contribution by CPSEs to the Central Exchequer (Government of India) stood at Rs.

1,48,783 crore for 2006-07, Rs. 1,65,994 crore for 2007-08 and Rs. 1,51,728 crore for 2008-09, the amount of dividend paid to the Government out of net profits stood at Rs. 18,967 crore in 2006-07, Rs. 19,423 crore in 2007-08 and Rs. 19,387 crore in 2008-09.

Purchase of High Speed Diesel by Railways

845. SHRI PRADEEP MAJHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether oil marketing companies give any discount to the Railways for purchase of high speed diesel;

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

(c) the details of diesel procured by the Railways during 2007-08, 2008-09 and 2009-10; and

(d) the reason for extending discount by the OMCs to Railways specially when they are running in losses due to sale of petroleum products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) give discount of Rs. 300/- per Kilo Litre for purchase of High Speed Diesel (HSD) to Indian Railways. Discount has been given against a rate contract placed by Railway Board from 01.01.2009 and is continued as per renewal of the rate contract.

(c) The details of diesel procured by Indian Railways from OMCs during the last three years are given below:

Year	Quantity (Thousand KL)
2007-08	2451
2008-09	2583
2009-10	2699
Total	7733

(d) Discounts are offered for protection of volume in overall business interest. Further, OMCs save on distribution costs in the case of direct sale.

[Translation]

Decontrol of Prices of Petroleum Products

846. SHRI BAIDYANATH PRASAD MAHATO:
SHRI RAJIV RANJAN SINGH ALIAS LALAN
SINGH:

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

(a) whether the Government has decontrolled the consumer price and refinery gate price of petrol in the country;

(b) if so, the facts thereof and the estimated benefits to accrue to the consumers, producers and the industry in wake of the implementation of this policy;

(c) the average demand of petrol increased per year in the country during the last three years; and

(d) the average percentage of demand of petrol recorded each year *vis-a-vis* the demand for the entire petroleum products in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN

PRASADA): (a) and (b) Yes, Madam. In the light of the recommendations made by the Expert Group constituted to advise on viable and sustainable system of pricing of petroleum products, Government has *inter-alia* decided that the price of Petrol be made market-determined both at the Refinery Gate and at the Retail Level with effect from 26.6.2010. As a result, the price of Petrol went up by Rs. 3.50 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol.

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man, and for ensuring country's energy security in the long term. Market-determined pricing of Petrol is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

(c) and (d) The details of the growth in consumption of Petrol for the last three years are given below:

Year	Quantity (Million Ton)	Growth of Consumption of petrol	Growth of consumption of all petroleum products	Share of Petrol in total demand for petroleum products(%)
2007-08	10.33	11.3%	6.8%	8.0%
2008-09	11.26	9.0%	3.6%	8.4%
2009-10	12.82	13.9%	3.4%	9.3%

[English]

Hooligans in Haridwar-Howrah Superfast Express

847. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the incident in Howrah bound Haridwar - Howrah Super Fast Express wherein hooligans entered the reserved compartments and started beating and looting the passengers;

(b) if so, the details thereof;

(c) whether the incidents of hooligans attacking and looting the railway passengers are increasing;

(d) if so, the details thereof;

(e) whether Railway Protection Force (RPF) personnel are being provided in trains during the night journeys; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. As per complaint lodged at Howrah, on 25.05.2010 at about 21.00 hrs, some criminals boarded coach no. S-7 of Train no. 2370 Dn. Haridwar - Howrah Express at Patna Railway station on East Central Railway. After departure of train from Patna, they snatched personal belongings of about 5 passengers of the said coach. A case has been registered by Government Railway Police station/Howrah and transferred to Government Railway Police station/Bakhtiyarpur.

(c) and (d) There is a marginal increase in cases of loot (Robbery and Dacoity) in Railways during the year, 2009 as compared to the previous year i.e. 2008. The details are as under:

Year	No. of cases of looting reported
2008	151
2009	183

(e) and (f) Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the State Police, which they discharge through Government Railway Police (GRP) of the State concerned. As such the cases of crime on Railways are reported to, registered and investigated by the Govt. Railway Police. However, RPF is supplementing the GRP in crime control in Railways. RPF is escorting 1275 Trains including night trains in addition to 2200 trains escorted by GRP.

[Translation]

Demand for Railway Crossings

848. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic on both sides of Sain village between Pipraha and Nariyar stations on Muzaffarpur and Motihari (Bihar) rail lines has been blocked on account of absence of railway crossings over there;

(b) if so, whether any proposal is lying pending with the Railway Board to construct railway crossings over there; and

(c) if so, the time by which a new railway crossing is likely to be constructed there?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Traffic has not been blocked between Pipraha and Nariyar stations on Muzaffarpur and Motihari line in absence of level crossing at both sides of Sain village.

(b) No, Madam.

(c) Does not arise.

[English]

Price Fixation of Oil and Gas Produced by Public Sector Oil Companies

849. SHRI GURUDAS DASGUPTA:
SHRI K.P. DHANAPALAN:
SHRI P. LINGAM:
SHRI K.R.G. REDDY:

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

(a) whether the Government has a proposal to do away with the system of administered pricing for the gas produced by State owned Oil and Natural Gas Corporation (ONGC) and Oil India Ltd. (OIL) in view of the Supreme Courts' affirmation of the Government's powers to control pricing and allocation of natural resources;

(b) if so, the details thereof;

(c) whether the Government has evolved any mechanism to fix the prices of oil and gas produced by the Public Sector Oil Companies as well as the private companies in the field; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) No, Madam.

(c) and (d) As regards natural gas, there are broadly two pricing regimes in the country - gas priced under Administered Pricing Mechanism (APM) and non-APM or free market gas. The price of APM gas is set by the Government. As regards non-APM/free market gas, this

could also be broadly divided into two categories, namely, (i) imported Liquefied Natural Gas (LNG), and (ii) domestically produced gas from New Exploration Licensing Policy (NELP) and pre-NELP fields. The price of LNG imported under term contracts is governed by the Sale and Purchase Agreement (SPA) between the LNG seller and the buyer. The pricing of gas produced under NELP and Pre-NELP fields is governed in terms of the Production Sharing Contract (PSC) signed between the Government *and* the Contractor. Companies producing crude oil are paid a price corresponding to international price of crude oil.

Shortfall in Production of ONGC

850. SHRI VARUN GANDHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether Oil and Natural Gas Corporation Ltd. (ONGC) has registered a shortfall in production from domestic fields in spite of an increase in reserves;
- (b) if so, the reasons therefor and the steps taken by the Government in this regard;
- (c) whether ONGC proposes to increase its drilling capacity to increase its production; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The details of Oil and Natural Gas Corporation's (ONGC) actual crude oil and natural gas production during the last three years are as under:

Year	Oil (MMT)	Gas (BCM)
2007-08	25.944	22.334
2008-09	25.366	22.486
2009-10	24.671	23.109

From the above table, it can be seen that there is a marginal decline in crude oil production. With sustained exploratory efforts, ONGC has been able to maintain reserve replacement ratio of more than one. However, this is not reflected in substantial increase in crude oil and gas production mainly because majority of accretions in recent years have been in the offshore areas where more lead time is required for infrastructure development

and putting them on production. These discoveries in the offshore areas are at different stages of delineation/ appraisal and once put on production are likely to give significant improvement in oil and gas production.

Also majority of its producing fields have a long production history and natural decline has set in these fields.

ONGC has taken several measures to increase oil and gas production, which include the following:

- (i) Use of stimulation techniques for increasing production from existing fields.
- (ii) Application of Enhanced Oil Recovery/Improved Oil Recovery techniques for increasing recovery factor from existing fields.
- (iii) Arresting decline from ageing fields.

(c) and (d) ONGC has planned and deployed adequate drilling rig resources (32 offshore rigs and 76 onshore rigs) as per approved work programme. The rig resources requirement is periodically reviewed for supplementing the efforts in the achievement of production targets.

Evaluation of Runways at Airports

851. SHRI ASADUDDIN OWAISI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether aftermath of the Mangalore Aircrash Government evaluated all the airports in the country in regard to runway;
- (b) if so, the details thereof;
- (c) the number of airports found to be most critical in the country and short of the required run way;
- (d) whether the Government has initiated action on the airports which have been found to be most critical; and
- (e) if so, the details thereof and future strategy chalked out by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The information on aerodrome facilities including the

declared distances of runway for aircraft operations are published in the Aeronautical Information Publication (AIP) for the airlines to assess suitability of aerodrome for the type of aircraft operation.

(c) to (e) 11 airports have been identified as Critical airport from flight operations point of view. Inspection of these Airports is being carried out by team of officials from Flight Operations and Aerodrome Standards Directorate and reports have been forwarded to the respective aerodrome operators. On receipt of action taken report, same will be reviewed in Directorate General of Civil Aviation jointly with the aerodrome operators for the adequacy of corrective action taken/planned.

[*Translation*]

Canadian Assistance for FPI

852. DR. BHOLA SINGH: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has entered into an agreement with Canada for assistance in food processing zone recently;

(b) if so, the details thereof; and

(c) the benefits likely to be derived through implementation of this agreement?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) The Ministry of Food Processing Industries has not entered into an agreement with Canada for assistance in food processing zone. However, Ministry of Agriculture has an MoU with Government of Canada in the field of agriculture and allied sectors which was signed on 13.1.2009 for a period of five years.

(b) The following areas of mutual interest have been identified under the MoU:

- (i) Knowledge exchange on emerging technologies;
- (ii) Agricultural marketing;
- (iii) Animal development.

(c) Canada has advanced technologies for processing, preservation, storage, controlled atmosphere

storage and value addition of cereal grains, pulses and oilseeds. India can make use of the time tested post harvest technologies that are being used in Canada for reducing the losses in the post harvest system and for producing value added food products.

[*English*]

Adulteration in Petrol

853. DR. MANDA JAGANNATH:
SHRI UDAY SINGH:
SHRI BHISMA SHANKAR ALIAS KUSHAL
TIWARI:
SHRI RAM SUNDAR DAS:
SHRI ARJUN RAM MEGHWAL:

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

(a) whether the CBI has recently registered several cases pertaining to the pilferage and adulteration of petroleum products and kerosene during a special nationwide drive;

(b) if so, the details thereof;

(c) whether the adulteration of petroleum products has been increasing in the light of the failure of oil companies to check the trend;

(d) if so, any action that the Government proposes to take against those persons/agencies found guilty of selling adulterated petroleum products; and

(e) the total number of cases of adulteration in petrol in 2010 as compared to cases in 2009?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Yes, Madam. Recently, 11 case were registered by Central Bureau of Investigation (CBI) under various sections of IPC, EC Act, Motor Spirit and High Speed Diesel (Regulation of Supply, Distribution and Prevention of Malpractices) Order, Naphtha (Acquisition, Sale, Storage and Prevention of use in Automobiles) Order and Solvent, Refinate and Slop (Acquisition, Sale, Storage and Prevention of use in Automobiles) Order in Chennai, Thiruvanthapuram and Delhi for various irregularities like adulteration, diversion of Naphtha, unauthorized possession of petrol and diesel etc.

(c) and (d) 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. Checking adulteration is a continuous process and this Ministry has been reviewing steps taken to curb adulteration from time to time. Accordingly, in order to check adulteration, the Government has taken a number of initiatives *viz.*, Automation of Retail Outlets, Third party certification of Retail Outlets, Monitoring of movement of tank trucks through Global Positioning System (GPS), Revision of MDG, Smart Card Scheme etc.

Oil Marketing Companies (OMCs) undertake regular and surprise inspections of Retail Outlets and also take action under Marketing Discipline Guidelines (MDG) and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for termination of dealership in the first instance itself for serious malpractices like adulteration, tampering of seals, and unauthorized fittings/gears in dispensing units.

(e) The OMCs had detected 64 cases of adulteration during the year 2009-10 as compared to 118 cases detected during the year 2008-09.

**Non-supply of LPG to the Consumers
by LPG Dealers**

854. SHRI MADAN LAL SHARMA:
SHRI SANJAY DHOTRE:
SHRI P.C. MOHAN:
SHRI GOPINATH MUNDE:
SHRI S. SEMMALAI:

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

(a) whether the Government has received any complaint regarding non-supply of LPG regularly to the consumers by the LPG dealers in various parts of the country;

(b) if so, action taken against the erring LPG distributors during the last three years and the current year;

(c) whether these distributors are also involved in black-marketing/diversion of LPG cylinders for commercial purpose of LPG cylinders;

(d) if so, the details thereof;

(e) whether the Government has conducted any inquiry in this regard; and

(f) if so, the action taken against the guilty persons by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Whenever Public Sector Oil Marketing Companies (OMCs) receive complaints of deliberate delay in refill supplies, these are investigated. If the complaint is established, action is taken against the erring LPG distributor in accordance with the provisions of the Marketing Discipline Guidelines (MDG).

OMCs have reported that action has been taken in 150 cases on establishment of complaints of deliberate delay in refill supplies by their LPG distributors in the country during last three years and April-June, 2010 under the provision of MDG.

(c) to (f) The possibility of blackmarketing/diversion of subsidized domestic LPG cylinders by some unscrupulous elements cannot be ruled out due to the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG.

OMCs have reported that based on the established complaints of black marketing/diversion of domestic LPG by LPG distributors, action has been taken in 217 cases in the country during last three years and April-June, 2010 as per provisions of MDG/Distributorship Agreement.

Closure of Fertilizer Units

855. SHRI GORAKH PRASAD JAISWAL:
SHRI S. ALAGIRI:

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

(a) whether there is a huge loss in the production of fertilizers as a result of closure of fertilizer units in the country during each of the last three years and the current year;

(b) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) The Production of Southern Petrochemical Industries Corporation Limited (SPIC)- Tuticorin, urea plant remained suspended since April 2007 due to non-availability of working capital. The capacity of SPIC-Tuticorin plant is 6.2 LMT. Chairman, SPIC has now intimated that the company has signed a Memorandum of Understanding (MOU) between SPIC and IOC to resume supply of naphtha and Furnace Oil, SPIC Urea plant is getting ready to start production, soon.

Milk Processing Industry

856. SHRI RAMSINH RATHWA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the quantity of milk produced in the country during the last three years, State-wise;

(b) the consumption of milk and milk products being produced by milk processing industry and the names of the countries to which such products were exported, the amount earned during the period;

(c) the number of milk products and products of milk processing industry imported in the country

alongwith the names of such countries and the amount involved during the period, year-wise; and

(d) the action being taken by the Government for processing of milk and promoting the export of milk and processed milk products?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) Statements indicating State wise Estimates of Milk Production for the last three years, Per capita Availability of Milk-State wise and Export/Import of Milk and Milk products are annexed as Statement-I, Statement-II, Statement-III and Statement-IV respectively.

(d) The Ministry of Food Processing Industries is promoting organized dairy processing sector to meet upcoming demands of processed dairy products and helping to identify various areas of research for future product development and quality improvement by way of providing financial assistance to the dairy processing units. Under the plan scheme of Technology Upgradation/Establishment/Expansion/Modernization of Food Processing Industries, Ministry of Food Processing Industries extends the financial assistance in the form of grant-in-aid @25% of the cost of plant and machinery and technical civil works subject to a maximum of Rs.50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas under the scheme.

Statement-I

Estimates of Milk Production-State wise

State	(000 tonnes)		
	2006-07	2007-08	2008-09
1	2	3	4
All India	100869	104840	108463
Andhra Pradesh	7939	8925	9570
Arunachal Pradesh	49	50	24
Assam	751	752	753
Bihar	5450	5783	5934
Goa	57	58	59

Last updated May 17,2010

1	2	3	4
Gujarat	7533	7911	8386
Haryana	5367	5442	5745
Himachal Pradesh	872	874	884
Jammu and Kashmir	1400	1498	1498
Karnataka	4124	4244	4538
Kerala	2119	2253	2441
Madhya Pradesh	6375	6572	6855
Maharashtra	6978	7210	7455
Manipur	77	78	78
Meghalaya	75	77	77
Mizoram	16	17	17
Nagaland	67	45	53
Orissa	1431	1625	1672
Punjab	9168	9282	9387
Rajasthan	9375	9536	9491
Sikkim	49	49	49
Tamil Nadu	5560	5586	5673
Tripura	89	91	96
Uttar Pradesh	18095	18861	19537
West Bengal	3982	4087	4176
Andaman and Nicobar Islands	23	24	26
Chandigarh	46	47	47
Dadra and Nagar Haveli	5	5	4
Daman and Diu	1	1	1
Delhi	289	282	285
Lakshadweep	2	2	2
Puducherry	45	46	46
Chhattisgarh	849	866	908

1	2	3	4
Uttaranchal	1213	1221	1230
Jharkhand	1401	1442	1466

Source: Department of Animal Husbandry, Dairying and Fisheries, Ministry of Agriculture, GOI

Statement-II

Per Capita Availability of Milk-State wise

(gms/day)

Last updated May 17,2010

State	2006-07	2007-08	2008-09
1	2	3	4
All India	246	252	258
Andhra Pradesh	269	299	317
Arunachal Pradesh	114	114	55
Assam	70	69	70
Bihar	163	170	172
Goa	100	100	99
Gujarat	374	387	403
Haryana	633	632	645
Himachal Pradesh	370	367	365
Jammu and Kashmir	325	337	362
Karnataka	200	204	215
Kerala	172	181	197
Madhya Pradesh	259	262	271
Maharashtra	182	186	188
Manipur	82	82	90
Meghalaya	82	83	83
Mizoram	45	47	48
Nagaland	86	57	66
Orissa	100	112	115

1	2	3	4
Punjab	961	962	957
Rajasthan	408	408	399
Sikkim	230	225	226
Tamil Nadu	232	231	234
Tripura	71	72	75
Uttar Pradesh	267	273	279
West Bengal	126	128	131
Andaman and Nicobar Islands	155	159	156
Chandigarh	124	121	102
Dadra and Nagar Haveli	54	53	36
Daman and Diu	13	15	11
Delhi	48	46	45
Lakshadweep	76	86	74
Puducherry	117	119	102
Chhattisgarh	101	101	106
Uttaranchal	358	355	352
Jharkhand	131	133	132

Source: Department of Animal Husbandry, Dairying and Fisheries, Ministry of Agriculture, GOI

Statement-III

Product Group Report/Country wise Export Statistics

Product: DAIRY PRODUCTS

Country	Value in Rs. lacs Qty in Mt.					
	2006-2007		2007-2008		2008-2009	
	Qty	Value	Qty	Value	Qty	Value
1	2	3	4	5	6	7
U ARAB EMTS	6,429.40	6,395.23	8,431.45	9,212.54	10,290.92	13,885.28
EGYPT A RP	5,387.38	5,514.07	5,735.15	7,855.06	8,870.31	13,321.27

1	2	3	4	5	6	7
ALGERIA	2,026.05	2,006.36	3,929.80	6,342.05	2,934.43	6,686.00
BANGLADESH	4,672.42	4,789.88	9,839.85	13,247.23	4,636.22	5,777.58
THAILAND	1,792.47	1,658.31	2,587.95	3,363.41	2,647.79	5,465.89
SAUDI ARABIA	1,184.64	1,172.88	1,415.55	1,940.45	3,590.60	5,217.91
PHILIPPINES	1,035.31	1,210.19	2,438.00	3,141.00	3,454.83	4,710.88
IRAQ	0.00	0.00	908.26	1,380.57	2,691.85	4,052.79
SINGAPORE	4,185.85	1,562.12	4,381.68	2,205.12	6,578.99	3,698.56
NEPAL	2,003.50	2,186.47	2,171.44	2,645.09	2,349.81	3,290.93
CHINA P RP	1,804.65	1,769.37	6,321.26	7,018.00	2,449.74	2,517.72
SYRIA	841.90	1,126.70	1,897.65	2,549.74	1,435.41	2,095.28
OMAN	718.56	679.38	1,479.96	2,131.39	1,367.60	1,911.21
MOROCCO	1,210.80	1,131.09	3,110.19	4,183.22	1,109.24	1,893.25
INDONESIA	17.13	16.59	486.91	699.28	535.04	1,830.55
JAPAN	338.71	381.03	46.80	59.86	1,162.35	1,490.79
SRI LANKA	1,131.23	1,027.36	1,062.11	1,468.76	1,014.50	1,478.62
QATAR	54.13	63.90	482.52	567.59	806.87	1,142.81
NIGERIA	34.06	50.87	189.90	271.15	732.25	1,065.17
KUWAIT	279.16	370.87	647.98	1,000.44	670.99	1,053.49
BAHRAIN	208.65	207.75	385.72	508.48	616.42	993.00
AFGHANISTAN	906.80	917.84	998.23	1,380.96	670.70	842.88
COTE DIVOIRE	3.00	5.07	0.20	0.21	548.00	801.29
SUDAN	204.00	194.96	240.64	326.24	558.16	757.69
KOREA RP	191.50	162.17	565.63	651.04	383.45	666.70
AUSTRALIA	278.83	346.68	326.73	363.60	540.52	632.20
HONG KONG	162.22	144.48	485.82	582.47	782.37	629.50
NETHERLAND	101.60	102.68	2.22	2.68	0.11	609.54
YEMEN REPUBLC	1,458.44	1,461.68	1,454.14	1,914.16	373.53	594.12
USA	695.43	905.14	658.33	717.64	489.20	589.56

1	2	3	4	5	6	7
VIETNAM SOC REP	0.10	0.13	82.60	113.16	379.28	580.32
BHUTAN	159.99	148.97	66.00	78.39	418.30	563.91
DJIBOUTI	48.00	48.06	77.00	123.53	363.15	520.69
PAKISTAN	1,732.70	1,628.31	711.25	1,283.56	353.97	420.84
MADAGASCAR	624.50	590.43	422.29	597.78	304.04	413.32
SOUTH AFRICA	93.85	108.67	36.36	59.26	240.23	411.03
TURKEY	74.50	73.07	697.96	1,005.84	151.72	402.85
JORDAN	200.42	213.78	359.48	553.52	260.11	382.87
PANAMA REPUBLIC	0.00	0.00	53.90	82.74	180.84	350.07
MYANMAR	139.00	138.40	1,346.94	1,947.42	203.00	332.69
MAURITIUS	149.79	162.66	61.10	40.45	288.28	292.84
LEBANON	286.25	270.67	107.78	172.66	168.86	263.56
SEYCHELLES	76.47	88.60	149.87	171.36	196.11	253.45
MALAYSIA	49.37	41.41	93.74	129.69	146.50	202.02
CONGO PREP	16.15	15.98	31.99	51.77	2029.03	195.32
CAMEROON	6.10	7.20	10.40	11.12	118.00	187.80
GEORGIA	0.00	0.00	106.56	148.90	136.59	177.71
TANZANIA REP	66.10	72.35	83.01	105.18	128.59	170.97
GABON	0.00	0.00	99.74	149.45	154.93	170.02
LIBYA	25.00	24.69	235.14	326.41	144.51	169.51
SURINAME	0.00	0.00	180.36	284.80	78.90	146.46
TAIWAN	125.13	297.65	62.94	85.36	98.36	145.06
CANADA	345.33	237.04	293.29	258.21	90.67	141.60
SWITZERLAND	0.50	0.70	0.53	0.61	101.14	141.15
TUNISIA	0.00	0.00	0.00	0.00	93.26	132.35
MAURITANIA	0.95	0.90	0.00	0.00	83.28	116.07
UNSPECIFIED	102.45	103.07	0.16	0.21	64.00	113.13

1	2	3	4	5	6	7
BRUNEI	146.07	68.32	76.62	44.83	155.65	99.08
DOMINIC REP	0.00	0.00	0.00	0.00	50.00	83.94
FINLAND	0.00	0.00	0.00	0.00	0.01	75.56
GUINEA	0.70	0.55	15.01	21.51	64.43	74.61
BURKINA FASO	0.00	0.00	2.50	6.57	71.50	63.68
BENIN	2.30	2.47	101.96	158.71	33.40	62.61
GERMANY	6.00	6.49	0.74	0.92	21.83	61.81
SOMALIA	0.00	0.00	0.00	0.00	28.63	50.02
KENYA	68.22	71.86	0.01	0.01	49.07	48.02
NEW ZEALAND	25.83	30.49	24.27	37.33	34.99	46.90
TOGO	0.06	0.05	0.07	0.09	25.02	37.41
FRANCE	30.05	32.41	0.39	0.76	35.74	30.30
MALDIVES	60.16	17.52	62.14	20.30	52.90	27.93
CAMBODIA	0.04	0.05	0.26	0.30	13.42	27.76
EQUATL GUINEA	0.00	0.00	0.00	0.00	14.94	26.31
UK	20.97	11.18	23.01	33.67	19.58	26.06
ALBANIA	34.00	39.54	0.00	0.00	0.72	23.03
GHANA	5.20	3.73	0.50	0.75	36.66	21.09
SPAIN	315.40	333.27	0.00	0.00	9.00	21.00
GAMBIA	0.86	1.25	1.17	2.37	19.56	19.51
SIERRA LEONE	0.00	0.00	0.03	0.05	19.75	16.25
ISRAEL	0.00	0.00	2.49	4.25	1.91	11.40
GREECE	0.00	0.00	6.34	13.92	3.06	6.54
UGANDA	0.01	0.02	0.09	0.09	3.33	4.65
MACAO	2.00	2.95	0.20	0.29	2.70	4.22
SLOVENIA	0.00	0.00	0.00	0.00	3.13	3.79
BELGIUM	1.63	2.87	0.00	0.00	1.20	2.04
MOZAMBIQUE	15.00	18.98	2.25	1.61	1.00	1.51

1	2	3	4	5	6	7
NETHERLANDANTIL	1.63	1.64	0.72	0.81	0.68	1.32
RUSSIA	0.00	0.00	18.30	14.73	0.49	1.25
BOTSWANA	0.00	0.00	466.15	114.74	0.56	1.17
TRINIDAD	33.00	54.88	30.01	48.50	0.52	1.15
ZAMBIA	0.14	0.22	0.00	0.00	0.95	1.07
LIBERIA	0.42	0.57	0.63	0.80	0.51	0.89
FIJI IS	0.00	0.00	0.00	0.00	1.00	0.83
MEXICO	0.00	0.00	0.00	0.00	0.32	0.28
BRAZIL	0.00	0.00	0.00	0.00	0.20	0.26
CYPRUS	0.10	0.11	0.00	0.00	0.08	0.19
ITALY	4.87	5.01	0.53	0.35	0.16	0.13
GUYANA	0.00	0.00	17.34	26.79	0.12	0.11
ETHIOPIA	20.00	15.94	85.00	110.35	0.00	0.06
CHILE	243.00	226.60	0.06	0.05	0.04	0.05
DENMARK	10.00	29.47	1.10	1.65	0.06	0.04
ECUADOR	0.00	0.00	0.00	0.00	0.02	0.02
IRAN	471.52	409.84	311.38	332.41	0.02	0.02
NAMIBIA	0.00	0.00	0.00	0.00	0.01	0.02
UKRAINE	0.00	0.00	0.00	0.00	0.01	0.01
IRELAND	0.00	0.00	0.04	0.06	0.03	0.01
HAITI	64.06	128.46	0.00	0.00	0.00	0.00
HONDURAS	0.00	0.00	0.01	0.02	0.00	0.00
KAZAKHSTAN	0.00	0.00	0.27	0.31	0.00	0.00
KOREA DP RP	0.00	0.00	21.00	18.46	0.00	0.00
LATVIA	0.00	0.00	0.00	0.00	0.00	0.00
KYRGHYZSTAN	0.03	0.03	0.00	0.00	0.00	0.00
COCOS (KEELING)	15.00	14.45	0.00	0.00	0.00	0.00
AZERBAIJAN	0.00	0.00	39.93	57.11	0.00	0.00

1	2	3	4	5	6	7
TURKMENISTAN	42.00	45.19	0.00	0.00	0.00	0.00
ZIMBABWE	0.00	0.00	0.40	0.37	0.00	0.00
ST. KITTS NEVIS	0.07	0.03	0.00	0.00	0.00	0.00
ST. PIERRA and MI	0.00	0.00	0.10	0.14	0.00	0.00
NORWAY	0.00	0.00	0.01	0.02	0.00	0.00
MALAWI	0.00	0.00	17.02	28.05	0.00	0.00
RWANDA	50.03	46.55	0.00	0.00	0.00	0.00
PERU	0.12	0.19	0.20	0.18	0.00	0.00
REUNION	0.88	0.81	0.77	0.43	0.00	0.00
POLAND	0.00	0.00	31.97	40.92	0.00	0.00
Total	45,371.84	43,457.85	69,415.45	86,656.39	70,146.76	98,086.04

Source: DGCIS Annual Export

Statement-IV*Import Statistics on Specified Agro Products - Country - Wise*

Product: MILK AND CREAM

Country: ALL

Value in Rs. Lakhs

COUNTRY	2004-2005		2005-2006		2006-2007		2007-2008	
	Qty	Value	Qty	Value	Qty	Value	Qty	Value
1	2	3	4	5	6	7	8	9
USA	42.00	8.85	137.00	77.09	171.00	242.65	384.00	882.26
DENMARK	312.00	281.54	333.00	364.40	379.00	548.19	455.00	627.79
FRANCE	1,449.00	759.27	856.00	625.66	1,243.00	1,084.70	479.00	514.03
NEW ZEALAND	10.00	25.49	0.00	11.06	6.00	8.36	198.00	255.94
MALAYSIA	1.00	0.79	2.00	1.64	23.00	37.80	95.00	171.43
AUSTRALIA	74.00	63.55	0.00	0.61	49.00	97.65	58.00	95.33
NETHERLAND	0.00	1.23	57.00	82.84	67.00	136.46	56.00	93.23
U ARAB EMTS	43.00	9.11	32.00	31.77	9.00	11.97	35.00	75.98

1	2	3	4	5	6	7	8	9
BAHARAIN IS	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00
CANADA	0.00	0.00	0.00	0.00	0.00	1.89	0.00	0.00
ESTONIA	0.00	0.00	0.00	0.00	10.00	30.08	0.00	0.00
POLAND	0.00	0.00	0.00	0.00	273.00	125.77	0.00	0.00
PAKISTAN IR	6.00	2.14	0.00	0.00	0.00	0.00	0.00	0.00
JAPAN	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Total	2,214.00	1,287.01	1,633.00	1,420.07	3,090.00	2,890.12	2,062.00	2,958.83

Source: DGCIS Annual Import

Multi Functional Complexes

857. SHRI K.P. DHANAPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to start more hospitals and multi functional shopping complex at Railway Stations;

(b) if so, the details thereof; and

(c) the steps being taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) and (c) A Memorandum of Understanding has been signed between Ministry of Health and Family Welfare and Ministry of Railways for development of healthcare infrastructure along the rail network of the country. These health care infrastructure facilities viz. diagnostic centers, outpatient centers, inpatient medical treatment centers, etc. shall be developed by Ministry of Health and Family Welfare on the vacant railway land, which is not required for immediate operational use. A High Power Working Group consisting of senior officials and experts from both the Ministries has been constituted for developing such health care infrastructural facilities. 67 stations have been identified during 2009-10 and 93 during 2010-11 for development of Multi Functional Complexes at railway stations. Development

of these Multi Functional Complexes has been entrusted to Railway PSUs and Zonal Railway.

[Translation]

Demand and Supply of LPG

858. SHRI JAI PRAKASH AGARWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the estimated quantum of LPG required for commercial and domestic purpose during the current year in the country;

(b) whether the domestic production of LPG is insufficient to meet the country's demand and hence have to be imported from abroad; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Public Sector Oil Marketing Companies (OMCs) have assessed the requirement/demand of domestic LPG/commercial LPG for the entire country for the current year 2010 as 13.8 Million Metric Tonne (MMT). Against the projected demand of 13.8 MMT, 9.8 MMT is indigenously available and the shortfall of about 4 MMT will be met through LPG imports during the current year (2010).

Indian PSUs Bribed

859. SHRI ASADUDDIN OWAISI:
SHRI HARSH VARDHAN:
SHRI RAVINDRA KUMAR PANDEY:
SHRIMATI RAMA DEVI:

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

(a) whether there are reports of certain Public Sector Enterprises are bribed by American companies in lieu of obtaining contracts;

(b) if so, whether the Government has gathered all the facts in the light of such disclosure;

(c) if so, the details thereof; and

(d) the action taken against those companies?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) Yes, Madam. There was a News Item dated 8th July, 2010 in 'Times of India' and dated 7th July, 2010 in 'Economic Times' in which two Public Sector Enterprises namely, Bharat Heavy Electricals Ltd. and National Thermal Power Corporation Ltd. were mentioned.

(b) No, Madam

(c) and (d) Information has been sought from the administrative Ministries concerned.

High Speed Trains

860. SHRI NARANBHAI KACHHADIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating a plan to introduce high speed trains in the country on the lines of trains running in Britain;

(b) if so, the details thereof;

(c) whether any steps have been taken to introduce such trains;

(d) if so, the details thereof; and

(e) whether the Railways are considering to prescribe a time schedule for the introduction of high speed trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (e) Railways have decided to undertake prefeasibility study for six corridors, out of which study for Pune-Mumbai-Ahmadabad corridor is in progress. However, any comments regarding technology to be adopted and time schedule for the introduction of high speed Corridors is not yet possible at this stage.

Matrimonial Dispute Cases

861. SHRI C. SIVASAMI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the total number of pending cases related to matrimonial disputes in the country, State-wise;

(b) whether the Government is considering the family courts to work 24x7 since huge pendency of matrimonial dispute cases; and

(c) if so, the details in this regard?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) The information is being collected and the same will be laid on the Table of the House.

(b) and (c) Increase in the working hours of the courts including the Family Courts is within the domain of the respective State Governments and the High Courts.

[English]

Vacant Posts in Railways

862. SHRI P. LINGAM:
SHRI ANANTHA VENKATARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of estimated posts lying vacant in the Railways, zone-wise, category-wise;

(b) how many such posts are related with passenger safety; and

(c) the steps being taken by the Railways to fill up the said posts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

[*Translation*]

Fake Gas Agencies

863. SHRI HANSRAJ G. AHIR:
SHRI RAMESH BAIS:

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

(a) whether the Government is aware that a large number of gas agencies and petrol pumps are being run in fake names in the country;

(b) if so, whether these gas agencies and petrol pumps are running with connivance of officials of various public sector oil companies;

(c) if so, whether the Government has conducted any investigation in this regard;

(d) if so, the details thereof, State-wise, company-wise; and

(e) the number of gas agencies and petrol pumps, whose licences have been cancelled alongwith the details with regard to the action taken against the officials and owners of gas agencies/petrol pumps involved in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (e) Public Sector Oil Marketing Companies (OMCs), namely Indian Oil Corporation Limited (IOC), Bharat Petroleum Corporation Limited (BPCL) and Hindustan Petroleum Corporation Limited (HPCL) have reported 26 established cases of benami LPG distributors and 126 established cases of benami Retail Outlets (ROs) in the country during last five years and April-June, 2010 and all these have been terminated. The company-wise details are as under:

	LPG distributors	RO dealers
IOC	16	115
BPCL	06	06
HPCL	04	05

The state-wise details are available with Directors (Marketing) of the OMCs concerned. However, there is no established case of connivance by OMCs officers in such cases.

During LPG distributorship/RO dealership selection process and finally while awarding LPG distributorship/RO dealership under various reserved categories, utmost care is taken by OMCs to ensure that the dealerships are awarded to the persons belonging to the category only under which dealership is rostered and advertised.

[*English*]

Cash Reserves of PSUs

864. DR. SANJEEV GANESH NAIK:
SHRIMATI SUPRIYA SULE:

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

(a) whether the Government has asked Public Sector Undertakings (PSUs) to shell out large dividends in a bid to attract investors;

(b) if so, the details thereof;

(c) whether the Government has sought details of surpluses and cash reserves from all PSUs;

(d) if so, the extent to which the Government has received the details sought from PSUs; and

(e) the further action proposes to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) and (b) Central Public Sector Enterprises (CPSEs) are expected to declare a minimum dividend on equity of 20% or a minimum dividend pay out of 20% of post-tax profits, whichever is higher. The minimum dividend payout in respect of CPSEs in oil, Petroleum, Chemical and other infrastructure sectors is 30% of post-tax profits. This is to meet the austerity measures of the Government.

(c) to (e) The government have been reviewing the compliance of its guidelines for investment of surplus fund by CPSEs. The status of investment of reserve and surplus is received from all concerned CPSEs.

Sabari Rail Project

865. SHRI JOSE K. MANI:
SHRI K.C. VENUGOPAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Sabari Rail Project in Kerala (Southern Railway) has been delayed;

(b) if so, whether the delay is attributed to issues on the acquisition of the required land by the State Government;

(c) whether the State Government has submitted any revised proposal related to the alignment change;

(d) if so, the details thereof; and

(e) the steps being taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Government of Kerala has handed over only 7.83 hectare of land out of the total requirement of 517 hectare of land for Angamali-Azutha (Sabarimala) new line project. Further, acquisition proceedings have been delayed on account of representation by the local people and court cases.

(c) to (e) State Government had advised to explore the feasibility of alternate alignment between Thodupuzha and Erumeli for the above project. Accordingly, study was conducted and the State Government was advised that the suggested change in alignment is feasible. However, final approval from the State Government is awaited.

Navigation System at Airports

866. SHRI NITYANANDA PRADHAN:
SHRI BAIJAYANT PANDA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is proposed to switch over to state-of-the-art satellite based navigation system for the aviation sector;

(b) if so, the details thereof;

(c) whether it is proposed to modernise certain airports in the country;

(d) if so, the details thereof; and

(e) the status of closed airports that are proposed to be re-opened in the underdeveloped regions of the country *i.e.*, Orissa, Chhattisgarh, Jharkhand and northeastern region etc.?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam.

(b) Airports Authority of India (AAI) is implementing state-of-the-art satellite based navigation system named as GPS Aided GEO Augmented Navigation (GAGAN) in collaboration with Indian Space Research Organization (ISRO) for Indian airspace.

India is one of the leading countries in the world to take up the implementation of Space Based Augmentation System (SBAS). Other SBAS systems in the world under implementation/operational are Wide Area Augmentation System (WAAS) of USA, European Geo Navigation Overlay System (EGNOS) of Europe, and Multi-Satellite Augmentation System (MSAS) of Japan.

GAGAN Project is being implemented in phased manner. The first phase, the Technical Demonstration (TDS) Phase was successfully completed in August 2007. The Final Operation Phase (FOP) has commenced from June 2009 and is scheduled to be completed by June, 2013.

GAGAN will provide seamless navigation across Indian skies with high level of accuracy, integrity, availability and continuity.

When operational, the system will provide navigation assistance to all phases of flight operations. The GAGAN system is expected to benefit the other transport sectors also.

(c) Yes, Madam.

(d) The details are given in the enclosed Statements-I and II.

(e) There are no airports of AAI in Orissa, Chhattisgarh and North East Region, which have been declared as cJosecLairports. However, the status of non-operational airports of AAI in these states is given at Statement-III.

Statement-I

Development on Kolkata and Chennai Airports

Kolkata:

The main building work of this project was awarded in October, 2008 with probable date of completion as

June, 2011. The total project cost of this project is Rs. 1942.51 crores. The period of completion of the project was originally envisaged as 30 months. However, taking into consideration assessed hindrance on account of rain during June-September, 2009, the date of completion of the project has been revised to August, 2011.

Chennai:

The total project cost of this project is Rs. 1808.25 crores and development of the airport is expected to be completed by June, 2011.

Statement-II

Status of Development of 35 Non Metro Airports

[As on July, 2010]

Sl.No.	Airport	City Side/Terminal Building works	Air side works	Remarks
	2	3	4	5
1.	Agra	-Renovation of Terminal Building.- work completed	-Expansion of Apron- Work completed.	
2.	Agartala	-Construction of Technical Block- work completed.	-Expansion of Apron. -Strengthening of existing runway- Work completed	
3.	Ahmedabad	-Domestic (Arr/Dep) Completed. New International Terminal Building to handle 1600 passengers - work in progress, PDC Sep, 2010. Subway Pedestrian walk way linking International Terminal and Domestic Terminal - PDC Sep, 2010. -New Control Tower cum Tech Block - Planning Stage	New International Apron - completed. Extension of Domestic April-Completed. -Construction of part parallel taxi track	67 acres of Land requisitioned from S/Govt.)
4.	Amritsar	-Construction of New Terminal Building- work completed. -Modular expansion of Terminal Building Phase II - Work completed.	-Extension of runway- work completed. -Expansion of apron for additional four bays- Civil work completed.	Put into operation Put into operation.
5.	Aurangabad	-New Integrated Terminal Building- work completed. Installation of 2 no's passenger Boarding Bridges- work completed.	-New Apron- work completed. -Strengthening and extension of runway-work completed.	Put in operation in April, 09

	2	3	4	5
6.	Bhopal	-Construction of new Expandable Modular Integrated Terminal Building -PDC Dec, 2010.	- Extension of runway-work completed. -New Apron with link taxiway and expansion of isolation bay -PDC July, 2010.	
7.	Bhubaneswar	-Construction of Domestic Terminal Building - Tender awarded PDC April-2012	-Expansion of apron -work completed.	
8.	Calicut	-Extension and modification of the international and domestic terminal building - Work Completed.	-Strengthenings expansion of existing Runway - work completec except EMAS (Engineered Material Arresting System)	
9.	Chandigarh	-Construction of New Terminal Building - PDC Dec, 2010.		
10.	Coimbatore	-Expansion and modification of existing Terminal building -PDC Dec, 2010. -Construction of new Integrated Terminal Building - Planning stage.	-Construction of part parallel taxiway, extension of Apron - Work completed Strengthening of old apron and allied works -completed. -Extension of runway - Planning stage.	Subject to hand over of additional land by State Govt.
11.	Dehradun	-Construction of new Terminal building - work completed.	-Strengthening and extension of runway-work completed. -Construction of apron -work completed.	
12.	Dibrugarh	-Terminal Building - Work completed	-New apron work completed. Runway strengthening -PDC Jul, 2010. -Extension of runway -Kept in abeyance due to. want of land from the Army.	
13.	Goa	-Construction of new integrated terminal building.	-Construction of parallel taxi track, Two link taxi tracks -Two rapid exit taxiways.	
14.	Guwahati	-Modification to the existing Terminal Building -work completed. -Construction of International Terminal building - Planning stage.	-Extension of Runway, apron, Isolation Bay -work completed -Construction of parallel taxi track- Planning stage.	NOC from IAF awaited.
15.	Indore	Construction of Integrated Terminal building - PDC Dec, 2010	-Extension of runway, -Construction of New Apron and link taxiway - completed.	

	2	3	4	5
16.	Imphal	-Modification of Terminal Building -July, 2010	-Expansion of apron and link taxiway - PDC Oct, 2010	
17.	Jaipur	-New International building - Completed -Expansion of new International Terminal Building - Planning stage.	-Construction of new apron, link taxi track and part parallel taxi track -completed. -Extension of runway -Planning stage.	Commissioned on 1st July, 09.
18.	Khajuraho	-Construction of terminal building- PDC June, 2011.	-Construction of new apron, link taxi track -Completed.	Contract rescinded due to non performance of agency. Fresh tender being called.
19.	Lucknow	-Construction of new international terminal building, car park- PDC Dec,2010.	-Construction of new apron/ Expansion of existing apron, rapid taxi track, parallel taxi track-Completed	
20.	Madurai	-Construction of new integrated terminal building complex - PDG July, 2010. -Control Tower cum Technical Block - Planning stage.	-Extension of runway, new apron- Completed. -Parallel taxi track -Planning stage.	Subject to availability of additional land by State Govt.
21.	Mangalore	-Construction of a new Integrated Terminal Building-Completed	-Extension of Runway -Completed.	
22.	Mysore	-Construction of Terminal Building, Tech Block cum control tower, Fire Station etc-Work Completed.	-The work for construction of Runway-work completed Runway extension -Planning stage	Subject to balance availability of land from S/Govt.
23.	Nagpur	-Construction of New international arrival hall + -Expansion of existing Terminal Building Completed.	-Provision of New Tech. Block cum Control Tower- Planning stage.	
24.	Port Blair	-New integrated terminal building-Planning stage.	- Expansion and strengthening of apron - Completed	
25.	Pune	Lateral expansion of terminal building to make it an integrated - terminal building for 800 passengers.	-Construction of parallel taxi track and expansion of apron - completed.	Major area of the building except 'airside corridor have been put in operation (94% work completed)
26.	Raipur	Construction of new integrated terminal building to cater to 700 passengers at a time (300 Intl.	-Runway Extension and new apron - Completed.	Subject to 2440 acres of land is made available by state Govt. and traffic demand.

	2	3	4	5
		+ 400 Dom.) with two aerobridges - PDC Jan, 2011. - Development of the airport for wide bodied aircraft operations Planning Stage		
27.	Ranchi	Construction of new integrated [250 arr.+250 dep.] domestic and [100 arr.+100 dep.] international passengers with two aerobridges - PDC March, 2011.	Expansion/Strengthening of apron—Completed	
28.	Srinagar	-Expansion and modification of Terminal Building -Completed.	-Expansion of apron -Aug, 2010 -Construction of cargo complex - Planning Stage -Expansion of carpark.	
29.	Surat	-New Terminal Building -Completed	-Extension of Runway and apron -completed.	
30.	Trivandrura	-Construction of new International terminal building -Completed.	-Part parallel taxi track Work Completed.	State Govt. related works pending.
31.	Trichy	-Construction of new integrated terminal building - Completed.	-Extension of runway -Completed	Subject to provision of land, to be acquired.
32.	Udaipur	-Construction of new terminal building - Work Completed -Construction of Technical Block and Control Tower-PDC Dec, 2010.	-Construction of new apron, link taxi track, isolation bay (Phase I)-Completed. -Extension of runway -work completed.	
33.	Vishakhapatnam	-Construction of new integrated terminal building -Completed	-Apron - completed	
34.	Varanasi	-Construction of new integrated terminal building-PDC Aug, 2010.	-Extension of runway-Completed. -Expansion of apron - -Apron - Completed	
35.	Vadodara	-New integrated terminal building complex - Tender stage.	- Apron for night parking -Completed -Construction of parallel taxiway -Planning stage.	

Status of Developments of Other 13 Airports

[As on July, 2010]

Sl.No.	Airport	City Side/Terminal Building works	Air side works	Remarks
1	2	3	4	5
1.	Agatti/ Lakshadweep	Construction of New Terminal Building. work completed. Technical Building cum control tower and fire station- work completed. Extension of runway, construction of new apron, Relocation of terminal building, Control Tower/Tech. Block - Planning Stage	Runway Extension, Construction of new Apron-work completed.	Dep. Block completed. Arr. Block work deferred due Rwy extension. Subject to provision of additional land by Lakshadweep Administration,
2.	Akola	Modification of existing terminal building and other allied buildings- Work completed. Construction of control tower and Tech Block- planning stage.	Runway extension- Planning stage. Expansion of apron- Completed.	Subject to land to be acquired from State Govt.
3.	Belgaum	Expansion and modification of existing terminal building- Work Completed. Construction of New Terminal Building Planning stage.	Extension of runway. Planning stage.	Subject to signing of MOU and availability of additional land from State Govt.
4.	Cooch Behar	Construction of new Terminal Building - Work Completed.	Runway strengthening work completed.	28.86 acres of land including strip of 600mx200m across the river handed over by state Govt. Est. are under preparation

1	2	3	4	5
5.	Dimapur	Scope of work for face lifting of Terminal Building, and city Side developments are being finalized.	Expansion of apron and construction of link taxiway - PDC Oct. 2010	
6.	Gondia	Construction of New Terminal Building Completed. Passenger lounge (for 25 passengers), Fire Station, Residential Quarters -completed.	Construction of 1 hanger - Completed. Fire Station, Boundary wall, Control Tower-Completed. Extension of runway, part parallel taxi track -completed.	
7.	Hubli	Expansion and modification of existing Terminal Building-work completed.Construction of new Terminal Building-Planning stage.	Runway extension subject to availability of land-Planning Stage	Subject to signing of MOU and availability of land from SG.
8.	Jammu	Modification of terminal building -Dec., 2010. (Planning stage). of new civil air terminal complex. -Planning stage subject to land acquisition from State Govt.	Extension of Runway and Construction expansion of apron- Planning Stage.	Pending due to land acquisition from army.
9.	Kullu	Construction of new terminal building - work completed.	Resurfacing of runway. Construction of new Apron and taxiway.	.
10.	Patna	Construction of New Terminal Building, Isolation Bay and New Fire Station- Planning stage.		Subject to availability of additional land from State Govt.
11.	Rajahmundry	Construction of new Terminal Building-PDC Aug, 2010	Extension of Runway -Planning Stage	Subject to availability of land from State Govt.
12.	Rajkot	Construction of new terminal -Planning stage.	Extension of Runway -Planning stage.	(Subject to requires land 21 Hectares is made available by Railway Board and diversion of Rajkot-Jamnagar highways by State Govt.)
13.	Vijayawada	New Terminal Building- Planning Stage	Extension and strengthening of runway-Work completed	

Additional 10 Airports

[As on May 2010]

-
- | | |
|--|--|
| 1. Tirupati | |
| Strengthening of Rwy and extension of Apron
Installation of ILS
New Integrated Terminal Building | Work completed.
Work completed
Planning stage |
| 2. Tuticorin | |
| Extension of Rwy and associated facilities for the operation of AB-320 class of aircraft | Planning stage. Master plan forwarded to Govt of Tamil Nadu for additional land requirement of 650 Acres. |
| 3. Puducherry | |
| Extension and strengthening of Rwy for dimension 150m x 45m for ATR72 type of aircraft and subsequently for AB-320 type of aircraft operation with associated facilities including Apron, including widening of basic strip to 300m. | MOU signed. Govt of Puducherry handed over 50 acres of land on the eastern side of the airport for the extension of the Rwy for ATR72 type of aircraft operation. Govt of Puducherry is being pursued to hand over remaining land.

Work order issued for extension and strengthening of runway for ATR 72 operations for Rs 19.80 Crores. Work completed. |
| 4. Bagdogra | |
| Phase I
Expansion of Apron for parking of 4(A-321),1(IL-76) and 2 Helicopter parking. | Work Completed. |
| 5. Jaisalmer | |
| Construction of New Apron for 3 parking stands - C Type
Construction of New Terminal Building. | Work in Progress, Progress 15%.

Planning stage. |
| 6. Silchar | |
| Runway extension on either end upto 7500 ft | One side extension completed [150 M]
Either side work held up for NOC from IAF |
| 7. Cuddapah | |
| Construction of Runway, Apron, Taxiway, Compound wall and allied works | Runway and apron works completed, for ATR72 type of aircraft operation. Pre-fabricated Terminal building, technical block cum control tower and fire station in final stage. Tender under process. |
| 8. Warangal | |
| Development of Airport for ATR type of aircraft operations. | MOD with Govt. of Andhra Pradesh signed in 2007. Projected the additional land requirement of 438 acres to Govt. of AP in 2008, Land transfer awaited. |
-

9. Pantnagar

Runway extension to cater for ATR 72 type of aircraft, Renovation of Terminal Building and Provision of Ground Lighting Completed.

Work completed

10. Leh

- Construction of Civil Apron, Car Park
- Construction of New Terminal Building

Work completed.

Drawing finalized. Land transfer from IAF awaited.

Statement-III*List of Non-operational Airports Being Planned for Re-Development*

Sl.No.	Airport	State	Status
1.	Tezu	Arunachal Pradesh	Tezu Airport in Arunachal Pradesh in North East Region, which was non-operational after M/s Vayudoot withdrew its services in 1986, is being re-developed for ATR 72-500.
2.	Jharsuguda	Orissa	AAI propose to develop Jharsuguda Airport in phases initially for ATR-72 operation and subsequently for higher category aircraft. For this purpose AAI projected the additional land of 815 acres free of cost as per Master Plan alongwith other concessions proposed through MOU to be signed with Govt. of Orissa. After continuous persuasion by AAI the Govt. of Orissa has now requested that the actual requirement of land by AAI should be reviewed by scaling down additional land needed for development of Jharsuguda Airport. The possibility of reducing additional land by modifying Master Plan is being examined without compromising the land needed for meeting ICAO/DGCA Civil Aviation Requirement (CAR) Safety norms.
3.	Bilaspur	Chhattisgarh	Being handed over to Army keeping land for future development of Civil Enclave.
4.	Chakulia	Jharkhand	AAI will develop Chakulia airport on receipt of firm commitment from AX,C operators.

[Translation]

Rail Connectivity to Tribal Dominated Areas

867. SHRI MAROTRAO SAINUJI KOWASE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of tribal dominated district headquarters in the country, particularly in Maharashtra which have not been provided rail-connectivity so far; and

(b) the steps taken by the Railways to provide rail-connectivity mainly for the tribal dominated district headquarters?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Railways do not maintain District-wise statistics. However, Railways have taken up rail projects to provide connectivity to remote, hilly, tribal and backward areas of the country including areas in Maharashtra.

Railway Hospitals*[English]*

868. SHRI GHANSHYAM ANURAGI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of progress made so far in constructing Railway Hospitals on Railway stations as declared in the Rail budget 2009-10;

(b) whether the announcement had been made to construct Railway Hospitals in Jhansi, Urai, Banda and other important stations of Bundelkhand; and

(c) the time by which the said hospitals are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No announcement for construction of Railway Hospitals on Railway Stations was made in the Railway Budget 2009-10.

(b) and (c) Do not arise.

Axes on Petrol and Diesel

869. SHRI RUDRAMADHAB RAY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government levies almost 50 per cent taxes and State Governments levy additional 33 per cent taxes on production of petrol and diesel in the country;

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

(c) whether the Union Government propose to bring down its share of taxes and share of State Governments to bring down the prices of petroleum/diesel and its products,

(d) if not, the reasons therefor; and

(e) the manner in which the Union Government plan to check steep rise in price of petrol/diesel?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The share of Central and States taxes and duties in the retail selling price of Petrol and Diesel (at Delhi) are given as in the table below:

	Petrol		Diesel	
	Rs./ltr	%of RSP	Rs./ltr	%of RSP
RSP at Delhi	51.45		37.62	
A. Central Taxes				
Customs Duty	1.66	3.2%	1.82	4.8%
Excise Duty	14.78	28.7%	4.74	12.6%
Total Central Taxes	16.44	31.9%	6.56	17.4%
B. State Taxes				
VAT	8.57	16.7%	4.43**	11.8%
Total Taxes (A+B)	25.01	48.6%	10.99	29.2%

Note: Central taxes are inclusive of levy of Education Cess at 3% thereon.

Custom Duty is based on the Refinery Transfer Prices applicable for the 2nd Fortnight of My 2010.

**Includes Re.0.25 per litre of Pollution Cess levied by the Delhi Government.

The State Governments levy VAT/Sales Tax on sale of Petrol and Diesel. The rates vary widely across the States from a minimum of 18% to a maximum of 33.36%

in case of Petrol and from a minimum of 9.24% to a maximum of 26% in case of Diesel.

(c) and (d) Ministry of Finance has informed that at present, there is no proposal before the Government to alter the rates of Central indirect taxes. The prices of petroleum products depend upon several factors and making changes in the rates of indirect taxes is not the sole method to achieve the objective.

The Central Government has requested the State Governments to rationalize their taxes and also shift from the ad-valorem rates to specific tax component for providing relief to the consumers.

Recently, the Government of National Capital Territory of Delhi has reduced the VAT rate on Diesel from 20% to 12.5% w.e.f 20th July, 2010. Government of Goa has also reduced the VAT rates on Petrol and Diesel w.e.f. 17th July, 2010 as per the details below:

Product	Changes
Petrol	Reduction in VAT rate from 22% to 20%
Diesel	Reduction in VAT rate from 20% to 18%

(e) In order to protect the interests of the consumer, Government has decided that in case of a high rise and volatility in international oil prices. Government will suitably intervene in the pricing of Petrol and Diesel.

Implementation of Handlooms Schemes

870. SHRI NISHIKANT DUBEY:
DR. M. THAMBIDURAI:

Will the Minister of TEXTILES be pleased to state:

(a) the number and the names of schemes formulated/under implementation for the development of handloom sector and for social welfare of handloom weavers in the country particularly in Jharkhand State as on date;

(b) whether any review/evaluation has been carried out to find out the extent of benefits of these schemes; reached to the targeted sector and handloom weavers during recent past thereby redressing the problems, being faced by the weavers;

(c) if so, the details thereof indicating the outcome of such evaluation/review;

(d) if not, the reasons therefor; and

(e) the steps taken/being taken by the Government to improve the working condition of the handloom weavers?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The Government of India is committed to the welfare of handloom weavers and has approved the following schemes in the XIth Five Year Plan which are comprehensive in nature. These schemes are for the development of handloom sector and welfare of handloom weavers and are being implemented throughout the country including Jharkhand State:

- (i) Integrated Handlooms Development Scheme
- (ii) Marketing and Export Promotion Scheme
- (iii) Handloom Weavers Comprehensive Welfare Scheme
- (iv) Mill Gate Price Scheme
- (v) Diversified Handloom Development Scheme

(b) to (d) The National Institute of Small Industry Extension Training (NISIET), Hyderabad, now known as National Institute of Micro, Small and Medium Enterprises (NIMSME), was entrusted with the evaluation of the Health Insurance Scheme during the year 2006-07. Their report stated that the scheme is a boon to the weavers at large and that Union Government may continue the scheme into XI Plan and beyond. NISIET (NIMSME) was also entrusted with the evaluation of the Marketing Promotion Programme and Handloom Export Scheme during the Xth Plan. Their report recommended continuation of these schemes with some modifications for better implementation. Based on the recommendations of this evaluation study, both the Marketing Promotion Programme and Handloom Export Scheme were merged and are being implemented in the XIth Plan as Marketing and Export Promotion Scheme.

(e) In order to provide better working conditions the Government of India is implementing above five schemes and the progress in these schemes during the first three years of XIth Plan is as under:

- (i) **Integrated Handloom Development Scheme (IHDS)** The scheme provides Basic Input, Marketing Input and Skill tip-gradation support.

Under the cluster approach of the **Integrated Handlooms Development Scheme** 20 large clusters and 434 medium size clusters have been identified. Under the Group Approach of the scheme 944 Group approach proposals have been sanctioned. As many as 3.55 lakh weavers directly benefited under the scheme.

- (ii) **Marketing and Export Promotion Scheme:** The scheme has two components *i.e.*; Marketing Promotion Programme and Handloom Export Scheme.

Marketing Promotion Component (i) To assist and increase the sale of handloom goods in the Domestic market for organizing Handloom Expos, District Level Events and Crafts Melas, (ii) To provide permanent marketing infrastructural support to handloom agencies in major cities and towns in the form of Urban Haats and Handloom Complexes, (iii) To give publicity and promote awareness about the handloom sector and (iv) To establish a brand Identity for handlooms at the national and international level through Handloom Mark.

Under this component, a sum of Rs. 172.13 crore has been sanctioned benefiting 29.00 lakh weavers during the first three years of XI Plan. 1273 events have been organised under **Marketing and Export Promotion Scheme** during the XI Plan till 2009-10 with sales generation of Rs.680 crore in the same period.

Handloom Export Promotion Component - (i) assist the handloom cooperative societies and corporations in developing exportable products and assist handloom agencies in publicity and international marketing of their products through publicity related activities participation in International Exhibition, Buyer-Seller-Meets etc. and (ii) make available to the exporters the latest international designs. Colour forecasts, trends etc.

- (iii) **Handlooms Weavers Comprehensive Welfare Scheme**

The Government of India is implementing Handloom Weavers' Comprehensive Welfare

Scheme with the components (i) the Health Insurance Scheme for providing health care facilities to the handlooms weavers in the country and (ii) the Mahatma Gandhi Bunkar Birna Yojana for providing life insurance cover to the handloom weavers in case of natural/accidental death, total/partial disability due to accident. During the XI Plan, both schemes have been amalgamated into one scheme namely Handloom Weavers' Comprehensive Welfare Scheme. The details of the scheme are as under:

(1) Health Insurance Scheme

The Health Insurance Scheme covers not only the weaver but his wife and two children also. The ancillary handlooms workers like those engaged in warping, winding, dyeing, printing, finishing, sizing, Jhala making, jacquard cutting etc. are also eligible to be covered under the scheme. The scheme covers all pre-existing diseases as well as new diseases and a substantial provision has been kept for OPD. The annual limit per family is Rs. 15,000/- out of which OPD cover will be Rs. 7500/-. The Scheme is implemented through the ICICI Lombard General Insurance Company Ltd. The total premium under the scheme for 2007-08 and 2008-09 has been reduced to Rs. 781.60/- (including Service Tax) from Rs. 1000/- + Service Tax as existed during the 10th plan.

Under the **Health Insurance component of Handloom Weavers Comprehensive Welfare Scheme (HWCWS)**, 17.74 lakh weavers in 2007-08, 18.78 lakh weavers in 2008-09 and 16.11 lakh weavers in 2009-10 have been enrolled/renewals and claims worth Rs.199.08 crore have been settled during the XI Plan period.

(2) Mahatma Gandhi Bunkar Bima Yojana

The Mahatma Gandhi Bunkar Bima Yojana provides life insurance cover in case of natural/accidental death, total/partial disability due to accident. The scheme is being implemented through the Life Insurance Corporation of India at an annual Premium of Rs. 330/- per annum with the contribution of weaver as Rs. 80/- per annum, Government of India's contribution of

Rs. 150/- per annum and LIC's contribution of Rs. 100/- per weaver per annum.

The annual premium during the 11th plan has been kept at the level of the Xth Plan, but the

benefits under the Mahatma Gandhi Bunkar Bima Yojana have been substantially increased as compared to those that existed during the 10th plan, as per the details given below:

Sl.No.		Benefits during the 10th plan	Benefits form 1.10.07
(i)	Natural Death	Rs. 50,000/-	Rs. 60,000/-
(ii)	Accidental Death	Rs. 80,000/-	Rs. 1,50,000/-
(iii)	Total Disability	Rs. 50,000/-	Rs. 1,50,000/-
(iv)	Partial Disability	Rs. 25,000/-	Rs. 75,000/-

Under the **Mahatma Gandhi Bunkar Bima Yojana (MGBBY)** component of the HWCWS, which provides life cover, 4.66 lakh weavers in 2007-08, 5.76 lakh weavers in 2008-09 and 5.10 lakh weavers in 2009-10 have been enrolled including renewals.

The scholarship benefits available under the Mahatma Gandhi Bunkar Bima Yojana during the X plan are being continued in the XI plan also. A scholarship of Rs. 300/- per quarter per child is available to students studying from IX to XII standard for four years or till they complete XII standard, whichever event occurs earlier. The benefit is restricted to two children of the member covered.

Scholarship to 1,81,136 children of weavers beneficiaries who were covered under the MGBBY amounting to Rs.16.14 crore has been provided by the Life Insurance Corporation during the XI Plan.

- (iv) **Mill Gate Price Scheme** was introduced during 1992-93 with the objective of providing all types of yarn to the handloom weavers' organizations at the price in which it is available at the place of manufacturing. There is also a provision for supply of yarn to the individual weavers through the yarn depots approved by the NHDC. The expenditure for operating the yarn depot is to be reimbursed by the NHDC @ 2.5% of the value of the yarn. The assistance provided under the scheme is for reimbursement of freight for transportation of yarn, Expenses of operating

the yarn depots @ 2.5%, based on actual. And Service Charges to NHDC for its role as nodal agency for the implementation of the MGPS. The scheme is being continued during the XI Plan.

2634 lakh kg. yarn worth Rs. 2348 crore has been supplied by National Handloom Development Corporation (NHDC) under the **Mill Gate Price Scheme** and 650 Yarn Depots have been opened.

- (v) **Diversified Handloom Development Scheme:** provides strengthening of Weavers Service Centres, Indian Institutes of Handloom Technology, National Centre for Textile Design, Research and Development etc., Conducting of Third Handloom Census.

Under this scheme the third All India Handloom Census and Issue of Photo Identity Cards through National Council of Applied and Economic Research (NCAER) has been carried out.

203 Design Exhibition and Dyeing Workshops were conducted in 2007-08, 213 in 2008-09 and 229 in 2009-10 by the Weavers Service Centres in different parts of the country.

Implementation of all these schemes is being reviewed periodically with the State Directors of Handlooms and Textiles under the chairmanship of the Development Commissioner for Handlooms, the recent of which was held on 16-17th June, 2010 at New Delhi.

Rail Tariff Regulator

871. SHRI R. DHYUVANARAYANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the recent price hike on diesel would cost the Railways an additional Rs. 460 crores a year;

(b) if so, whether the Planning Commission has asked for adoption of an automatic indexation of fares in line with the increase in fuel costs;

(c) whether the Planning Commission has also asked for fare fixation be entrusted to a Statutory Rail Tariff Regulator;

(d) if, so the details thereof; and

(e) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) No such reference has been received so far.

(c) to (e) Yes, Madam. The Planning Commission has recommended that in order to put fares on a rational basis, Rail Tariff Regulatory Authority be set up. The Ministry was not in agreement with this recommendation of the Planning Commission.

Regulatory Authority for Pharmaceutical Sector

872. SHRI C. RAJENDRAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to set up a regulatory authority for the pharmaceutical sector to carry out various activities and also to control the malpractices that are taking place in this sector;

(b) if so, the details thereof;

(c) whether the expired drugs are being pumped into the market causing a great harm to the lives of the common man;

(d) if so, the details thereof and the reasons therefor; and

(e) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) The Task Force set up by Government to explore options other than Price Control for achieving the objective of making available life saving drugs at reasonable level recommended that in the long run both the functions of drug regulation and price control should be performed by the same agency and there should be an integrated regulatory system. Suitable recommendations on these issues have been included in the Draft National Pharmaceuticals Policy, 2006.

(c) to (e) Directorate General of Health Services [Office of Drugs Controller General (India)] has reported that recently a racket of sale of expired drugs was unearthed in Tamil Nadu. Fifteen shops were raided. One dealer was indulging in alteration of batch number, manufacturing date, expiry date of the date expired products and supplied them for resale. Investigations were conducted alongwith the police and police have arrested 12 people, while 5 persons surrendered in various Courts in Tamil Nadu. The case has been transferred to the Crime Branch-Criminal Investigation Department (CBCID) for further investigations. Out of these 17 persons police have booked 11 persons under TN prevention of Dangerous Activity Act-Drugs Offenders Act also.

Investment in Steel Sector

873. SHRIMATI SUPRIYA SULE: Will the Minister of STEEL be pleased to state:

(a) whether the slow down in investment coming in the steel sector has forced the Government to push back to achieve 2012-13 target of 124 metric tonnes a year domestic steel production capacity;

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

(c) whether the investment being now picked up and industry has come out of recession; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (d) During the year 2008, based on the progress achieved by the steel investment projects and based on the projections furnished by the companies, the steel production capacity of India was projected as 124 million tonnes. However,

on account of factor such as, global economic slowdown in later part of 2008, delay in land acquisition, allocation of raw material resources, law and order problems etc., there has been some delay in the progress of certain projects. Hence the revised project by December, 2012,

steel installed capacity in the country is likely to be around 120 million tonnes. The details of foreign and major private sector companies intending to set up integrated steel plants in the country are enclosed as a Statement.

Statement

(Crude steel capacity in million tonne)

Investor	Existing Capacity	Brownfield expansion 2012	Greenfield 2012	Total capacity likely by December 2012
SAIL	12.84	8.56	-	21.40
RINL	2.90	3.40	-	6.30
Tata Steel	6.80	3.20	3.0*	13.00*
Essar Steel	4.60	3.9	6.0*	14.5*
JSW Steel	6.60	4.40	-	11.00
JSPL	2.40	4.80	3.25	10.45
Ispat Industries	3.60	0.60	-	4.20
POSCO India	-	-	-	-
Arcelor-Mittal	-	-	-	-
NMDC	-	-	-	-
Bhushan Power and Steel	1.2	1.60	-	2.80
Bhushan Steel	0.80	2.20	-	3.00
Others and Secondary	31.00	3.2	-	34.2
Total	72.76	35.86	12.25	120.87

*Tata Steel (Kalinga Nagar-Orissa) and Essar Steel (Paradeep-Orissa) Greenfield projects are likely to be delayed beyond 2012.

Bogus Voters

874. SHRI UDAY SINGH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is aware that a large number of 'bogus voters' have been included in the electoral rolls in the country:

(b) if so, the details thereof:

(c) whether the Election Commission has received any complaints about bogus voters in the electoral rolls during the last two years;

(d) if so, the details thereof and action contemplated by the Government in this regard; and

(e) the steps taken by the Government to verify the electoral rolls and remove the names of bogus voters from electoral rolls?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The Representation of People Act, 1950 and the rules made thereunder provide adequate provisions for registration of name, Correction of name in electoral rolls and for preferring appeal against wrongful deletion of any name or wrongful entry of any particulars in the electoral rolls or non-inclusion of any name. As per the information furnished by the Election Commission a few instances came to its notice where duplicate entries of voters in the rolls as well as entry of in-eligible persons as voters on the roll has been made.

The Election Commission of India has intimated that it has received complaints in the last 2 years about duplicate entries of voters in the rolls as well as entry of ineligible persons as voters on the roll from the States of Andhra Pradesh (6), Arunachal Pradesh (1), Gujarat (1), Karnataka (2), Kerala (1), Maharashtra (2), Puducherry (1) and Tripura (5), wherein allegations were made that the bogus/ineligible names have been included in the Electoral Rolls.

(d) The complaints were sent to the Chief Electoral Officers for enquiry and report. On enquiry it was found that mostly the complaints related to duplicate entries or continuance of persons on roll who have since shifted or are dead. In the complaint in respect of Kerala state, it was found on enquiry that about 114 persons, who were allegedly residents of other districts, had got their names enrolled in the electoral roll of neighbouring district where a bye-election was scheduled. The names of all the 114 persons were deleted from the electoral roll and disciplinary action had been initiated against 3 Village Officers and 2 Municipal Secretaries. The complaint relating to the state of Gujarat was received in the Commission on the 24.6.2010 and the Commission decided to send 4 teams to Gandhinagar, Ahmadabad and Vadodara for on-the-spot verification of complaint.

(e) The Election, Commission has taken several measures to remove the duplicate/multiple entries and names of dead persons from the electoral rolls.

(i) The electoral rolls have (since 2008) been converted into photo electoral roll. Presence of the photograph of elector has become a major deterrent for 'bogus' enrolment.

- (ii) Annual revision of roll is undertaken including in some cases, intensive door-to-door verification of electors to improve the health of electoral rolls.
- (iii) The draft of the electoral rolls are now being furnished to the Gram Sabhas, RWAs, local authorities, NGOs, etc., apart from the recognized political parties to point out any omission or commission before finalizing the rolls. The names of electors are being read out in the meetings of the Gram Sabhas, RWAs, etc. and they are now assisting the electoral registration authorities in getting the names deleted of those persons who are no longer residing in their areas or those who have died.
- (iv) The authorities concerned with the registration of births and deaths have also been directed to furnish lists of dead persons to the electoral registration authorities twice in a year - January and July.
- (v) The Computer technology is also being used extensively and intensively to identify and weed out the duplicate/multiple entries.
- (vi) The draft rolls are displayed at a large number of designated locations very near the localities concerned enabling the residents to scrutinize those rolls and file claims and objections at those designated locations themselves. Special campaign drives are also carried out at a large number of designated locations 'on specified days, which are normally holidays for the general public. Apart from the other designated locations, the post offices in municipal areas of Hyderabad were used as designated locations and the assistance of the postal authorities was taken for displaying the rolls, receiving claims and objections and even for the local verification of those claims and objections.
- (vii) Booth Level Officers have been appointed for each part of electoral roll, who are mostly Govt. servants and reside in the same locality for assisting the electors to get their names enrolled and at the same time, BLOs provide information regarding dead/shifted voters so that names of ineligible voters are removed by the ERO by following due procedure of law.
- (viii) Besides, each recognised national and State party has been authorised to appoint a BLA for

each polling station (part of electoral roll). They can report to the BLO about the veracity of the names in the electoral roll of their respective polling stations for remedial action.

- (ix) Apart from this, the electoral rolls are now available on website of each State/Union Territory for general information of public for corrections/additions/deletions.

[Translation]

Production of Fertilizers

875. SHRI ASHOK KUMAR RAWAT: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

- (a) the total quantum of fertilizers produced by each factory in the country during the last six months;

(b) the total distribution of fertilizers during the period, State-wise;

(c) whether the farmers have incurred loss due to shortage of fertilizers: and

(d) if so, the details of assistance provided to the farmers, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) The details of total quantum of fertilizers produced by each factory in the country during the last six months are enclosed as Statement-I, II and III.

(b) The distribution of fertilizers state-wise during the period are at Statement-IV.

(c) No. Madam,

(d) Does not arise.

Statement-I

Unit-wise and Month-wise Production of Urea for the month of January to June-2010

('000' MT)

Name of Plants	Annual Installed Capacity	Production						
		Jan	Feb	March	April	May	June	Total Jan to June 2010
1	2	3	4	5	6	7	8	9
PUBLIC SECTOR								
NFL:Nangal-II	478.5	41.5	43.7	25.9	0.0	35.6	45.5	192.2
NFL:Bhatinda	511.5	51.3	42.0	8.5	41.9	50.7	47.8	242.2
NFL:Panipat	511.5	50.1	44.7	40.3	47.3	43.7	47.4	273.5
NFL:Vijaipur	864.6	81.9	73.4	40.2	68.4	81.4	79.1	424.4
NFL:Vijaipur Expn.	864.6	86.5	61.5	81.9	45.4	77.0	80.7	433.0
Total(NFL)	3230.7	311.3	265.3	196.8	203.0	288.4	300.5	1565.3
RCF:Trombay-V	330.0	35.6	29.2	34.6	32.9	16.5	30.3	179.1
RCF:Thal	1706.8	157.5	142.5	156.6	125.0	103.0	160.2	844.8
Total(RCF)	2036.8	193.1	171.7	191.2	157.9	119.5	190.5	1023.9

1	2	3	4	5	6	7	8	9
MFL:Chennai	486.8	48.1	39.7	41.5	37.4	40.4	31.4	238.5
BVFCL:Namrup-II	240.0	7.1	9.8	9.7	5.9	0.0	0.0	32.5
BVFCL:Namrup-III	315.0	20.6	21.4	22.2	2.1	11.6	19.0	96.9
Total(BVFCL)	555.0	27.7	31.2	31.9	8.0	11.6	19.0	129.4
Total (PUBLIC SEC.)	6309.3	580.2	507.9	461.4	406.3	459.9	541.4	2957.1
COOP. SECTOR								
IFFCO:Kalol	544.5	54.4	49.2	34.6	42.4	53.1	51.6	285.3
IFFCO:Phulpur	551.1	62.5	60.9	61.0	65.5	61.4	65.4	376.7
IFFCO:Phulpur Expn.	864.6	92.6	81.8	87.5	84.1	38.8	93.0	477.8
IFFCO:Aonla	864.6	92.6	80.7	89.6	62.8	87.7	88.5	501.9
IFFCO:Aonla Expn.	864.6	77.9	72.9	96.6	77.8	96.6	90.9	512.7
Total(IFFCO)	3689.4	380.0	345.5	369.3	332.6	337.6	389.4	2154.4
KRIBHCO:Hazira	1729.2	154.8	144.9	144.0	154.0	160.0	147.5	905.2
Total(COOP.SECTOR)	5418.6	534.8	490.4	513.3	486.6	497.6	536.9	3059.6
Total (PUB+COOP)	11727.9	1115.0	998.3	974.7	892.9	957.5	1078.3	6016.7
PRIVATE SECTOR								
GSFC:Vadodara	370.6	20.1	16.9	19.4	3.3	17.4	19.6	96.7
SFCKota	379.0	34.4	31.9	36.0	32.2	34.5	33.8	202.8
DIL:Kanpur*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ZIL:Goa	399.3	39.9	16.7	0.0	21.0	39.2	39.5	156.3
SPIC:Tuticorin	620.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MCF:Mangalore	380.0	39.6	29.5	5.5	8.3	39.8	38.3	161.0
GNFC:Bharuch	636.0	61.7	18.8	0.0	0.0	0.0	47.0	127.5
NFCL:Kakinada	597.3	70.7	63.2	71.1	69.9	72.3	67.3	414.5
NFCL:Kakinada Expn.	597.3	70.3	66.2	73.1	64.3	68.4	66.3	408.6
Total(NFCL)	1194.6	141.0	129.4	144.2	134.2	140.7	133.6	823.1
IGCL:Jagdishpur	864.6	101.0	90.1	98.7	28.7	101.3	95.4	515.2
CFCL:Gadepan-I	864.6	87.5	76.8	83.8	32.9	89.7	86.7	457.4

1	2	3	4	5	6	7	8	9
CFCL:Gadepan-II	864.6	92.9	84.1	89.0	85.5	91.3	86.7	529.5
Total(CFCL)	1729.2	180.4	160.9	172.8	118.4	181.0	173.4	986.9
TCL:Babrara	864.6	109.8	82.8	86.0	86.2	89.9	86.4	541.1
KRIBHCO:Shyam	864.6	88.2	82.0	91.2	85.4	86.9	87.9	521.6
Total (PVT. SECTOR)	8302.5	816.1	659.0	653.8	517.7	730.7	754.9	4132.2
Total (ALL SECTOR)	20030.4	1931.1	1657.3	1628.5	1410.6	1688.2	1833.2	10148.9

Statement-II*Unit-wise and Month-wise Production of DAP for the month of January to June 2010*

Name of Company/ Unit	Annual installed capacity	Production ('000' MT)							Total January to June 2010
		Jan	Feb	Mar	April	May	June		
1	2	3	4	5	6	7	8	9	
Cooperative Sector									
IFFCO:Kandla	1200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
IFFCO:Paradeep	1500.0	19.7	21.2	44.0	35.9	57.2	84.2	262.2	
Total(Co-op.)	2700.00	19.7	21.2	44.0	35.9	57.2	84.2	262.2	
Private Sector									
GSFC:Vadodara	165.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
GSFC:Sikka-I	588.0	9.1	25.3	21.0	27.0	43.7	22.6	148.7	
GSFC:Sikka-II	396.0	43.5	42.1	13.8	42.4	41.2	32.9	215.9	
ZIL:Goa	330.0	0.0	25.9	25.1	44.2	10.0	0.0	105.2	
SPIC:Tuticorin	475.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MCF:Mangalore	180.0	12.0	20.0	19.0	23.6	8.6	12.5	95.7	
TCL:Haldia	675.0	7.9	0.0	0.2	37.5	3.5	18.1	67.2	
Hindalco Indus: Dahej	400.0	10.3	20.0	21.0	20.0	16.4	20.0	107.7	
CFL:Kakinada	670.0	30.6	20.3	37.9	96.5	57.2	47.2	289.7	

1	2	3	4	5	6	7	8	9
CFL:Vizag**	0.0	0.0	0.0	0.0	10.9	20.9	0.0	31.8
PPL:Paradeep	720.0	58.4	60.5	90.6	53.6	37.5	68.4	369.0
Total Private Sector	4599.0	171.8	2141.2	28.6	355.7	239.0	221.7	1430.9
Grand Total:	7299.0	191.5	235.3	272.6	391.6	296.2	305.9	1693.1

Statement-III*Unit-wise and Month-wise Production of Complex fertilizers for the month of January to June-2010*

('000' MT)

Name of Company/ Unit	Product Name	Annual installed Capacity	Production						Total Jan to June 2010
			Jan.	Feb.	March	April	May	June	
1	2	3	4	5	6	7	8	9	10
Public Sector:									
FACT:Udvoqmandal	20:20	148.5	19.6	17.9	18.5	14.1	5.6	16.6	92.3
FACT:Cochin-II	20:20	485.0	50.1	47.2	53.7	2.8	42.5	54.2	250.5
<i>Total</i>		633.5	69.7	65.1	72.2	16.9	48.1	70.8	342.8
RCF:Trombay	15:15:15	300.0	47.4	35.9	41.7	33.7	14.7	35.2	208.6
	10:26:26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RCF:Trombay-IV	20.8:20.8	361.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	20:20		0.0	8.2	4.7	9.8	0.5	5.5	28.7
<i>Total</i>		661.0	47.4	44.1	46.4	43.5	15.2	40.7	237.3
MFLChennai	17:17:17	840.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	19:19:19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	20:20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		840.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total(Pub. Sector)		2134.5	117.1	109.2	118.6	60.4	63.3	111.5	580.1
Cooperative Sector:									
IFFCO:Kandla	10:26:26	515.4	166.9	222.9	87.7	124.3	145.0	113.0	859.8

1	2	3	4	5	6	7	8	9	10
	12:32:16	700.0	0.0	0.0	59.7	99.0	71.0	137.7	367.4
<i>Total</i>		1215.4	166.9	222.9	147.4	223.3	216.0	250.7	1227.2
IFFCOParadeep	20:20	100.0	135.3	99.8	58.0	65.9	36.8	38.8	434.6
	10:26:26	320.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		420.0	135.3	99.8	58.0	65.9	36.8	38.8	434.6
Total(Co-op.)		1635.4	302.2	322.7	205.4	289.2	252.8	289.5	1661.8
Private Sector:									
GSFC:Vadodara	20:20	0.0	25.9	24.0	23.5	22.2	0.9	248	121.3
GSFC:Sikka-I	10:26:26	0.0	0.0	0.0	OLD	0.0	0.0	0.0	0.0
	12:32:16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GSFC:Sikka-II	12:32:16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CFL:Vizag	28:28	200.0	24.1	2.2	44.0	0.0	0.0	26.8	97.1
	14:35:14	200.0	13.0	39.3	0.0	9.6	20.7	7.8	90.4
	20:20	200.0	44.6	41.8	41.7	31.2	56.4	56.5	272.2
	10:26:26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		600.0	81.7	83.3	85.7	40.8	77.1	91.1	459.7
ZIL:Goa	19:19:19	240.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	10:26:26	0.0	38.5	13.2	24.4	0.2	338	33.9	144.0
	12:32:16	0.0	39.0	17.6	0.8	0.6	19.6	32.0	109.6
<i>Total</i>		240.0	77.5	30.8	25.2	0.8	53.4	65.9	253.6
Public Sector:									
SPIC:Tuticorin	20:20	0.0	7.5	14.9	6.0	12.9	10.0	6.5	57.8
	17:17:17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	7.5	14.9	6.0	12.9	10.0	6.5	57.8
MCF:Mangalore	20:20	0.0	10.1	3.8	4.2	0.0	0.0	6.5	24.6
	16:20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	10.1	3.8	4.2	0.0	0.0	6.5	24.6

1	2	3	4	5	6	7	8	9	10
CFL:Ennore	16:20	170.0	18.1	4.4	21.9	22.0	12.0	20.2	98.6
	20:20	70.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5
<i>Total</i>		240.0	18.1	4.4	21.9	22.0	24.5	20.2	111.1
GNFC:Bharuch	23:23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	20:20	142.5	17.9	6.6	0.0	0.0	0.0	14.5	39.0
<i>Total</i>		142.5	17.9	6.6	0.0	0.0	0.0	14.5	39.0
TCL:Haldia	15:15:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:32:16	0.0	0.5	15.7	0.0	0.0	0.0	0.0	16.2
	28:28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	10:26:26	0.0	40.5	24.9	0.9	0.0	36.2	30.2	132.7
	14:35:14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	41.0	40.6	0.9	0.0	36.2	30.2	148.9
CFL:Kakinada	20:20	0.0	4.1	0.0	0.0	0.0	0.0	0.0	4.1
	14:35:14	0.0	29.5	0.0	0.4	0.0	55.1	57.3	142.3
	10:26:26	0.0	22.7	18.9	0.0	0.0	0.0	0.0	41.6
	12:32:16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	56.3	18.9	0.4	0.0	55.1	57.3	188.0
Hindalco Ind:Dahej	10:26:26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	20:20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:32:16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Total</i>		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DFPCL:Taloia	23:23	230.0	10.4	8.1	10.3	7.8	13.5	15.0	65.1
PPL:Paradeep*	20:20	0.0	16.4	14.9	21.8	27.7	24.5	11.7	117.0
	10:26:26	0.0	35.4	25.6	0.1	0.0	33.2	11.6	105.9
	14:35:14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:32:16	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
<i>Total</i>		0.0	51.8	40.5	21.9	27.7	57.7	23.4	2230
Total (Private)		1452.5	398.2	275.9	200.0	134.2	328.4	355.4	1692.1
Grand Total		5222.4	817.5	707.8	524.0	483.8	644.5	756.4	3934.0

Statement-IV**Rabi 2009-10****UREA**

08.04.10 States	JANUARY 2010					FEBRUARY 2010					MARCH 2010				
	Require- ment	Opening Stock	Receipt	Availa- bility	Sales	Require- ment	Opening Stock	Receipt	Availa- bility	Sales	Require- ment	Opening Stock	Receipt	Availa- bility	Sales
Andhra Pradesh	280.00	87.50	239.77	327.27	307.42	160.00	19.85	204.85	224.69	21609	100.00	8.60	24731	255.91	234.82
Karnataka	120.00	53.79	75.41	129.20	107.29	92.00	21.91	80.07	101.98	85.82	67.00	16.15	93.39	109.54	109.51
Kerala	10.70	5.64	8.90	14.55	9.06	6.00	5.30	4.32	9.63	8.11	580	1.52	4.48	5.99	537
Tamil Nadu	75.00	6.94	74.21	81.15	77.40	80.00	3.75	53.61	57.37	56.30	100.00	1.07	77.10	78.17	78.16
Gujarat	150.00	10.04	192.71	202.75	191.05	85.00	11.70	96.29	107.99	96.82	85.00	11.17	121.89	133.06	123.83
Madhya Pradesh	121.23	12.14	127.71	139.85	122.53	16.99	17.31	45.14	62.46	41.08	0.61	21.38	56.89	78.27	72.12
Chhattisgarh	17.50	7.75	18.51	2626	21.63	27.50	4.63	24.08	28.71	21.79	25.50	662	47.98	54.90	54.80
Maharashtra	182.50	24.48	149.39	173.87	159.33	151.00	14.54	152.21	166.76	157.82	120.00	894	114.90	123.83	123.82
Rajasthan	150.00	8.49	121.30	129.79	118.10	54.00	11.69	53.81	6550	47.14	53.00	18.36	60.92	79.28	57.19
Haryana	220.00	10.70	227.98	238.68	236.22	105.00	2.46	131.10	133.56	12858	50.00	4.98	111.08	116.06	105.38
Punjab	230.00	8.55	235.29	243.84	237.16	100.00	6.68	151.18	157.86	156.27	100.00	1.59	19899	200.58	181.48
Jammu and Kashmir	5.15	2.20	7.76	9.97	8.02	8.46	1.95	10.44	12.40	11.95	14.69	0.45	47.02	47.47	47.47
Uttar Pradesh	725.00	33.47	712.06	745.53	705.91	335.00	39.62	473.16	512.78	474.75	425.00	38.03	423.39	461.42	405.41
Uttarakhand	25.00	10.72	26.00	36.72	3510	17.00	1.61	22.40	24.01	2251	15.00	1.51	15.22	16.73	16.31
Bihar	190.00	12.35	18033	193.28	182.99	130.00	10.29	145.21	155.49	14861	110.00	6.88	112.01	11889	118.84
Jharkhand	10.00	2.08	15.50	17.58	13.63	5.00	3.96	2.65	6.60	2.71	0.00	3.90	2.61	6.51	6.29
Orissa	30.00	25.89	13.98	39.86	16.95	40.00	22.91	2462	47.53	29.66	50.00	17.87	19.18	37.05	34.95
West Bengal	145.00	51.63	89.45	141.08	101.92	166.37	39.16	151.32	190.48	163.90	11087	26.58	129.38	155.96	155.94
Assam	32.20	0.22	15.97	16.20	11.19	29.40	5.01	23.92	28.93	22.69	18.20	6.24	43.34	4959	49.52
All India	2737.58	375.79	2549.65	2925.44	2674.23	1624.12	251.21	1864.88	2116.09	1908.17	1462.69	207.91	1935.91	2143.82	1994.10

KHARIF 2010**UREA**

07.07.10 States	JANUARY 2010					FEBRUARY 2010					MARCH 2010					
	Require- ment	Stock Preposi- tioned during March 10	Opening Stock	Receipts	Availa- bility	Sales	Require- ment	Opening Stock	Receipts	Availa- bility	Sales	Require- ment	Opening Stock	Receipts	Availa- bility	Sales
Andhra Pradesh	30.00	134.82	21.14	125.49	146.63	15.99	75.00	130.64	115.09	245.73	50.71	250.00	195.02	170.44	365.45	157.09
Karnataka	45.00	42.51	0.04	60.79	60.83	36.85	55.00	23.98	103.88	127.86	100.09	115.00	27.77	134.72	162.49	144.53
Kerala	10.00		0.00	0.82	0.82	0.91	10.50	0.00	13.74	13.74	11.11	18.50	3.16	18.60	21.76	19.26
Tamil Nadu	55.00		0.00	47.92	47.93	42.48	60.00	5.45	75.83	81.28	74.35	80.00	6.93	54.99	61.92	55.15
Gujarat	100.00	38.83	9.23	102.05	111.28	93.42	75.00	17.85	109.09	126.94	91.80	140.00	36.00	151.11	187.11	147.81
Madhya Pradesh	30.50	71.51	6.15	30.36	36.51	12.86	59.80	23.65	80.81	104.46	55.78	108.40	48.68	119.13	167.81	127.17
Chhattisgarh	180.00	29.30	0.10	39.09	39.20	29.61	60.00	9.59	57.69	67.28	49.96	84.50	17.32	70.54	87.86	65.58
Maharashtra	225.00	3.82	0.01	213.35	213.36	191.17	215.00	22.19	219.41	241.60	210.78	200.00	30.82	232.48	263.30	250.21
Rajasthan	32.00	4.19	22.09	38.23	60.31	25.69	55.00	34.62	51.73	86.35	42.99	95.00	43.09	100.38	143.46	92.13
Haryana	50.00	55.38	10.68	70.77	81.45	56.52	100.00	24.93	119.50	144.43	101.63	205.00	42.81	157.97	200.77	163.86
Punjab	60.00	81.48	19.03	132.40	151.42	97.61	350.00	53.82	304.39	358.20	310.86	220.00	47.35	269.09	316.43	272.43
Himachal Pradesh	2.50	1.01	0.00	2.63	2.63	0.09	7.50	254	257	5.11	0.11	15.00	5.00	11.79	16.79	14.05
Jammu and Kashmir	15.29	32.78	0.00	12.72	12.72	12.65	25.67	0.07	10.76	10.83	8.88	17.74	1.95	12.20	14.15	9.49
Uttar Pradesh	200.00		58.01	315.19	373.19	157.07	400.00	214.15	38233	596.48	333.85	605.00	262.63	449.74	712.37	396.42
Uttarakhand	11.00	1.31	0.42	14.08	14.50	10.91	23.00	3.59	21.99	25.58	22.91	28.00	2.67	25.06	27.72	20.59
Bihar	75.00	8.84	0.05	83.82	83.87	54.16	75.00	29.72	9542	125.14	94.19	160.00	30.95	119.70	150.65	93.85
Jharkhand	6.00	6.29	0.22	5.14	5.36	2.76	9.00	2.60	789	10.49	7.38	21.00	3.11	18.37	21.48	14.48
Orissa	10.00		2.10	18.32	20.42	1.31	20.00	19.11	3746	56.56	8.22	25.00	48.35	16.71	65.06	28.94
West Bengal	25.20	45.07	0.01	75.88	75.89	4021	41.10	35.67	57.94	93.61	50.32	74.90	43.29	62.73	106.03	46.69
Assam	10.80	31.32	0.06	14.95	15.01	14.80	15.60	0.21	6.81	7.02	702	25.20	0.01	30.71	30.72	27.57
All India	1182.01	588.32	149.74	1407.70	1557.43	901.01	1749.25	654.62	1876.60	2531.22	1635.13	2508.54	898.75	2233.94	3132.69	2153.72

RABI 2009-10**DAP**

08.04.10	JANUARY 2010					FEBRUARY 2010					MARCH 2010				
States	Require- ment	Opening Stock	Receipt	Availa- bility	Sales	Require- ment	Opening Stock	Receipt	Availa- bility	Sales	Require- ment	Opening Stock	Receipt	Availa- bility	Sales
Andhra Pradasn	50.00	25.83	17.75	43.58	39.67	25.00	3.91	7.88	11.79	10.34	25.00	1.47	48.82	50.29	46.64
Karnataka	70.00	6.99	17.13	24.12	20.04	55.00	4.08	44.24	48.32	41.17	35.00	7.15	96.70	103.84	103.69
Kerala	1.88	0.09	1.03	1.12	1.10	1.13	0.03	1.30	1.33	1.32	1.13	0.01	1.50	1.51	1.51
Tamil Nadu	25.00	0.17	10.16	10.33	10.22	20.00	0.11	3.63	3.74	3.64	1900	0.11	26.78	26.89	26.80
Gujarat	24.00	30.86	12.16	43.02	19.83	26.00	23.19	40.48	63.67	40.29	25.00	23.38	34.56	57.94	56.07
Madhya Pradesh	8.44	14.94	2.98	17.92	7.63	1.68	10.29	725	17.54	8.56	0.00	8.98	30.39	39.37	34.29
Chhattisgarh	4.40	0.16	3.71	3.87	3.83	4.80	0.04	3.06	3.10	3.06	2.70	0.04	59.19	59.23	59.21
Maharashtra	124.70	13.70	19.61	33.31	15.72	78.30	17.59	2966	47.25	38.24	75.80	9.01	124.71	133.72	133.45
Rajasthan	10.00	11.20	0.15	11.35	2.01	7.00	9.27	0.40	9.67	3.71	15.00	5.95	296	8.91	8.87
Haryana	9.00	0.24	0.00	0.24	0.13	8.00	0.11	2.64	2.75	2.70	8.00	006	15.82	15.88	15.85
Punjab	20.00	0.91	0.00	0.91	0.17	25.00	0.74	8.13	887	8.03	25.00	0.84	12.55	13.39	12.92
Uttar Pradesh	60.00	13.78	3.77	17.55	11.73	60.00	5.83	13.89	19.71	17.38	60.00	2.33	109.88	112.21	110.86
Uttarakhand	5.00	0.54	0.25	0.79	0.45	1.00	0.34	0.00	0.34	0.33	300	0.02	0.50	0.52	0.50
Bihar	15.00	9.15	10.14	19.30	17.38	15.00	1.91	7.37	928	9.07	5.00	0.21	10.16	10.37	10.17
Jharkhand	5.00	0.55	1.00	1.55	1.55	000	0.00	1.31	1.31	1.31	0.00	0.00	4.05	4.05	4.05
Orissa	27.37	10.52	14.95	25.48	15.64	27.95	9.84	7.26	17.10	10.41	9.00	669	6.46	13.15	11.05
West Bengal	65.30	7.82	50.94	58.76	50.91	40.60	7.77	13.75	21.52	18.54	14.90	3.05	18.47	21.52	20.54
Assam	4.60	0.27	0.00	0.27	0.27	4.20	0.01	0.00	001	0.00	2.60	0.01	0.00	0.01	0.00
All India	534.43	148.68	165.87	314.55	218.54	404.53	95.95	195.31	291.25	221.14	330.66	70.16	609.40	679.56	662.86

KHARIF 2010**DAP**

07.07.10	April 2010						May 2010				June 2010					
States	Require- ment	Stock Preposi- tioned during March 10	Opening Stock	Receipts	Availa- bility	Sales	Require-Opening ment Stock	Receipts	Availa- bility as on 31.5.10	Sales	Require- ment	Opening stock	Receipts	Availa- bility	Sales	
Andhra Pradasn	50.00	21.64	3.64	54.58	58.22	36.90	50.00	21.33	76.55	97.87	78.38	75.00	19.49	74.80	94.29	83.22
Karnataka	64.00	68.69	0.15	75.71	75.85	66.77	138.00	9.09	77.92	87.01	81.14	136.00	5.87	79.40	85.27	81.10
Kerala	3.20	0.38	0.00	4.13	4.13	3.12	4.00	1.02	43.61	5.63	5.60	4.80	0.03	2.74	2.77	2.73
Tamil Nadu	22.00	7.80	0.09	7.86	7.95	7.86	25.00	0.09	14.00	14.09	12.93	30.00	1.16	15.32	16.49	15.43
Gujarat	50.00	31.07	1.87	39.96	41.83	38.84	110.00	2.99	67.06	70.05	64.80	110.00	5.25	86.58	91.83	86.87
Madhya Pradesh	10.50	34.29	5.08	31.55	36.63	12.15	78.90	24.48	65.23	89.71	45.56	175.60	44.15	96.05	140.20	109.97
Chhattisgarh	110.00	56.51	0.02	29.59	29.61	20.83	20.00	8.78	12.30	21.08	15.14	40.00	5.94	22.63	28.56	24.25
Maharashtra	105.00	57.65	0.27	134.68	134.95	130.75	175.00	4.20	155.57	159.76	149.81	230.00	9.95	116.57	126.53	117.88
Rajasthan	10.00	-	0.04	11.13	11.17	8.37	23.00	2.80	45.80	48.59	44.93	66.00	3.66	34.43	38.09	35.41
Haryana	10.00	7.85	0.02	58.36	58.38	58.01	40.00	0.37	39.26	39.63	37.78	85.00	1.85	72.02	73.87	69.73
Punjab	20.000	-	0.47	36.92	37.40	36.79	150.00	0.60	109.08	109.69	98.20	60.00	11.49	58.13	69.62	62.60
Himachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Jammu and Kashmir	14.06	3.22	0.41	3.96	4.37	4.04	14.90	0.50	8.23	8.73	8.56	14.49	0.00	13.09	13.09	12.44
Uttar Pradesh	100.00	50.86	1.35	56.97	58.32	44.86	100.00	13.46	63.46	76.93	61.23	145.00	15.70	59.55	75.24	59.92
Uttarakhand	4.80	-	0.02	0.50	0.52	0.51	7.50	0.01	0.00	0.01	0.01	6.30	0.00	3.93	3.93	2.24
Bihar	15.00	5.17	0.20	16.27	16.46	15.45	20.00	1.01	22.92	23.94	15.40	50.00	8.54	15.24	23.79	13.48
Jharakhand	3.00	4.05	0.00	3.95	3.95	3.95	5.00	0.00	3.40	3.40	3.40	12.50	0.00	1.69	1.69	1.69
Orissa	7.00	0.05	2.10	8.23	10.32	3.46	8.00	6.87	15.08	21.95	12.75	30.00	9.19	22.70	31.90	26.09
West Bengal	16.50	5.64	0.99	32.53	33.51	30.87	18.50	2.65	18.03	20.67	13.54	48.92	7.13	26.01	33.14	26.34
Assam	1.46	-	0.00	1.58	1.58	1.58	1.58	0.00	2.66	2.66	0.26	2.23	2.40	3.02	5.42	2.43
All India	618.60	355.51	16.69	608.56	625.25	525.19	992.26	100.06	801.72	901.95	749.42	1322.16	151.81	803.91	955.72	834.63

Rabi 2009-10**MOP**

08.04.10 States	JANUARY 2010					FEBRUARY 2010					MARCH 2010				
	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales
Andhra Pradesh	50.00	59.60	83.70	143.30	63.70	50.00	79.59	61.32	14091	90.62	50.00	50.23	0.36	50.59	45.58
Karnataka	33.00	53.58	73.71	127.29	5340	33.00	73.89	55.54	12944	7928	30.00	51.13	5.03	56.16	51.85
Kerala	7.00	300	14.76	17.76	796	6.00	9.80	1054	2034	10.38	6.00	9.96	0.00	9.96	5.81
Tamil Nadu	39.00	35.48	50.26	85.74	42.22	49.00	43.52	56.70	100.22	59.75	39.00	4047	1.15	41.62	36.67
Gujarat	17.00	4.64	22.06	26.70	21.48	17.00	5.22	54.52	59.74	39.96	11.00	19,78	11.97	31.75	14.77
Madhya Pradesh	2.30	11.34	16.38	27.72	7.50	0.54	20.22	27.36	47.58	20.39	0.00	27.18	8,99	36.17	11.94
Chhattisgarh	5.35	1.02	10.77	11.79	4.86	4,75	6.93	23.65	30.58	10.79	0,85	19.79	0.00	19,79	13.90
Maharashtra	82.80	66.93	80.24	147.17	57.86	51.20	89.31	77.21	166.51	117.13	38.10	49.38	21.69	71.06	70.56
Rajasthan	2.00	12.27	3.38	15.65	3.91	2.00	11.74	5.37	17.11	1.50	1.00	15.61	0.00	15.61	2.77
Haryana	2.00	0.15	728	7.43	7.41	3.00	002	16.79	16.81	16.81	2.00	0.00	0.00	0.00	0.00
Punjab	2.00	6.58	11.26	17.84	8.46	2.00	9.38	10.51	19.89	18.15	2.00	1.74	0.00	1.74	1.74
Jammu and Kashmir	0.89	0.01	13.14	13.15	13.14	1.57	0.00	2.64	2.64	2.64	1.60	0.00	0.00	0.00	0.00
Uttar Pradesh	30.00	38.62	31.55	70.16	33.27	5.00	36.89	23.42	60.31	51.30	5.00	9.01	19.06	28.06	24.35
Uttarakhand	0.00	0.40	0,08	0.48	0.48	0.00	0.00	0.06	0.06	0.06	0,50	0.00	0.00	0.00	0.00
Bihar	10.00	6.90	41.54	48.44	28.24	10.00	20.20	25.99	46.19	43.67	5.00	2.52	0.00	2.52	2.52
Jharkhand	0.00	0.18	0.00	0.18	0.18	0.00	0.00	5.24	5.24	5.24	0.00	000	0.00	0.00	0.00
Orissa	11.49	4.21	28.62	32.83	11.86	11.80	20.98	6.15	27.12	7.36	7.27	19.76	0.12	19.88	15.65
West Bengal	49.10	9.98	84.15	94.13	70.30	33.10	23.82	56.91	80.73	5766	22.90	23.07	0.34	23.42	23.42
Assam	16.10	1.64	21.12	22.76	10.07	14.70	12.69	7.74	20.42	17.71	9.10	271	5.10	7.81	7.70
All India	364.35	316.53	596.92	913.45	448.74	297.65	464.71	528.79	993.50	651.47	234.84	342.34	74.38	416.72	330.54

Kharif 2010**MOP**

07.04.10 States	April 2010					May 2010					June 2010				
	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales
Andhra Pradesh	20.00	5.06	4.59	9.65	4.45	20.00	5.20	1656	21.76	9.44	35.00	12.32	26.35	38.67	20.22
Karnataka	28.00	3.33	9.76	13.09	6.91	33.00	6.18	17.95	24.13	13.90	72.00	10.23	57.57	67.80	45.77
Kerala	9.50	4.16	1.46	5.62	4.75	11.85	0.86	12.01	12.88	9.86	22.25	3.02	26.94	29.95	24.61
Tamil Nadu	45.00	4.95	0.00	4.95	4.93	30.00	0.01	29.34	29.34	23.14	53.00	6.21	28.92	35.13	28.01
Gujarat	14.00	16.98	5.32	22.30	10.37	15.00	11.93	7.17	19.10	13.23	20.00	5.87	11.15	17.02	15.45
Madhya Pradesh	1.40	24.22	0.00	24.22	7.13	4.90	17.10	2.58	19.68	5.06	13.30	14.62	11.43	26.05	8.22
Chhattisgarh	32.00	5.89	0.00	5.89	1.30	10.00	4.59	8.16	12.75	4.65	10.00	8.10	14.31	22.42	17.20
Maharashtra	35.00	0.51	4.58	5.09	2.34	40.00	2.75	40.35	43.10	30.51	70.00	12.59	55.31	67.90	48.90
Rajasthan	6.00	12.84	0.00	12.84	3.92	4.20	8.92	0.00	8.92	1.06	3.20	7.86	1.22	9.08	0.70
Haryana	10.00	0.00	0.00	0.00	0.00	5.00	0.00	2.65	2.65	2.65	3.00	0.00	9.78	9.78	8.52
Punjab	8.00	0.00	0.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	10.00	0.00	13.86	13.86	10.41
Himachal Pradesh	0.05	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00
Jammu and Kashmir	4.80	0.00	0.00	0.00	0.00	5.31	0.00	0.00	0.00	0.00	4.41	0.00	0.94	0.900	0.80
Uttar Pradesh	10.00	3.71	0.00	3.71	1.98	10.00	1.73	5.23	6.96	5.07	30.00	1.89	23.69	25.58	7.79
Uttarakhand	0.70	0.00	0.00	0.00	0.00	3.35	0.00	0.00	0.00	0.00	0.30	0.00	0.21	0.21	0.21
Bihar	5.00	0.00	0.12	0.12	0.00	10.00	0.12	10.41	10.53	6.21	20.00	4.32	13.33	17.65	13.85
Jharkhand	0.50	0.00	0.00	0.00	0.00	1.00	0.00	0.26	0.26	0.26	2.50	0.00	2.72	2.72	2.72
Orissa	4.00	4.22	2.65	6.87	2.60	8.00	4.28	4.08	8.35	4.56	20.00	3.79	11.60	15.39	11.00
West Bengal	12.32	0.00	7.70	7.70	3.74	14.11	3.97	21.10	25.07	17.73	17.80	7.34	24.63	33.77	26.08
Assam	5.40	0.00	5.37	5.37	5.25	7.80	0.13	5.36	5.49	1.92	12.60	3.57	10.33	13.90	7.13
All India	253.69	85.87	41.56	127.43	59.65	246.49	67.78	183.19	250.96	149.23	422.46	101.73	346.09	#REF!	297.57

RABI 2009-10**NPK**

08.04.10 States	JANUARY 2010					FEBRUARY 2010					MARCH 2010				
	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales	Require- ment	Opening Stock	Receipts	Availability	Sales
Andhra Pradesh	195.00	55.67	182.70	238.38	183.71	75.00	54.66	127.95	182.62	12841	35.00	54.21	135.99	190.19	136.50
Karnataka	100.00	25.81	112.59	138.41	101.94	70.00	3647	108.27	144.73	11758	55.00	27.15	125.54	152.69	134.24
Kerala	14.75	2.82	17.54	20.36	14.41	12.50	5.95	1587	21.82	13.65	10.25	8.18	10.11	18.29	11.28
Tamil Nadu	32.00	4.71	45.25	49.95	43.00	40.00	696	56.55	63.51	57.29	28.00	6.20	32.07	38.27	33.03
Gujarat	34.55	20.78	30.18	50.96	30.15	26.00	20.81	26.23	47.04	26.93	31.00	20.11	33.16	53.27	34.58
Madhya Pradesh	1.81	9.80	2.96	12.76	6.36	0.44	6.40	9.05	15.45	9.54	0.00	5.91	34.36	40.27	35.25
Chhattisgarh	7.25	1.62	1.61	3.23	1.53	6.95	1.70	16.41	18.11	1050	5.60	7.61	7.16	14.77	14.15
Maharashtra	100.00	16.07	108.84	124.90	98.24	75.00	26.66	134.06	160.73	13800	9000	22.72	123.30	146.02	134.24
Rajasthan	1.90	1.00	0.86	1.85	1.06	3.80	0.80	0.66	1.46	0.82	3.20	0.63	0.48	1.11	0.50
Haryana	3.00	1.05	0.94	1.99	0.84	1.00	1.16	6.24	7.39	5.40	1.00	1.99	4.99	6.98	6.51
Punjab	0.00	3.57	0.95	4.53	1.36	0.00	3.17	1.62	4.79	2.16	000	2.63	3.22	5.84	3.90
Uttar Pradesh	50.00	46.10	63.08	109.18	46.85	50.00	62.33	144.71	207.04	82.24	50.00	124.80	113.28	238.08	231.79
Uttarakhand	0.00	3.07	2.39	5.46	2.91	0.00	2.54	0.00	2.54	2.35	0.00	0.19	11.26	11.45	10.34
Bihar	10.00	3.84	21.40	25.24	21.04	5.00	4.21	27.01	31.21	29.46	5.00	1.75	15.94	17.69	17.69
Jharkhand	0.00	4.35	4.46	8.81	5.23	0.00	3.58	8.64	1222	9.19	0.00	3.03	0.71	3.75	3.25
Orissa	23.72	9.33	21.34	30.67	20.47	25.83	10.20	10.27	20.47	11.13	15.45	934	12.02	21.36	17.25
West Bengal	53.60	15.57	80.33	95.90	85.40	51.70	10.50	96.98	107.48	100.54	17.50	6.94	3319	40.13	40.13
All India	635.76	226.53	704.45	930.98	672.71	448.82	258.27	798.15	1056.42	752.18	351.98	304.23	703.49	1007.71	872.43

Kharif 2010**NPK**

07.04.10	April 2010					May 2010					June 2010					
	States	Require- ment	Stock Preposi- tioned during March 10	Opening Stock	Receipts	Availa- bility	Sales	Require- ment	Opening Stock	Receipts	Availa- bility	Sales	Require- ment	Opening Stock	Receipts	Availa- bility
Andhra Pradesh	50.00	101.50	47.24	62.52	109.76	51.64	95.00	58.12	89.56	147.68	84.39	135.00	63.29	132.64	195.93	158.68
Karnataka	89.70	79.24	20.33	49.32	69.65	49.58	100.70	20.07	79.70	99.77	74.99	117.60	24.78	128.45	153.23	136.72
Kerala	16.25	1.03	7.01	8.49	15.49	9.44	16.75	6.05	13.03	19.08	15.03	31.25	407	27.64	31.70	26.47
Tamil Nadu	26.75	5.03	5.23	28.81	34.04	30.68	35.75	3.36	44.44	47.80	44.91	31.25	2.90	42.71	45.60	44.78
Gujarat	20.50	3.58	23.06	34.55	57.61	28.33	38.80	29.28	37.22	66.50	38.22	38.50	28.28	53.11	81.39	51.26
Madhya Pradesh	18.30	35.25	2.62	16.63	19.25	15.38	29.80	3.87	22.83	26.70	18.88	10.00	7.82	27.27	35.09	29.18
Chhattisgarh	19.81	8.55	0.69	8.72	9.41	2.74	15.21	6.67	7.97	14.64	7.53	21.96	7.10	10.21	17.31	16.67
Maharashtra	72.00	44.24	7.28	107.69	114.96	106.35	98.10	8.61	112.83	121.44	105.04	233.20	1640	181.17	197.57	185.61
Rajasthan	5.00		0.56	3.21	3.77	2.92	10.50	0.85	11.72	12.58	11.71	13.80	0.87	14.69	15.56	14.73
Haryana	1.00	5.51	0.23	9.64	9.87	4.27	6.00	5.60	6.43	12.03	5.00	5.00	7.03	12.03	19.06	10.16
Punjab	6.00	3.90	0.68	12.28	12.96	8.11	5.50	4.85	5.27	10.12	6.80	5.50	3.33	5.99	9.31	6.99
Himachal Pradesh	2.60	2.05	000	0.00	0.00	0.00	2.60	0.00	2.65	2.65	1.10	2.60	1.54	1.83	3.37	3.32
Jammu and Kashmir	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uttar Pradesh	85.00	181.79	3.34	65.67	69.01	46.16	85.00	22.85	6465	87.50	53.36	85.00	34.15	77.02	111.17	73.52
Uttarakhand	3.00	10.34	1.06	6.43	7.49	5.38	4.00	2.11	2.64	4.76	3.22	5.00	1.53	6.59	8.13	6.88
Bihar	10.00	12.69	0.00	11.10	11.10	3.45	25.00	7.65	23.10	30.76	18.95	40.00	11.80	14.96	26.76	16.45
Jharkhand	1.50	3.25	0.50	0.78	1.28	083	5.50	0.45	3.15	3.60	0.68	7.00	2.92	3.46	6.39	4.00
Orissa	4.00	1.80	4.11	9.00	13.11	524	16.00	7.87	14.60	22.48	11.85	30.00	10.62	27.34	37.96	29.64
West Bengal	27.30	22.63	0.01	12.12	12.13	8.65	28.85	3.47	58.65	62.13	49.36	39.00	12.77	61.84	74.61	58.77
Assam	0.61	0.00			0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.98	0.00	4.50	4.50	4.20
All India	461.19	523.15	123.94	448.42	572.36	380.61	621.95	191.75	602.21	793.96	552.73	858.10	241.24	836.61	1077.85	880.99

Hike in Price of Ethanol

876. SHRI DINESH CHANDRA YADAV:
SHRI HARSH VARDHAN:

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

(a) whether the prices of ethanol have been increased in the country;

(b) if so, the details thereof;

(c) whether oil companies are likely to incur financial loss due to the said price rise;

(d) if so, the total annual loss likely to be incurred by the oil companies;

(e) whether oil companies have got some financial relief by mixing ethanol during the last few years; and

(f) if so, the total annual financial relief assessed thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) The Government has not taken a decision regarding increase in ethanol prices under the EBP Programme.

(c) and (d) Does not arise in view of (a) and (b) above.

(e) and (f) Yes, Madam. The total financial benefit worked out for the period Oct. 2006 to March' 2010 in respect of all the three Oil Marketing Companies (OMCs) i.e. Indian Oil Corporation Ltd. (IOCL), Bharat Petroleum Corporation Ltd. (BPCL) and Hindustan Petroleum Corporation Ltd. (HPCL) by mixing of ethanol with petrol is as under:

Company	Financial Benefit
IOCL	Rs. 101.20 Crore
BPCL	Rs. 58.66 Crore
HPCL	Rs. 51.16 Crore
Total	Rs. 211.02 Crore

Sale Price of Natural Gas

877. SHRI ANANT KUMAR HEGDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has given permission to Oil and Natural Gas Corporation (ONGC) to sell the gas at the rate of 5.25 US Dollar per million British Thermal Unit;

(b) if so, the details thereof; and

(c) the details of corresponding rates of selling to the consumers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Government has issued guidelines for pricing and commercial utilization of non-APM gas produced by National Oil Companies (NOCs), viz., ONGC and OIL, from their nominated blocks. Four supply zones have been identified in the Guidelines and the prices of non-APM gas sold by NOCs in these zones are as follows:

1. Western and Northern zone (covering Maharashtra, Gujarat and other States covered by HVJ/DVPL viz., Rajasthan, M.P., U.P., Haryana and Delhi)-\$5/mmbtu
2. Southern zone-KG-Basin-\$4.5/mmbtu
3. Southern zone-Cauvery-Basin-\$4.75/mmbtu
4. North-East-\$4.2/mmbtu

Further, a premium of \$0.25/mmbtu for production of non-APM gas from offshore fields has been provided, as higher investment is required in development and production of offshore fields.

[English]

National Policy for Petrochemical Exports

878. SHRI ANAND PRAKASH PARANJPE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to come out with a national policy for boosting research and development activities in the petrochemical exports; and

(b) If so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) The Government approved National Policy on Petrochemicals in April 2007, The main objectives of the Policy are to increase investments and competitiveness both in the upstream and downstream sectors, encourage modernization of downstream processing units, promote research and development, development of adequate skilled manpower, etc. with an overall objective to achieve an environmentally sustainable and healthy growth in the petrochemical sector which will also increase the exports in the sector.

In the Foreign Trade Policy announced by Ministry of Commerce and Industry for the period 2009-14, the various schemes like Duty Exemption Scheme (DES) which enables duty free import of inputs required for export production, Duty Entitlement Pass Book (DEPB) Scheme to neutralize incidence of Customs Duty on import content of export product, Zero Duty Export Promotion Capital Goods Scheme (EPCG) for import of capital goods for export production etc. are available to the Industrial Sector which also includes Petrochemicals.

Merit-cum Means Scheme

879. SHRI NAMA NAGESWARA RAO: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has launched a merit-cum-means scheme for students belonging to Minority communities;

(b) if so, the details thereof;

(c) the targets set and achievement made there against in respect of each State since the launch of the scheme, State-wise; and

(d) the total amount earmarked and spent under the scheme since the launch of the scheme, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Madam.

(b) and (c) The merit-cum-means scholarship scheme is a centrally sponsored scheme launched in

2007. It is being implemented through State Governments/Union Territory Administrations. Under this scheme scholarships are available for pursuing professional and technical courses in the country, at graduate and post-graduate levels, in institutions recognized by the appropriate authority. Every year 20,000 fresh scholarships are proposed to be awarded in addition to the renewals. 30% of these scholarships are earmarked for girl students.

To be eligible, a student should have secured admission in any technical or professional institution, recognized by an appropriate authority, In case of students admitted without a competitive examination, students should have secured not less than 50% marks. The annual income of the family from all sources should not exceed Rs. 2.50 lakhs. Seventy Institutes for professional and technical courses have been listed in the scheme. Eligible students from the minority communities admitted to these institutions are reimbursed full course fee. Course fee of Rs.20,000/- per annum is reimbursed to students studying in other institutions.

All other details in respect of this scheme, including State-wise, year-wise targets and achievements since inception of the scheme, are available in the website of this Ministry i.e. www.minorityaffairs.gov.in.

(d) Under the Merit-cum-means based scholarship scheme, there is no earmarking of funds State-wise. The year-wise fund allocation and expenditure under the scheme since its inception is given below:

Year	Budgeted Amount (in Rupees)	Expenditure (in Rupees)
2007-08	54.00 crore	40.80 crore
2008-09	65.00 crore	64.79 crore
2009-10	100.00 crore	97.51 crore
2010-11	135.00 crore	2.37 crore (till 30.6.2010)

Shortage of Fertilizers

880. SHRI P.T. THOMAS: Will the Minister of CHEMICALS AND FERTILISERS be pleased to state:

(a) whether there is severe shortage of fertilizers like Factamphose in Kerala in this season;

(b) if so, the reasons therefor;

(c) whether the Government proposes to optimize the production capacity of fertilizer plants including Fertilizers and Chemicals Travancore Ltd. (FACT) of Kerala; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA):

(a) and (b) Fertilizers and Chemicals Travancore Ltd. (FACT) has supplied 23,318 MT of Factamfos against the movement plan of 24,000 MT in the state of Kerala in June, 2010. As on date, there are no reports of shortage of Factamfos in Kerala. However, the month-wise requirement and availability of NPK (including Factamfos) fertilizers in the state is as follows:

(Qty. in 000MT)

Month	Requirement	Availability
April'10	16.25	15.49
May'10	16.75	19.08
June'10	31.25	31.70
July'10 (as on 26.7.2010)	28.25	28.43

As can be seen there is no shortage of NPK fertilizers which includes Factamfos in the state during current season.

(c) and (d) The Government proposes to optimize the production capacity of fertilizer plants including Fertilizers and Chemicals Travancore Ltd. (FACT). The production plan of FACT for the year 2010-11 envisages the production of 8.00 lakh MT of Factamfos and 2.25 lakh MT of Ammonium Sulphate as against the production of 7.53 lakh MT of Factamfos and 1.79 lakh MT of Ammonium Sulphate during the year 2009-10. During the current year after completing the annual turnaround work in April-May 2010, FACT has produced 1.97 lakh MT of Factamfos and 0.4 lakh MT of Ammonium Sulphate up to 24.7.2010.

Merger of AI/IA

881. SHRI BAL KUMAR PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received the report from committee on public undertakings on the merger of Indian Airlines and Air India;

(b) if so, whether the Committee is of the opinion that the merger to Indian Airlines and Air India was not in the national interest and interest of the airlines;

(c) if so, the details thereof;

(d) whether the Government Initiated stringent punitive measures against the officials responsible for the merger as recommended by the committee;

(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) Yes, Madam.

(b) and (c) The Committee has made observations on the merger of the erstwhile Indian Airlines Limited and Air India Limited.

(d) to (f) The observations/recommendations of the Committee are being examined in NACIL and Ministry of Civil Aviation and a report thereon would be submitted to the Lok Sabha Secretariat within the stipulated period.

Facilities for Physically Handicapped Persons

882. SHRI PURNMASI RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any data about the total number of physically challenged passengers travelled in long distance trains during 2009-2010;

(b) if so, the details thereof and if not, the steps taken to maintain the information henceforth;

(c) whether there is no provision for ramp etc. in railway coaches for easy movement of physically challenged passengers in trains;

(d) if so, the steps taken to change the coach design accordingly; and

(e) the steps taken to provide wheel chairs with attendants and ramps for the benefit of physically challenged passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The number of orthopedically handicapped/paraplegic persons travelling on concession tickets in reserved segment during the year 2009-2010 is approximately 9.84 lakh.

(c) and (d) Indian Railways have been manufacturing passenger coaches with specially designed compartments and toilets for wheel chair borne passengers. Facilities for ramp etc. for P ingress/egress are not available in the current designs of coaches.

(e) Facilities already exist for provision of wheel chairs at stations. This service is provided free of cost, duly escorted by coolies (on payment) as per present practice. Zonal Railways are also attempting to provide 'Battery Operated Vehicles for Disabled and Old Age Passengers' at railway stations through commercial publicity route.

All major railway stations have been provided with ramps at exit/entry. Ramps and pathways have also been provided at the end of the platforms at all major railway stations to facilitate inter-platform transfer for physically challenged passengers. Provision of ramps at remaining stations is undertaken by Railways in a phased manner.

[*Translation*]

Rising Corruption Cases

883. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether a number of cases of corruption against the corrupt officials are rising in the country;

(b) if so, the total number of such cases pending in the Supreme Court as on date;

(c) whether the Supreme Court is facing difficulties in disposing of these cases;

(d) if so, the details thereof;

(e) whether any scheme has been formulated for the speedy disposal of such pending cases; and

(f) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (f) The information is being collected and will be laid on the Table of the House.

Assistance to FPI

884. RAJKUMARI RATNA SINGH:
SHRI IJYARAJ SINGH:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether it is a fact that the assistance being provided to food processing industries in the country has been withdrawn;

(b) if so, the reasons therefor; and

(c) if not, the names of the schemes in operation at present to promote the food processing industries?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) No, Madam. The assistance being provided to food processing industries has not been withdrawn rather apart from continuation of all ongoing schemes, major fiscal incentives have been announced.

(c) Ministry of Food Processing Industries has been implementing various Plan Schemes for promotion and development of Food Processing sector including rural areas *i.e.*

- (i) Scheme for Infrastructure Development with major components *i.e.* Mega Food Park; Cold Chain; Modernisation of Abattoirs and Value Added Centres
- (ii) Setting up of Technology Upgradation/Modernisation/Expansion of FPI;
- (iii) Scheme for Quality Assurance, Codex Standards and R and D;
- (iv) Scheme for Human Resource Development;

- (v) Scheme for Strengthening of Institutions; and
- (vi) Scheme for upgradation of Quality Street Food.

[English]

Indo-Iran Underwater Gas Pipeline

885. SHRI GAJANAN D. BABAR:
SHRI DHARMENDRA YADAV:
SHRI ANANDRAO ADSUL:

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

- (a) whether India and Iran has been considering having an underwater gas pipeline;
- (b) if so, whether any discussion has been held with Iran in this regard;
- (c) if so, the outcome thereof;
- (d) whether Iran had insisted upon not abandoning the Iran-Pakistan-India pipeline project; and
- (e) if so, the response of the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) No such proposal is under consideration of the Governments of India and Iran.

(d) and (e) India is pursuing the import of natural gas from Iran through Iran-Pakistan-India (IPI) Gas Pipeline Project. Various important issues concerning the Project are under discussion amongst the participating countries.

[Translation]

Facilities in Duronto Trains

886. SHRI VILAS MUTTEMWAR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether 14 passengers became sick after taking breakfast in the morning in Delhi-Ernakulam Duronto Express;
- (b) if so, the details thereof;

(c) whether there are inadequate bedrolls in sleeper class and AC coaches in Duronto Express;

(d) if so, whether it is not compulsory to inform about requirement of blanket, bedroll etc. at the time of booking ticket for Duronto Express;

(e) if so, whether the passengers have to face problems as no such provision is available in the reservation form; and

(f) if so, the steps being taken by the Railways to address the problems of the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) An Incident involving food poisoning of few passengers had been reported on 17.05.2010 in Hazrat Nizamuddin-Ernakulam Duronto Express at Kozhikode.

(b) In this incident 19 passengers were hospitalized and 11 passengers took treatment in the OPD in Government Hospital, Calicut. After treatment the passengers were taken to Ernakulam by Parasuram Express on 19.05.2010.

(c) In AC coaches of Duronto Trains, bedrolls are provided to every passenger and provision is made accordingly. As far as sleeper class coaches of Duronto Trains are concerned, the requirement of bed rolls is assessed based on the specific demand of the passengers while making reservations and provision is made accordingly in the coaches.

(d) to (f) In 1st AC, 2nd AC and 3rd AC Class where fares are inclusive of bedroll charges, no separate requisition for supply of bedrolls is to be placed at the time of booking of ticket. However, in case of Sleeper Class of Duronto Express, instructions to the Reservation Staff exist to invariably ask the passengers for his option to avail bedroll facility on payment of charges. Indication to this effect, as to who has opted for this facility, is displayed on the Reservation Chart. It helps the bedroll supplying staff to organize supply thereof accordingly.

[English]

Preventive Measures for Oil Spill in High Seas

887. SHRI MANISH TEWARI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether in the wake of the oil spill in the Gulf of Mexico the Government has carried out any exercise to determine its own preparedness to combat such an eventuality on high seas;

(b) if so, the measures in place at various public and private oil exploration installations on the Indian High Seas to prevent an eventuality of this nature;

(c) whether the Government has the institutional capacity to deal with an oil spill of the gulf on Mexico magnitude;

(d) if so, the details thereof;

(e) the maximum depth at which offshore drilling is taking place on Indian High Seas;

(f) the arrangements have been made for the safety and security of offshore oil installations given the heightened threat perception in the region due to terrorist activity; and

(g) the manner in which the nodal agency to coordinate security of offshore oil installations?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Government has undertaken a review of its preparedness to counter such an eventuality on the high seas in a meeting held recently with all concerned agencies viz., Ministry of Environment and Forests, Directorate General of Hydrocarbons(DGH), Oil Industries Safety Directorate(OISD), Indian Coast Guard, Oil and Natural Gas Corporation(ONGC), Oil India Limited (OIL) and other Private *E and P* Companies operating in Indian offshore to review offshore safety issues and the Disaster Management Plans as also to suggest way forward for formulating mitigation measures in the event of oil spill crisis in high seas/offshore area of the country. Following are the main outcome of discussions:

- All operators should be prepared for any contingencies and there should not be any compromise or cost cutting on safety related issues.
- The compliance to High Sea Exploration (HSE) Audit observations should be done by the operators and their safety standards should be adequate and of international level.

(b) Under the PSC regime, the drilling rigs/vessels deployed by the Contractors for exploratory locations, have their own HSB Management Systems. Periodic inspection and maintenance of safety critical equipments such as well control equipments, fire and gas detectors, fire fighting equipments and life saving appliances are part of the Safety Management System. Further, the rigs are periodically audited for HSE compliance.

(c) and (d) The Government has in place 'National Oil Spill Disaster Contingency Plan (NOSDCP) for which Indian Coast Guard is the coordinating authority.

(e) The maximum water depth at which a well has been drilled is about 2841m. The exploratory well UD-1 was drilled to a total depth of 6576M (including water depth of 2841m) in the deepwater block KG-DWN-98/2 in East Coast, operated by an ONGC led Consortium.

(f) and (g) The nodal agency for security of the offshore installation is Indian Navy. The Indian Navy with the help of the Indian Coast Guards and other State Security agencies keeps constant air and surface surveillance of these installations.

Legal Education System

888. SHRI M. RAJA MOHAN REDDY: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has chalked out any plan for major overhaul of the legal education system in the country to bring it in tune with needs of the present economy and society; and

(b) if so, the steps taken to make the legal curricula multi-disciplinary, creative and flexible?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Yes, the Ministry of Law and Justice, in association with National Law University, Delhi and the Bar Council of India organized a National Consultation for Second Generation Reforms in Legal Education on 1st and 2nd May, 2010 in Vigyan Bhawan, New Delhi.

(b) After wide consultations among various groups and Universities, a report of the major recommendations was prepared and the following course of action has been decided:

- To establish four national level institutions at the regional level as Centres of Excellence focused on research and up-gradation of faculty skills - these may be called Institutes of Advanced Legal Studies and Research.
- There will be a National Law University established in every state as a school of excellence.
- Each of the 913 existing law schools to be evaluated by an empowered committee and classified as per standards and needs for the purpose of upgrading such colleges and creating and providing opportunities to the students.
- PPP model for law schools with specialized focus to be encouraged.
- Autonomous colleges that will meet demanding accreditation standards to be encouraged.

Amendment in Hindu Marriage Act

889. PROF. RANJAN PRASAD YADAV:
SHRI GURUDAS DASGUPTA:

Will the Minister of LAW AND JUSTICE be pleased to state:

- (a) whether there is proposal to amend the Hindu Marriage Act to bar same gotra marriages;
- (b) if so, the details thereof; and
- (c) the time by which it is likely to be amended?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) No, Madam.

(b) and (c) Does not arise.

[Translation]

Disruption of Train Activities

890. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the night train operation in the naxal affected States particularly in the Jharkhand have been discontinued recently by the Railways due to the increasing number of naxal attacks;

(b) if so, the number of passenger/mail/express/goods trains discontinued so far;

(c) the details of steps taken by the Railways to ascertain the numbers of affected train passengers alongwith the financial loss incurred by the Railways as a result of the discontinuance of the above trains; and

(d) the steps taken by the Railways to increase the present strength of the security in the interest of the Railways complexes/trains and commuters in naxal affected States of the country particularly in Jharkhand?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Cancellation of trains is not done on the basis of State boundaries and data is not maintained Statewise. Running of passenger. carrying trains have not been discontinued but has been regulated during night hours, between Tatanagar and Kharagpur and Kharagpur and Adra, for the safety and security of passengers in view of increase in naxal attacks. Due to adverse law and order situation, the Railways are suffering revenue loss as delays and cancellation of trains which is impacting traffic offerings. Railway finances are also affected as there has been an increase in the expenditure on law and order issues. However, monetary loss to the Railways is not calculated train wise or on the basis of punctuality of trains.

(d) 'Policing on Railways' is a State subject and prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore the statutory responsibility of the State police, which they discharge through the Government Railway Police (GRP) of the State concerned. However, to provide better security to the travelling passengers in trains and passenger areas, the RPF Act, 1957 and the Railways Act, 1989 have been amended in the year 2003 to enable the Railways, through the Railway Protection Force, to supplement the efforts of the State Governments in controlling crime on the Railways.

Ministry of Railways have created 973 additional posts in RPF in 2007 and 5124 additional posts in April, 2010 to strengthen the security on Railways.

[English]

Textile Industry of Venkatagiri

891. SHRI L. RAJA GOPAL: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is aware of the problems being faced by textiles units in Venkatagiri (popularly known as Venkatagiri Sarees) in Andhra Pradesh during the last few years in view of increased input costs; and

(b) if so, the steps that the Government is going to take to prevent these units from the brink of collapse?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam. The State Government of Andhra Pradesh has reported the problems being faced by Textile Units in Venkatagiri in view of increased input cost.

(b) The Government of India has been implementing the following Five Schemes for the overall development of Handloom weavers, all over the country, including State of Andhra Pradesh:

• **Integrated Handlooms Development Scheme (IHDS)**

This scheme provides need based inputs to a "Cluster" of 300-500 Handloom or a "Group" of 10-100 weavers for making them self-sustainable by providing them financial assistance for margin money, working capital, new looms and accessories, skill upgradation, marketing opportunities and for construction of workshed.

Under IHDS, so far 52 clusters and 262 Group Approach proposals have been sanctioned for State of Andhra Pradesh during the XI Plan period. A sum of Rs. 1403. 40 Lakh has been released. Out of these, 3 cluster and 3 Group Approach proposals have been sanctioned for the development of handloom weavers of Nellore Distt.

• **Handloom Weavers' Comprehensive Welfare Scheme**

This comprises of two separate schemes viz. the **Health Insurance Scheme** (HIS) for providing Health Insurance to the Handloom weavers and **Mahatma**

Gandhi Bunkar Bima Yojana (MGBBY) for providing Life Insurance Cover in case of natural/accidental death, total/partial disability due to accident. Under Health Insurance Scheme (HIS), 1,20,027 handloom weavers and under Mahatma Gandhi Bunkar Bima Yojana (MGBBY), 90,460 handloom weavers were enrolled during 2009-10 in the State of Andhra Pradesh.

• **Marketing and Export Promotion Scheme (MEPS)**

This scheme provides marketing opportunities and infrastructure support through design development and marketing linkages to assist in the sale of the Handloom products both in domestic and international market.

Under the Scheme, during the current financial year 55 proposals to organize the exhibitions of various levels have been sanctioned for the State of Andhra Pradesh.

• **Mill Gate Price Scheme**

This scheme makes available all types of yarn at **Mill Gate Price** to the eligible handloom agencies to facilitate regular supply of basic raw material to the handloom weavers and to optimize their employment potential. Under the Mill Gate Price Scheme during 2009-10, 54.49 lakh kgs. of yarn valuing Rs. 6813.13 lakh was supplied in the State of Andhra Pradesh.

• **Diversified Handloom Development Scheme**

This scheme provides assistance for technological and skill upgradation of weavers for design and product development through **25 Weavers' Service Centres and 05 Indian Institutes of Handloom Technology** all over the country to improve the productivity and earnings of the handloom weavers. 2 Weavers' Service Centres at Hyderabad and Vijaywada are functioning in Andhra Pradesh.

Besides above schemes, Government of Andhra Pradesh is also implementing their own schemes *i.e.*, Artisan Credit Card Scheme, 10% Yarn Subsidy Scheme, Modernization and upgradation of Loom Scheme, Pavala Vaddi Scheme, Assistance under NABARD Refinance Scheme, Loan Waiver Scheme etc. for the benefit of Handloom Industry. Under the welfare measures Old Age pension Scheme are also being implemented for the benefit of weavers and their families.

Textile Industry in Kerala

892. SHRI M.I. SHANAVAS: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has evaluated the share of textile industry of Kerala in the field of textiles manufactured in the country;

(b) if so, the details thereof;

(c) whether the Government plans to give special impetus to the textile industry of Kerala; and

(d) if so, the complete details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Share of Textile Industry of Kerala in the field of Textiles manufactured in the Country is as follows:

	Kerala	India
No. of Mills	34	2804
No. of powerloom	2804	2248842
Production of Yarn (MT)	3607	4188
Production of cloth (Mn. Sqm.)	1.69	1796.34

(c) and (d) Ministry of Textiles has a number of Schemes that are designed to give impetus to textiles industry in the country, including Kerala State, such as:

- (i) Technology Upgradation Fund Scheme
- (ii) Scheme of Integrated Textile Park
- (iii) Integrated Powerloom Cluster Development
- (iv) Powerloom Group Insurance and Group Workshed Scheme
- (v) Integrated Skill Development Scheme

Outdated Coaches

893. SHRI K.C. VENUGOPAL: Will the Minister of RAILWAYS pleased to state:

(a) whether the Railways are aware of the fact that a large number of Railway coaches are outdated and too old causing inconvenience to passengers;

(b) if so, the details thereof; and

(c) the steps being taken by the Railways to replace the outdated coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam. Coaches with a prescribed codal life are used in passenger services on Indian Railways.

(b) Does not arise.

(c) Acquisition of new coaches for replacement of over-aged stock is a continuous process on Indian Railways. Coaches are replaced on age-cum condition basis, after attaining their prescribed codal life.

Double Stack Container

894. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Gujarat has submitted a proposal regarding providing facility of double stack container towards Kandia - Bhiladi - Samdari - Jodhpur - Bhatinda railway line in February 2008;

(b) if so, the present status of this proposal; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

Textiles Processing Units

895. SHRI HARISHCHANDRA CHAVAN: Will the Minister of TEXTILES be pleased to state:

(a) whether the performance of textiles processing units have been dismal and needs to be strengthened;

(b) if so, whether any package for textile processing units is under consideration of the Government;

(c) if so, whether the Government proposes to promote the textile industry by setting up of textile parks in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No Madam.

(b) Technology Upgradation Fund Scheme (TUFS) provides 5% interest reimbursement plus 10% Credit

Link Capital Subsidy for the specified processing machinery.

(c) and (d) As per target 40 textile park projects have been sanctioned under the Scheme for Integrated Textile Park (SITP). The details are enclosed as Statement.

Statement

Sl.No.	Project Name	Location	Activities
1	2	3	4
1.	Hyderabad Hi-tech Weaving Park	Mahboob Nagar	Weaving, sizing, Warping, processing etc.
2.	Hindupur Vyapar Apparel Park Limited	Ananthpur	Weaving, sizing, warping and garmenting.
3.	Pochampally Handloom Park Limited	Pochampally	Handloom Weaving including Yarn Processing, dyeing, Preparatory, etc.
4.	Brandix India Apparel City Private Limited	Vishakhapatnam	Spinning, yarn processing (dyeing, weaving preparatory etc), fabric processing apparel manufacturing etc
5.	MAS Fabric (India.) Park Ltd	Nellore	Spinning, knitting, processing, and garmenting to Apparel Manufacturing along with supporting facilities such as stitching, Finishing and Packing
(5) Andhra Pradesh Total			
6.	Gujarat Eco Textile Park Limited	Surat	Weaving, processing and Technical Textiles.
7.	Mundra SEZ Textile and Apparel Park Limited	Kutch	Spinning, weaving, garmenting Technical Textiles and Composite Units.
8.	Fairdeal Textile Park Pvt Ltd	Surat	Texturizing, Weaving and Sizing unit.
9.	Vraj Integrated Textile Park Limited	Kheda	Spinning, Weaving Garmenting, Sizing and Yarn Dyeing.
10.	Sayana Textile Park Ltd	Surat	Texturizing, Weaving and Garmenting
11.	Surat Super Yarn Park Limited	Surat	Texturising
12.	RJD Integrated Textile Park	Surat	Weaving Water jet Loo Weaving- HS Rapier Loo Weaving-LS Rapier Loo Composite Texturizing Embroidery
(7) Gujarat Total			
13.	Metro Hi-Tech Cooperative Park Limited	Ichalkaranji	Sizing, Weaving, warping Garmenting, Spinning and Processing.
14.	Pride india cooperative Textile park Limited	Ichalkaranji	Sizing, Weaving and Garmenting.

1	2	3	4
15.	Baramati Hi Tech Textile Park Limited	Baramati	Garmenting, Technical Textile and Home furnishing.
16.	Shri Dhairyashil Mane Textile Park Co-op Society Limited	Ichalkaranji	Weaving/Sizing, Weaving processing, Garmenting
17.	Deesan Infrastructure Pvt Ltd	Dhule	Spinning, Weaving, Processing, Sizing, Terry Towel.
18.	Asmeeta Infratech Pvt Ltd	Bhiwandi	Sizing Yarn Dyeing Weaving processing
19.	Islampur Integrated Textile Park Pvt Ltd	Islampur	Woven processing with yarn dyeing facility and Garmenting.
20.	Latur Integrated Textile Park Pvt Ltd	Latur	Weaving Garmenting
21.	Purna Global Textile Park Ltd	Hingoli	Ginning, spinning, Sizing and Warping, Weaving Garmenting and Knitting.
(9) Maharashtra Total			
22.	The Great Indian Linen and Textile Infrastructure Company	Perundurai	Weaving Processing, Dyeing and Automated Bed Linen
23.	SIMA Textile Processing Centre	Cuddalore	Processing of Woven ,Knitted fabric and Yarn
24.	Palladam Hi-Tech Weaving park	Palladam	Manufacture of Cotton Xth on Shuttleless looms, Garmenting and madeups.
25.	Komarapalayam Hi-Tech Weaving Park Ltd.	Komarapalayam	Spinning Weaving Warping and sizing.
26.	Karur Integrated Textile Park	Karur	Weaving and made up Units for Home Textiles
27.	Madurai Integrated Textile Park Ltd	Madurai	Composite Park comprising of Weaving, Processing and Garmenting.
28.	Vaigai HiTech weaving Park	Theri	Weaving, Sizing, Warping and Garmenting
29.	Kanchipuram AACM Handloom Silk Park	Kanchipuram	Spinning Units, Weaving, Dyeing, Knitting, Printing, Embroidery and Garmenting.
(8) Tamil Nadu Total			
30.	Jaipur Texweaving Park Limited	Kishangarh	Weaving, Sizing and Garmenting.
31.	Kishangarh Hi-Tech Textile Park Limited	Kishangarh	Weaving and Spinning.
32.	Next Gen Textile Park Pvt Ltd	Pali	Garmenting Spinning, Weaving etc.

1	2	3	4
33.	Jaipur Integrated Texcraft Park Pvt Ltd	Bagru	Hand Block, Screen printing, Garmenting, Madeups
34.	Bharat Fabtex and Corporate Park Pvt Ltd	Pai	Spinning Weaving, Knitting, Printing, Embroidery, Garmenting and Dyeing
(5) Rajasthan Total			
35.	Lotus Integrated Tex Park	Punjab	Spinning, Knitting, Garmenting, Madeups, Embroidery etc.
36.	Rhythm Textile and Apparel Park Ltd	Nawansaher	Garmenting, Knitting and Labelling
37.	Ludhiana Integrated Textile Park Ltd	Ludhiana	Circular Knitting, Flat Knitting-Manual and Computerised Garmenting.
(3) Punjab			
38.	EIGMEF Apparel Park Limited	Kolkata West Bengal	Garmenting
39.	Doddabalapur Integerated Textile Park	Doddabalapur, Karnataka	Weaving, sizing and Warping.
40.	CLC Textile Park Pvt Ltd	Chhindwara, MP	Spinning (Ring frame and Open Ende), Weaving, Sizing/Warping, Garment Manufacturing, Cotton Ginning and Pressing, Surgical Cotton Bleach.
Total (40)			

High Speed Rail Corridor

896. SHRI G.M. SIDDESHWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any request from Karnataka Government that a High Speed Southern Rail Corridor be planned between Chennai-Mumbai via Bangalore and Hubli with an additional link between Bangalore and Mysore;

(b) if so, the details of the feasibility study conducted by the Railways; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Yes, Madam. Government of Karnataka had requested for

undertaking pre-feasibility study for a High Speed Rail corridor on the Chennai-Bangalore-Hubli-Mumbai route with a link upto Mysore. As per the policy of Ministry of Railways, pre-feasibility study for High Speed Rail Corridor which is other than the six corridors identified by Railways, the concerned State Government has to bear 80% of the cost of the study. Government of Karnataka has expressed its unwillingness to do so. Hence the decision to go in for a pre-feasibility study for High speed Rail Corridor between Chennai-Mumbai lies with the Government of Karnataka.

Two Shifts in Courts

897. DR. K.S. RAO: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has taken any decision to start two shifts in various courts and tribunals with a view to decreasing the number of pending litigations;

(b) if so, the details thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (c) The Government has accepted the recommendations of the Thirteenth Finance Commission (TFC) for the provision of Rs. 5000 Crore for improvement in administration of justice in the country which, inter-alia, provides for a grant of Rs. 2500 crore for the setting up of Morning/Evening/Shift/Special Magistrates' Courts in the States. The feasibility and plan of starting shift Courts has to be decided by the State Governments in consultation with the respective High Courts.

[Translation]

Gauge Conversion Between Sitamarhi-Raxaul

898. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have started the gauge conversion works between Sitamarhi- Raxaul in Bihar;

(b) if so, the details thereof; and

(c) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) Earthwork, major bridges, minor bridges and track linking have been taken up.

(c) Sitamarhi-Bairgania section is targeted for completion during 2010-11. The work in Bairgania-Raxaul is likely to be completed by December, 2011.

Changes in Routes and Flight Schedule due to Matches

899. SHRI KIRTI AZAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether route and flight schedule were changed during I PL-3 matches on the behalf of IPL managers; and

(b) if so, the officials responsible in this regard and action taken against them?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Madam. NACIL had rescheduled three flights on behalf of the Mumbai Indians team in April, 2010. NACIL has a commercial tie-up with the 'Mumbai Indians' Cricket team and in exchange for the publicity and exposure, NACIL had an agreement to carry the team on its services. There was no irregularity. Commercial arrangements are routinely entered by all airlines.

[English]

Correct Landing Procedures

900. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Directorate General of Civil Aviation has issued a fresh directive to all airlines re-defining "correct landing" procedures after Mangalore air crash incident; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Madam.

(b) Directorate General of Civil Aviation (DGCA) has Issued Operations Advisory Circular 12 of 2010 on 01.06.2010 impressing upon all scheduled/Non scheduled/General Aviation Operators to strictly adhere to the standard Operating procedures for approach and landing that would result in decent landings acceptable within the limitations of the aircraft without compromising stopping distance requirements.

Maharaja Express

901. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have introduced Maharaja Express;

(b) if so, the details thereof;

(c) whether it is proposed to introduce more such trains on some other routes of the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes,

Madam. The Indian Railway Catering and Tourism Corporation Ltd. has introduced Maharajas' Express, a luxury tourist train in association with Cox and Kings. It is presently operated on four pan-India itineraries covering places of tourist importance.

(c) and (d) Yes, Madam. There is a proposal from Punjab Heritage and Tourism Promotion Board (PHTPB) for running a similar luxury tourist train.

Outstanding Dues of AAI

902. SHRI P. VISWANATHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many of the private airlines owes huge amount of money to the Airports Authority of India (AAI);

(b) if so, the details thereof;

(c) whether the AAI has taken any steps to recover the outstanding dues;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFEL PATEL): (a) and (b) Yes, Madam. The total dues of private airlines as on 30.06.2010 works out to Rs. 304.65 crores. Details are in Rs. (in crores)- Kingfisher Airlines (184.87), Jet Airways (36.33), Jet Lite (14.66), Indigo (11.19), SpiceJet (11.14), Go Air (5.29), Paramount (4.53) and others (36.64).

(c) and (d) Airports Authority of India (AAI) is in constant touch with the airlines for realization of dues. Whenever any private airline defaults in making payments, notice for operation on "CASH AND CARRY" basis is issued besides recovery of dues from security deposit and other related action.

(e) Not applicable.

'17-POINT Agenda'

903. SHRI K.R.G. REDDY: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has prepared any 17-

point agenda;

(b) if so, the details thereof; and

(c) the present status of its implementation and the time frame set up for its implementation?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Madam.

(b) and (c) Do not arise in view of above.

Cancellation/Rescheduling of Trains

904. SHRI VISHWA MOHAN KUMAR:
SHRI PRADEEP MAJHI:
SHRI ABDUL RAHMAN:
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether train operations have been affected in the country due to floods, terrorist and naxalite activities in various parts of the country during the last three months;

(b) if so, the zone-wise and date-wise details of the trains cancelled/rescheduled as a result thereof;

(c) the zone-wise details of passengers affected and the loss incurred by Railways due to cancellation of trains; and

(d) the details of steps taken by the Railways to deal with such situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The trains are only diverted or cancelled or regulated temporarily during flood/breach or for terrorist and naxalite activities.

(b) The information is being collected and will be laid on the Table of the Sabha.

(c) Due to adverse law and order situation, the Railways are suffering revenue loss as delays and cancellation of trains which is impacting traffic offerings. Railway finances are also being affected as there has been an increase in the expenditure on law and order issues. However, monetary loss to the Railways is not calculated train wise or on the basis of punctuality of

trains.

(d) 'Policing on Railways' is a State subject and prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore the statutory responsibility of the State police, which they discharge through the Government Railway Police (GRP) of the State concerned. The State police has a separate wing called the Government Railway Police (GRP) for dealing with all matters relating to law and order on the Railways. Railways bear 50% cost of expenditure on the Government Railway Police. In addition, the following measures are taken by the Railways to ensure safe and secure journey to the passengers:

1. Nominated trains are escorted by RPF and GRP in the vulnerable sections/areas.
2. Close co-ordination is being maintained with State administration, Police and intelligence agencies to ensure smooth running of train services especially in Maoist infested and sabotage prone areas.
3. An integrated security system has been approved to strengthen surveillance mechanism over 202 sensitive and vulnerable stations of the Indian Railways.

[Translation]

Fake Rail Tickets

905. SHRI RADHA MOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway employees were caught selling fake rail tickets at some railway stations of North-Eastern Railways in the recent past;

(b) if so, the details thereof;

(c) whether the Railways have inquired into the matter;

(d) if so, the outcome thereof; and

(e) the action taken by the Railways against the officials found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) to (e) Do not arise.

[English]

Outsourcing of Services at Airports

906. SHRI GOPINATH MUNDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the services at various domestic/international airports including Delhi and Mumbai outsourced by the Government;

(b) the details of the agencies entrusted to look after these services;

(c) the amount spent by the Government on each agency during the last three years, year-wise; and

(d) the steps taken to ensure that there is no compromise on security aspect on account of outsourcing of these services?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Certain services such as ground handling, cleanliness of Terminal Building, car parking, food and beverage, trolley retrieval, baggage handling, etc. at domestic as well as international airports, are being outsourced by the respective airport/airline operators depending upon the functional requirement of the airport/airline. These agencies are selected by the respective airport/airline operators through their laid down selection procedure for a specified period.

(c) Nil.

(d) The agencies outsourced, are deployed for services at the airport after following a due security clearance process and the entry to restricted area of the airport is regulated through Airport Entry Passes issued after due diligence.

[Translation]

Disbursement Under TUFs

907. SHRI JAGDISH SHARMA:
DR. MURLI MANOHAR JOSHI:

Will the Minister of TEXTILES be pleased to state:

(a) the total funds earmarked for disbursement under the Technology Upgradation Fund Scheme (TUFS) during the 11th Five Year Plan;

(b) whether the allocated amount has been utilised fully;

(c) if so, the number of applicants who were provided financial assistance during the said period;

(d) the number of applicants alongwith the claims pending with the Government for clearance; and

(e) the steps taken by the Government for speedy disbursement of claims from the applicants under TUFS?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The allocation under Technology Upgradation Fund Scheme (TUFS) for the 11th Five Year Plan is Rs. 8000 crores and an expenditure of Rs. 7573 crores has been incurred till June 2010.

(c) 50264 applications were provided subsidy from April 2007 to June 2010.

(d) and (e) Total pending claims with the Government is Rs. 378.39 crores in respect of 4164 applications. As per the existing system, quarter wise claims are submitted online and the funds are released to the beneficiaries through nodal agencies/nodal banks within three working days.

[English]

Vizag Airport

908. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Vizag airport is being upgraded to an international airport;

(b) if so, the details thereof; and

(c) the time by which night landing facilities for aircraft are likely to be made available to Vizag airport?

THE MINISTER OF STATE THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Viziag airport has been upgraded with construction and operation of new runway of 10,000 ft., suitable for AB-300/B767-400. New integrated terminal building for 700 (400 domestic and 300 international) passengers, including modern facilities, 2 aerobridges, central air conditioning with wide span and extensive use of glass and aluminium have been constructed and commissioned. New apron to accommodate 6 parking stands has also been commissioned and put to use. The building is suitable for international operations.

(c) Air Traffic Control at Vizag belongs to Navy. Night landing facilities are available at Vizag airport.

Free Legal Aid

909. SHRI NILESH NARAYAN RANE: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the total funds allocated for providing free legal aid to the poor during each of the last two years and the current year, State-wise;

(b) whether the allocated funds have utilized by the Government of Maharashtra properly; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) A statement is attached.

(b) Yes, Madam.

(c) Does not arise.

Statement

Sl.No.	Name of the State Legal Services Authority	2008-09 Rupees	2009-10 Rupees	2010-11 (Till date) Rupees
1	2	3	4	5
1.	Andhra Pradesh	1748000	3700000	6000000
2.	Arunachal Pradesh	1256000	2200000	1500000

1	2	3	4	5
3.	Assam	2224000	3700000	6150000
4.	Bihar	3668000	5200000	5000000
5.	Chhattisgarh	2148000	3700000	3000000
6.	Goa	152000	1900000	500000
7.	Gujarat	4100000	5000000	3500000
8.	Haryana	6180000	7200000	4000000
9.	Himachal Pradesh	3752000	4200000	8000000
10.	Jammu and Kashmir	1784000	3200000	1500000
11.	Jharkhand	5512000	8320000	4500000
12.	Karnataka	1948000	4200000	4000000
13.	Kerala	4064000	9600000	4500000
14.	Madhya Pradesh	7128000	6700000	5500000
15.	Maharashtra	3320000	6200000	4000000
16.	Manipur	844000	2835899	1000000
17.	Meghalaya	812000	2200000	1000000
18.	Mizoram	1328000	3600000	1500000
19.	Nagaland	1328000	2700000	1000000
20.	Orissa	8940000	6600000	4000000
21.	Punjab	5180000	9200000	4000000
22.	Rajasthan	3272000	6700000	4000000
23.	Sikkim	584000	2800000	1500000
24.	Tamil Nadu	1980000	4700000	5000000
25.	Tripura	704000	3300000	2000000
26.	Uttar Pradesh	8080000	9700000	3000000
27.	Uttarakhand	1768000	3200000	1500000
28.	West Bengal	7148000	8200000	6000000
29.	And. and Nico. Islands	228000	1700000	500000
30.	U.T. Chandigarh	1000000	2500000	500000

1	2	3	4	5
31.	Dadra and Nagar Haveli	-	1400000	500000
32.	Daman and Diu	.	1400000	500000
33.	Delhi	-	4200000	2500000
34.	Lakshadweep	-	1950000	500000
35.	U.T. Puducherry	1304000	3200000	1500000

Outdated Railway Bridges

910. SHRI MANOHAR TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of old and outdated rail bridges in the country which require strengthening, building and rehabilitation on a large scale;

(b) whether any comprehensive scheme has been chalked out for such bridges in the country; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c)

Rehabilitation/rebuilding/strengthening of bridges is an ongoing process on Indian Railways. A well laid down system of multi-tier inspection of bridges is followed on Indian Railways. Railways undertake rehabilitation/rebuilding/strengthening of bridges on the basis of their physical condition as ascertained during regular inspections carried out in the field. As on 1.4.10, there are 3960 number of bridges requiring rehabilitation/rebuilding/strengthening.

Number of bridges rehabilitated/rebuilt/strengthened on Indian Railways in the last 5 years and target for the current year are as below:

05-06	06-07	07-08	08-09	09-10	10-11 (Target)
1431	1114	1208	1388	1294	1345

[*Translation*]

Gauge Conversion between Ratnagarh-Bikaner Section

911. SHRI ARJUN RAM MEGHWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken steps to complete the gauge conversion work on Ratnagarh-Bikaner section within the scheduled time frame;

(b) if so, the details thereof;

(c) whether any complaint has been received in regard to the execution of this project; and

(d) if so, the follow up action taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. The section is targeted for completion during 2010-11. The works are being progressed accordingly.

(c) Local residents of the area are demanding additional Road Under Bridge (RUB) or Level Crossings (LC) at different locations.

(d) As per the laid down policy, the cost of providing new additional RUB/LC is to be borne by State Government. Matter has also been taken up with State Government.

Promotion of Low Cost Airlines

912. SHRI HARISH CHOUDHARY:
SHRI ARJUN ROY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to promote low cost airlines;

(b) if so, the names and details of such airlines; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Government has not introduced any classification of lowcost airlines and as such there is no distinction in the policy for such airlines.

Derailment of Rajdhani Express

913. SHRIMATI MEENA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Delhi-Guwahati Rajdhani Express derailed on Barauni-Katihar rail section;

(b) if so, the details thereof and the number of passengers injured in the accident;

(c) whether any probe has been ordered into this derailment;

(d) if so, the outcome of the said probe; and

(e) the steps being taken by the Railways to prevent recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. On 25.05.2010 at 06.35 hours, fourteen coaches of Delhi - Guwahati Rajdhani Express (train No.2424) derailed between Kharik - Naugachhia stations of Barauni - Katihar section of Sonapur Division of East Central Railway. In this accident, two passengers sustained simple injuries.

(c) and (d) Yes, Madam. Statutory inquiry into the above accident is being conducted by the Commissioner of Railway Safety, Eastern Circle and its report is awaited.

(e) Measures taken by the Indian Railways to prevent derailments include:

(i) Use of long welded rails in place of fish plated joints,

(ii) Use of modern track maintenance machines, namely, Tie Tamping, Ballast Cleaning Machines, Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, etc.,

(iii) Progressive phasing out of four wheeler tank wagons,

(iv) Regular patrolling of railway tracks at vulnerable locations including night patrolling and intensifying patrolling during foggy weather,

(v) Modern bridge inspection and management system, etc.

[English]

EMU in Kerala

914. SHRI K. SUDHAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce Electric Multiple Unit trains in the Malabar region of Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

Hike in Prices of Petroleum Products

915. SHRI P. KARUNAKARAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the recent petroleum and petrol product price hike has been made without proper assessment and on the basis of vague term as 'under recoveries';

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

(c) whether the Government has any plan to revise or scrutinize the assessment; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) In the light of the recommendations made by the Expert Group headed by Dr. Kirit S. Parikh, which *inter-alia*, after proper assessment of the financial position of the Public Sector Oil Marketing Companies (OMCs) advised a viable and sustainable system of pricing of petroleum products, the prices of Petrol and Diesel have been made market-determined with effect from 26.6.2010. As a result, the price of Petrol went up by Rs. 3.50 per litre. In the case of Diesel, however, it was decided that for the present, the price would be increased by only Rs. 2 per litre. It has also been decided that in case of a high rise and volatility in the international oil prices, Government will suitably intervene in the pricing of Petrol and Diesel.

In view of the importance of the household fuels, namely PDS Kerosene and Domestic LPG, the Government has decided that the subsidies on these petroleum products will continue. However, to reduce the under-recovery burden of the OMCs, the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and that of Domestic LPG by only Rs. 35 per cylinder (at Delhi), with corresponding increases in the rest of the country. This is against the required increase of Rs. 18.82 per litre in PDS Kerosene and Rs. 261.90 per cylinder in Domestic LPG

The primary objective behind the pricing reforms undertaken by the Government is the growing imperative for fiscal consolidation, the need for reducing the subsidy burden on petroleum products so as to allocate more funds to social sector schemes for the common man and for ensuring country's energy security in the long term. Market-determined pricing of Petrol and Diesel is expected to induce market competition, encourage Oil Marketing Companies to reduce cost, improve efficiency and enhance service standards and thereby provide greater benefit to the consumers.

The term 'under-recovery' has been defined by the Rangarajan Committee constituted by Government earlier

to go into the issues relating to pricing and taxation of petroleum products. The Oil Marketing Companies (OMCs) source their products from the refineries on trade parity/import parity basis which then becomes their cost price. The difference between the cost price and the realized price represents the under-recoveries of the OMCs.

(c) and (d) Does not arise in view of (a) and (b) above.

[*Translation*]

Ticketless Travelling

916. SHRI YASHBANT LAGURI:
SHRI MAHENDRASINH P. CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted surprise raids to catch ticketless passengers and taken action against them;

(b) if so, the zone-wise number of surprise raids conducted from October 2009 till date and the zone-wise number of people caught in these surprise raids; and

(c) the zone-wise amount recovered as fine from such ticketless passengers during the above raids and the number of people sent to jail for not paying the fine?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) and (c) A statement is attached.

Statement

The zone-wise number of checks/raids conducted, number of persons travelling without ticket/with improper ticket, amount recovered from them and number of persons sent to jail for not paying fine from October 2009 to June, 2010 are as under:

Railway	Number of Checks/Raids conducted (in lakhs)	Number of persons travelling without ticket/with improper tickets, (in lakhs)	Amount recovered as fine from ticketless/irregular passengers (Rs. in lakhs)	Number of persons sent to jail for not paying fine
Central	2.79	9.18	4045	1670
Eastern	0.16	3.66	1060	2917
East Central	0.04	3.72	1281	2441
East Coast	0.11	1.33	506	232
Northern	0.84	12.79	5106	1056
North Central	0.57	5.86	2498	2480
North Eastern	0.20	3.49	1386	1672
Northeast Frontier	0.21	1.70	798	13
North Western	0.22	2.76	967	131
Southern	1.54	4.01	1612	103
South Central	4.74	6.99	2796	56
South Eastern	0.34	2.10	748	257
South East Central	0.02	1.48	535	15
South Western	0.03	1.65	645	6
Western	0.86	7.98	3192	313
West Central	0.49	2.78	1141	551
Total	13.15	71.48	28316	13910

[English]

Railway Projects in Karnataka

917. SHRI N. CHELUVARAYA SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of ongoing rail line projects in Karnataka during the last three years, indicating total number of over/under bridges and manned/unmanned crossings built therewith;

(b) whether all these works were executed/are progressing as per schedule;

(c) if not, the reasons therefor, project-wise, separately; and

(d) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 10 new line, 02 gauge conversion and 13 doubling projects falling fully/partly in the State of Karnataka are in various stages of progress. On these projects, 22 Road Over Bridge/Road Under Bridge and 47 manned and 49 unmanned level crossings have been completed.

(b) and (c) Work on these projects are being progressed as per the availability of resources.

(d) Works on these projects would be completed in the coming years as per availability of resources. 3 projects are targeted for full completion during 2010-11.

Export of Cars and Two Wheelers

918. SHRI PRADEEP MAJHI: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether despite global recession the export of cars and two wheelers from the country has gone up during 2008-09 and 2009-10;

(b) if so, the details thereof and the foreign exchange earned as a result thereof;

(c) whether the export projections for the current financial year have been finalized; and

(d) if so, the details in this regard alongwith the details of the achievements made so far?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) and (b) Yes Madam. As per the information received from the Society of Indian Automobile Manufacturers (SIAM), the export of Passenger Cars and Two Wheelers from India during the year 2008-09 and 2009-10 has increased as per details given below:

Category	Exports (in Numbers)		
	2007-08	2008-09	2009-10
Passenger Cars	211,112	331,539	441,710
Two Wheelers	819,713	1,004,174	1,140,184

As per the information received from Department of Commerce, Director General of Foreign Trade, the details of foreign exchange earned as a result of export of cars and two wheelers during the period is as under:

(Rs. in crore)

ITCHS CODE	Item Description	2007-08	2008-09	2009-10 Provisional
8703	Motor Cars and other motor vehicles including RCNG cars, etc.	5575.07	11366.44	14921.90
8711	Motorcycles including mopeds and cycles fitted with auxiliary motors, etc.	1180.39	2256.97	2785.27

(c) and (d) No, Madam.

Food Poisoning in Duroto Express

919. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether many of the passengers including children of the Hazrat Nizamuddin-Ernakulam Duroto Express were hospitalized in Kozhikode after complaining of suspected food poisoning recently;

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

(c) whether the Railways have ordered any enquiry into the incident;

(d) if so, whether any compensation were paid to the affected passengers and steps have been taken to ensure serving of quality food items to the passengers in the Railways; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) An incident involving food poisoning of few passengers has been reported on 17.05.2010 in Hazrat Nizamuddin-Ernakulam Duroto Express at Kozhikode.

(b) In all 30 passengers(18 adult, 12 children) from 6 different coaches out of 1064 who were served

breakfast, fell ill and required medical help. An on-board doctor has been provided on Durgam Express. They were attended to by Railway doctor and subsequently by the Civil Doctors. 11 passengers (8 adult, 3 children) were discharged after OPD treatment and 19 (10 adult, 9 children) passengers were hospitalized at Kozhikode. They were finally discharged next morning.

(c) Yes, Madam. An enquiry has been conducted by Southern Railway.

(d) and (e) The affected passengers and their relatives were provided all possible assistance including catering and drinking water. These passengers along with their attendants/relatives were sent through a special AC coach attached by Parsuram Express from Kozhikode to Ernakulam.

An ex-gratia amount of Rs. 15000/- each was announced to provide relief to the nineteen hospitalized persons.

Derailment of Jnaneshwari Express Train

920. SHRI EKNATM MAHADEO GAIKWAD:
SHRI RADHA MOHAN SINGH:
SHRIMATI MEENA SINGH:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:
SHRI PRABODH PANDA:
SHRI MADHU GOUD YASKHI:
SHRI BHUDEO CHOUDHARY:
PROF. RANJAN PRASAD YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have ordered an inquiry into the Mumbai bound Howrah-Kurla Jnaneshwari Express Train crash in West Bengal;

(b) if so, the outcome of the inquiry and the action taken or proposed to be taken by the Railways in this regard;

(c) the details of the casualties occurred due to the said incident;

(d) whether the Railways had given adequate compensation to the kins of the dead and the injured passengers;

(e) if so, the details thereof; and

(f) the details of the measures taken by the Railways to fight out the Maoist menace?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Statutory inquiry into the collision of Goods Train No. Down/N/SG/Paradeep with derailed coaches of Train Number 2102 Up (Howrah-Lokmanya Tilak Terminus) Jnaneshwari Express on 28.05.2010 between Khemasuli and Sardiha stations of Kharagpur-Tatanagar section of Kharagpur Division of South Eastern Railway is being conducted by the Commissioner of Railway Safety, South Eastern Circle. Report of the Commission of Railway Safety is awaited. The criminal angle involved in the suspected sabotage leading to the above train accident is being investigated by Central Bureau of Investigation (CBI). Report of CBI is also awaited. Necessary action will be taken on receipt of the Final Reports.

(c) In this accident, 150 persons lost their lives, 53 persons suffered grievous injuries and 112 persons sustained simple injuries.

(d) and (e) Ministry of Railways has announced an enhanced ex-gratia amount of Rs.5 lakh to the next of kin of each deceased, Rs. 1 lakh to each grievously injured and Rs. 50,000/- to each simple injured in the above accident. In addition, employment to one member of the family of the deceased has also been announced. Compensation shall be additionally payable to the next of kin of each deceased and injured passenger on the basis of claim filed by them in the Railway Claims Tribunal and decree passed by the Tribunal. So far, no claim has been decreed by the Tribunal.

(f) Policing on Railways is a State subject and prevention of crime, registration of cases, their investigation and maintenance of law and order are, therefore, the statutory responsibility of the State Police, which they discharge through the Government Railway Police (GRP) of the State concerned. However, following measures are being taken to ensure safe and secure journey to the passengers:

(i) Nominated trains are escorted by Railway Protection Force (RPF) and Government Railway Police (GRP) on the vulnerable sections/areas.

(ii) An integrated security system has been approved to strengthen surveillance mechanism over 202 sensitive and vulnerable stations of Indian Railways.

(iii) Co-ordination meetings with the State Home Secretaries, senior officials of Ministry of Home Affairs, Intelligence Bureau and Railways are held periodically to improve security on Railways.

MADAM SPEAKER: The House stands adjourned to meet again at 12 noon.

11.15 hrs.

*The Lok Sabha then adjourned till
Twelve of the Clock.*

12.00 hrs.

*The Lok Sabha re-assembled at
Twelve of the Clock.*

[MADAM SPEAKER *in the Chair*]

...(Interruptions)

12.0¼ hrs.

At this stage, Shri Dilipkumar Mansukhlal Gandhi and some other hon. Members came and stood on the floor near the Table.

...(Interruptions)

12.0½ hrs.

At this stage, Shri Dharmendra Yadav and some other hon. Members came and stood on the floor near the Table.

...(Interruptions)

12.0¾ hrs.

PAPERS LAID ON THE TABLE

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF

THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED) Madam, I beg to lay on the Table a copy of the Competition Appellate Tribunal (Recruitment, salaries and other terms and conditions of service of officers and other employees) Rules, 2010 (Hindi and English versions) published in Notification No. G.S.R. 290(E) in Gazette of India dated the 8th April, 2010, under sub-section (3) of Section 63 of the Competition Act, 2002.

[Placed in Library, See No. LT 2639/15/10]

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI) Madam, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the National Handloom Development Corporation Limited and the Ministry of Textiles for the year 2010-2011.

[Placed in Library, See No. LT 2640/15/10]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA) Madam, I beg to lay on the Table:

- (1) A copy of the Liquefied Petroleum Gas (Regulation of Supply and Distribution) Amendment Order, 2010 (Hindi and English versions) published in Notification No. G.S.R. 452(E) in Gazette of India dated the 28th May, 2010, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955.

[Placed in Library, See No. LT 2641/15/10]

- (2) A copy each of the following Notifications (Hindi and English versions) under Section 62 of the Petroleum and Natural Gas Regulatory Board Act, 2006:

- (i) The Petroleum and Natural Gas Regulatory Board (Determining Capacity of Petroleum, Petroleum Products and Natural Gas Pipeline) Regulations, 2010

published in Notification No. G.S.R. 476(E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2642/15/10]

- (ii) The Petroleum and Natural Gas Regulatory Board (Levy of Fee and other Charges) Amendment Regulations, 2010 published in Notification No. G.S.R. 477(E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2643/15/10]

- (iii) The Petroleum and Natural Gas Regulatory Board (Authorising Entities to Lay, Build, Operate or Expand City or Local Natural Gas Distribution Networks) Amendment Regulations, 2010 published in Notification No. G. S.R. 478(E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2644/15/10]

- (iv) The Petroleum and Natural Gas Regulatory Board (Determination of Network Tariff for City or Local Natural Gas Distribution Networks and Compression Charge for CNG) Amendment Regulations, 2010 published in Notification No. G.S.R. 479(E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2645/15/10]

- (v) The Petroleum and Natural Gas Regulatory Board (Authorizing Entities to Lay, Build, Operate or Expand Natural Gas Pipelines) Amendment Regulations, 2010 published in Notification No. G.S.R. 480(E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2646/15/10]

- (vi) The Petroleum and Natural Gas Regulatory Board (Petroleum and Natural Gas Register) Regulations, 2010 published

in Notification No. G. S.R. 481 (E) in Gazette of India dated 7th June, 2010.

[Placed in Library, See No. LT 2647/15/10]

12.02 hrs.

STANDING COMMITTEE ON RURAL DEVELOPMENT

10th to 13th Reports

[English]

SHRIMATI SUMITRA MAHAJAN (Indore): Madam, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Rural Development:—

- (1) Tenth Report on action taken by the Government on the recommendations contained in the First Report (Fifteenth Lok Sabha) on Demands for Grants (2009-10) of the Ministry of Rural Development (Department of Rural Development).
- (2) Eleventh Report on action taken by the Government on the recommendations contained in the Second Report (Fifteenth Lok Sabha) on Demands for Grants (2009-10) of the Ministry of Rural Development (Department of Land Resources).
- (3) Twelfth Report on action taken by the Government on the recommendations contained in the Third Report (Fifteenth Lok Sabha) on Demands for Grants (2009-10) of the Ministry of Rural Development (Department of Drinking Water Supply).
- (4) Thirteenth Report on action taken by the Government on the recommendations contained in the Fourth Report (Fifteenth Lok Sabha) on Demands for Grants (2009-10) of the Ministry of Panchayati Raj.

...(Interruptions)

12.021/2 hrs.

STATEMENT BY MINISTER

Status of implementation of the recommendations contained in the First Report of the Standing Committee on Petroleum and Natural Gas on Demands for Grants (2009-10), pertaining to the Ministry of Petroleum and Natural Gas*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA) Madam, I beg to lay the Statement on the status of implementation of recommendations contained in the 1st Report of the Standing Committee on Petroleum and Natural Gas (15th Lok Sabha) in pursuance of directions of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin- part II dated September 01, 2004.

The First Report of the Standing Committee on Petroleum and Natural Gas (15th Lok Sabha) was presented to the Lok Sabha on 21.12.2009. The Report relates to the examination of Demands for Grants of Ministry of Petroleum and Natural Gas for the year 2009-10. Action Taken Statements on the recommendations/ observations contained in the Report of the Committee had been sent to the Standing Committee on Petroleum and Natural Gas on 16.3.2010.

There are 29 recommendations made by the Committee in the said Report where action is called for on the part of the Government. These recommendations mainly pertain to issues like full utilization of Budget, setting up of Rajiv Gandhi Institute of Petroleum Technology, availability of rigs for exploratory drilling, realistic targets for exploratory works, timely commissioning of Paradip refinery, achieving crude oil production targets, strengthening of Directorate General of Hydrocarbon, development of alternate sources of fuel, according infrastructure status to hydrocarbon industry, taking steps to attract adequate response from domestic and foreign companies under New Exploration Licencing Policy, increased allocation for Research and Development activities, taking up projects in areas like development of shale gas and gas hydrate resources,

*Laid on the Table of the House and also placed in Library, See No. LT 2648/15/10

conversion of coal to liquid, creation of Price Stabilization Fund, compliance of environmental norms by Refineries, Bio-fuels, year-wise action plan for CNG/PNG network, Rajiv Gandhi Gramin LPG Vitrak Yojana, curbing of adulteration and automation of Retail Outlets, setting up of Strategic Storage facilities, restructuring of Biecco Lawrie Limited, etc.

Present status of implementation of various recommendations made by the Committee is indicated in the Annexure to the Statement, which is laid on the Table of the House. I would not like to take the valuable time of the House by reading out all the contents of this Annexure. This may please be considered as read.

12.03 hrs.

MOTION RE: SEVENTEENTH REPORT OF BUSINESS ADVISORY COMMITTEE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL) Madam, I beg to move the following:—

"That this House do agree with the Seventeenth Report of the Business Advisory Committee presented to the House on 28th July, 2010."

MADAM SPEAKER: The question is:

"That this House do agree with the Seventeenth Report of the Business Advisory Committee presented to the House on 28th July, 2010."

The motion was adopted.

12.03¹/₄ hrs.

MATTERS UNDER RULE 377*

[English]

MADAM SPEAKER: Hon. Members, Matters under Rule 377 shall be laid on the Table of the House.

*Treated as laid on the Table

Members, who have been permitted to raise matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House immediately, as per practice.

(i) Need to allocate funds for gauge conversion work on Bahraich-Nanpara-Rupaidiha railway section in North Eastern Railway

[Translation]

SHRI KAMAL KISHOR 'COMMANDO' (Bahraich): My parliamentary constituency Bahraich district (U.P) is situated on Nepal border. A meter gauge railway line is extending from Bahraich to Nanpara Nepalganj Road. A large number of people from both the countries make to and fro movement through Gonda-Bahraich-Nanpara via Nepalganj. Rupaidiha border is the main Centre for transportation of commercial goods on both sides. The goods are not in a position to be transported through this rail route due to meter gauge line. There is an urgent need for gauge conversion of this rail route from Bahraich to Nepalganj road via Nanpara in the public interest. The gauge conversion of this rail route will directly link other parts of the country with Rupaidiha which will result in revenue generation for Railways from the passengers as well as freight charges and the relations between India and Nepal will become stronger which is the need of the hour. Besides, the poor and backward areas like Bahraich will develop.

Therefore, I would like to request the Union Government to sanction the gauge conversion work of Bahraich-Nanpara Nepalganj rail route in the year 2011-12 under the North Eastern Railway Gorakhpur and allocate funds in this regard.

(ii) Need to set up a separate institutional authority to monitor the allocation and implementation of grants for the upliftment of SCs and STs

[English]

SHRI RAJIAH SIRICILLA (Warangal): I would like to draw the kind attention of the august House towards allocation and expenditure made under Special Component Plan (SCP) and Tribal sub plan (TSP). As per the guidelines 16.2% and 8.0% of grants are to be allocated for SCs and STs respectively. There are certain Ministries/Departments which are neither in a position

to allocate the grants nor incur expenditure. Even if they allocate, they do not spend the grants for the welfare of SCs/STs. At the end of financial year they divert these funds to some other programmes. It is worth to mention here, that in certain Ministries/Departments, the amounts are mathematically/arithmetically divided into 16.2% and 8.0% and shown spent against the SCs and STs respectively.

Hence, I request the Government that there is a need to formulate a plan to increase the allocation in addition to the allocation of 16.2% and 8.0% towards SCs and STs, so as to enable to bring down the gap. Therefore, I strongly believe that, there must be a separate institutional mechanism or a separate authority to monitor the allocation and effective implementation of SCP/TSP duly turning the allocations to implementable schemes.

(iii) Need to introduce CNG based vehicles in the country, particularly in Hyderabad

SHRI PONNAM PRABHAKAR (Karimanagar): I would like to draw the kind attention of the august House regarding the need to introduce CNG in Hyderabad and other cities to reduce the pollution which affects the health of the people in our country.

CNG is the only alternative to stop alarming pollution levels in Metro cities like Hyderabad. With increase in petrol prices acceptance level of alternate fuel vehicles among Indian is growing. CNG wave seems to spread fast across India and there is a dire need to introduce CNG in other cities like Hyderabad. Currently, the availability of CNG is confined to selected centres in Western and northern India only. The LPG dispensing stations have been concentrated on specific cities, and cities of South India especially cities of Andhra Pradesh remains almost negligible. I would like to mention some successful initiatives like conversion of diesel fueled Public transport to CNG fueled transport in Delhi, switching of Vikrams (tuk-tuks) from using diesel to electricity as fuel in Kathmandu valley, shifting from leaded to unleaded gasoline in many countries to reduce the pollution level.

I, therefore, request the Minister of Petroleum and Natural Gas, to introduce CNG based vehicles in Andhra Pradesh and also in other cities across the country in the current year itself with sufficient budgetary allocations.

(iv) Need to set up Kendriya Vidyalayas, in Bhadrachalam and Warrangal districts of Andhra Pradesh

SHRI P. BALRAM (Mahabubabad): I would like to draw the kind attention of the august House regarding the need to set up at least two Kendriya Vidyalayas, one in Bhadrachalam area and another in Warangal district *i.e.* in my Mahabudabad Constituency, in Andhra Pradesh.

Nearly 30 schools are catering to the needs of the students in Andhra Pradesh. Students are being benefited very much from these schools especially the poor ones like tribals. Most of the people who are living in and around the areas of Bhadrachalam, Illendu, and in other areas in Mahabubabad Constituency belongs to SCs/STs/BCs and other minority sections and many people are poor and they are striving for their livelihood with their meagre incomes. Most of the students are unable to afford the cost of education in private institutions due to utter poverty and lack of knowledge. There is necessity to cater to the needs of the students who are mostly from weaker sections and the tribals. If the Government sets up adequate Kendriya Vidyalayas in my Mahabubabad Constituency, the students particularly hailing from tribal belts will be mostly benefited and definitely it will increase the knowledge levels in all parts of our country with a uniform procedure.

I, therefore, request the Hon'ble Minister of Human Resource Development, to intervene in the matter and ensure that at least two Kendriya Vidyalayas one in Bhadrachalam and another in Warangal district may be set up in the remaining XI Plan period.

(v) Need to ensure adequate supply of fertilizers at affordable rates to the farmers of Zahirabad and Medak regions in Andhra Pradesh

SHRI SURESH KUMAR SHETKAR (Zaheerabad): I would like to draw the kind attention of the august House regarding the problems being faced by the farmers in getting fertilizers in time and at an affordable price not only in Andhra Pradesh but all over the country especially in Telangana areas like Zaheerabad and Medak.

Many farmers are facing lot of problems in getting the fertilizers for various crops purposes in the kharif and rabi seasons at the minimum rates fixed by the Government. Sometimes, there is no stock or the farmers have to stand in queue for many hours due to lack of adequate fertilizers or they have to spend more amount in the black market. Some people and companies are creating shortage of such supply of fertilizes in the market. Many farmers were duped in recent years due to lack of awareness in the supply of fertilizers. There is no proper system to monitor the sale of fertilizers in the market at MRP rates particularly in the remote areas like Zaheerabad, Medak and other Telangana regions in Andhra Pradesh. This is really a concerned issue of the farmers and the overall development of our country. Now, this is the right time for the Government to ensure proper supply of fertilizers to sow the seeds.

I, therefore, request the concerned Hon'ble Minister, to kindly intervene in the matter to ensure that farmers get their fertilizers in time and at MRP rates in all seasons by strictly monitoring the market so that the interests of the farmers could be protected to get the genuine returns for their hard work in improving our economy and growth.

(vi) Need to grant residency rights and identity cards to Hindu/Sikh nationals who have come from Pakistan on valid Visas

SHRI PRATAP SINGH BAJWA (Gurdaspur): There are thousands of Hindu/Sikh families who came to India from Pakistan on a valid Visa, but do not want to go back for various reasons. One of their chief fears is the prevailing law and order situation is very bad in Pakistan, besides their poor economic conditions. There are some nationals who stayed back in Pakistan at the time of partition for various compulsions, but now they want to come back to their motherland for the rest of their lives. In some cases, it has even been reported that they have torn their passports into pieces so that they would not be forced to go back to their homes in Pakistan.

Recently, the Ministry of Home Affairs has asked the State Governments/UT Administration to consider the cases for extension of long-term visa of certain categories of Pakistani nationals, and also granted exemption to such Pak nationals from the provisions of Rule 3 of the Passport (Entry into India) Act, 1920.

However, it is the desire of these nationals that instead of extension of long-term of visa, they should be given asylum in India so that they can get residency rights and identity cards to enable them to have access to various welfare schemes.

I, therefore, request the Hon'ble Minister to kindly take a sympathetic view on this matter and issue necessary directions in this regard.

(vii) Need to shift Bagdad Asmara firing range in Karnataka to some other place

SHRI SURESH ANGADI (Belgaum): An area of 7469.11 acres of agricultural land situated in various villages of Belgaum taluka have been reserved for Bagdad Asmara Firing Range upto year 2020. These lands are of private owners. It has become very difficult for them to go to their fields and take up agricultural and non-agricultural activities in their own lands. Moreover, the students, farmers and the general public are using the roads passing through these lands which have been reserved for firing range.

For the sake and safety of life of the villagers, farmers and students the present firing range is to be shifted. These private agricultural land owners have not been paid any compensation so far causing financial constraints to them and they are being restricted to use their agricultural lands. Further, the reserved firing range is situated in the middle of the extended fast developing Belgaum city. Thus the already reserved firing range in the village limits of Ramdurg and Marihal of Belgaum Taluk can be used by the Defence Department. In fact, the Army has about 28000 acres of land with them, which they are not using since independence.

I urge upon the Union Government to consider shifting the reserved firing range, as per public demand and their interest.

(viii) Need to promote Junior Engineers of Bhakra Beas Management Board to the post of Sub-Divisional Officer.

[Translation]

SHRI ANURAG SINGH THAKUR (Hamirpur): Madam Speaker, through you I would like to draw the attention of Hon'ble Minister of Power towards the serious situation that has come up due to non promotion of

Junior Engineers of Bhakra Beas Management as Sub-Divisional Officers. Junior Engineers appointed by BBMB itself have been serving in the same capacity for more than 20 years but they are not being promoted as Sub - Divisional Officers (SDO). Junior Engineers who have come on deputation from various departments are being given adhoc promotions to the post of SDO but the JE's recruited by BBMB are not being promoted. This is causing unrest amongst them. Rules for the promotion of employees recruited by the BBMB itself were formulated in the year 1984 but so far no rules have been framed for promotion of class II Cadre. I would request Hon'ble Minister to issue immediate directions for framing of rules for promotion of class II Cadre and as long as regulations for promotion are not framed, the eligible Junior engineers may be promoted as Sub - Divisional Officers with immediate effect.

(ix) Need to increase wages of workers in cooking mid-day meals in rural areas of the Country, Particularly in Jalgaon Parliamentary Constituency, Maharashtra

SHRI A.T. NANA PATIL (Jalgaon): The ambitious Mid - Day meal scheme of the Union Government is an unmatched example of Government's commitment to set up a social welfare state and to attract children towards education particularly in the rural areas, but there are certain lacunae in this scheme. On one hand complaints have been received regarding the nutritious value of the meals being provided under this scheme going down and on the other hand voices are being raised against the compromises being made with the quality of food being served. I would like to talk about the main points of these Lacunae. There are a number of small and big cities in our country. I would like to draw the attention of Hon'ble Minister towards those small villages where children come to school only for food. There are many small villages in my Parliamentary Constituency Jalgaon where on an average 70-80 children come to any single school. But since the honorarium being paid to the person appointed for making and serving food, is extremely low, both the quality and regularity of food has got adversely effected. Children do not get food and even if they get it then it is not worth eating. This kind of a situation has cropped up because they are being paid very less. This food and scheme both are not helping anyone. This is so because if any woman goes to field and works there as a daily wager, she earns much more than working under this scheme. As

a result of this no female is ready to prepare food. Which is why this extremely important scheme of ours is on the verge of closure.

Therefore, I would request Hon'ble Minister that the honorarium for this work should be increased upto Rs. 150 to 200 per day so that our dream of an educated India can be realized.

(x) Need to extend the Rajgir - Tilaiya rail section upto Koderma in East Central Railway Zone

DR. BHOLA SINGH (Nawada): There is a need to extend the Rajgir - Tilaiya rail section from Tilaiya to Koderma in the East Central Railway Zone. Work on Ranchi to Koderma railway line is in progress. Connecting Tilaiya to Koderma rail line will facilitate journey to Ranchi and southern India. It must be known that in the year 2002-2003 the scheme for construction of Tilaiya - Koderma rail section was sanctioned. Its foundation was laid by the then Minister of Railways in Tilaiya. If Tilaiya is connected with Koderma then Tilaiya will become a junction and this will introduce a new railway line for the entire country. I would like to draw the attention of Hon'ble Minister towards this.

(xi) Need to clear the backlog of pending cases in various courts

DR. SHAFIQR RAHMAN BARQ (Sambhal): I would like to draw your attention towards nearly 2,72,76,000 cases lying pending in various courts of the country including Supreme Court. According to the statement of Certain Judges it will take hundreds of years to dispose of these cases, which is an issue of serious concern.

I would request the Government to dispose of these 2 crore 72 lakh 76 thousand cases pending in various courts of the country through some new mechanism.

(xii) Need to provide security cover to the fishermen of Nagapattinam Parliamentary Constituency in Tamil Nadu who are being attacked by the Sri Lankan

[English]

SHRI A.K.S. VIJAYAN (Nagapattinam): I would like to bring the attention of the Minister of External affairs to the continued atrocities being committed by Sri Lankan

Navy on the India Fishermen. Recently, four fishermen from Vedaranyam Area, which falls in my Constituency, Nagapattinam, Tamil Nadu were brutally attacked by Sri Lankan Navy during fishing in the sea near the coast of Kodiakarai. One of the fishermen, lost his life in the sea. Frequent occurrence of such attacks by Sri Lankan navy on the fishermen of my Nagapattinam Constituency has caused nightmare in the minds of the fishermen who venture into the sea for fishing.

I hope that the Ministry of External Affairs would take up this issue strongly with Sri Lanka and would find a permanent solution to this problem. I would also request the Minister of Home Affairs to strengthen the patrolling by Coast Guard. It should be the duty of the Coast Guard and Indian Navy to protect each and every Indian fishermen. Unfortunately the fishermen are left to the mercy of Sri Lanka Navy whenever they venture into the sea. Even though we are extending assistance in many ways, the attitude of Sri Lankan Navy towards the Indian fishermen is a cause of concern in the State.

I hope that the Union Government would initiate immediate measures to protect our fishermen.

12.03½ hrs.

STATUTORY RESOLUTION RE: APPROVAL OF PROCLAMATION BY PRESIDENT IN RELATION TO THE STATE OF JHARKHAND—Contd.

[English]

MADAM SPEAKER: Item No. 11, further discussion on the Statutory Resolution.

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): Madam Speaker, a copy of the Proclamation, as stipulated under the Constitution, along with consequential Order is also placed on the Table of the House. In keeping with the convention, a copy of the Governor's report recommending issuance of the Proclamation is also placed on the Table of the House.

435 *Statutory Resolution re: Approval of* JULY 29, 2010
 proclamation by president in relation
 to the state of Jharkhand—Contd.

Yest Resolution. Now, I would request that the Proclamation issued on the 1st June, 2010 under article 356 (1) of the Constitution in relation to the State of Jharkhand be approved by this august House. MADAM SPEAKER: The question is:

“That this House approves the Proclamation issued by the President on the 1st June, 2010 under article 356 (1) of the Constitution in relation to the State of Jharkhand.”

Statutory Resolution re: Approval of 436
proclamation by president in relation
to the state of Jharkhand—Contd.

The motion was adopted.

MADAM SPEAKER: The House stands adjourned to meet again tomorrow, the 30th of July, 2010, at 11.00 a.m.

12.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 30, 2010/Sravana 8,1932 (Saka).

ANNEXURE-I

Member-wise Index to Starred Questions

Sl.No.	Member's Name	Question Number
1	2	3
1.	Shri Angadi, Suresh	80
2.	Smt. Botcha, Jhansi Lakshmi	73
3.	Shri Choudhary Harish	64
4.	Shri Chowdhury, Adhir	68
5.	Shri Dasgupta, Gurudas	69
6.	Shri Dhanapalan K.P.	63
7.	Shri Gaikwad Eknath Mahadeo	62
8.	Shri Gajender Singh Rajukhedi	65
9.	Shri Hussain Syed Shahnawaz	75
10.	Shri Joshi, Mahesh	64
11.	Shri Karunakaran, P.	77
12.	Shri Kaushalendra Kumar	67
13.	Shri Kumar Vishwa Mohan	65
14.	Shri Lingam P.	73
15.	Shri Majumdar, Prasanta Kumar	79
16.	Shri Munde Gopinath	71
17.	Shri P. Balram	61
18.	Shri Bhaskarrao Bapurao Patil Khatgaonkar	62
19.	Shri Ramkishun	67
20.	Shri Rane, Nilesh Narayan	78
21.	Shri Rashid, J.M. Aaron	70
22.	Shri Reddy, K.J.S.P.	69
23.	Shri S. Semmalai	76
24.	Shri Sharma, Jagdish	72
25.	Smt. Singh Meena	66

1	2	3
26.	Shri Singh Radha Mohan	66
27.	Shri Singh Rakesh	77
28.	Shri Singh, N. Dharam	78
29.	Shri Siricilla Rajaiah	61
30.	Shri Suresh Kodikkunnil	80
31.	Shri Tarai Bibhu Prasad	70
32.	Shri Tirkey, Manohar	32
33.	Shri Vardhan, Harsh	72
34.	Shri Vasava, Mansukhbhai D.	74
35.	Shri Viswanathan P.	63
36.	Yogi, Aditya Nath	68

Member-Wise Index To Unstarred Questions

Sl.No.	Member's Name	Question Number
1	2	3
1.	Shri A. K. S. Vijayan	722, 820
2.	Shri Abdul Rahman	904
3.	Shri Acharia, Basu Deb	726, 747, 842
4.	Shri Adhalrao Patil Shivaji	756
5.	Shri Adsul Anandrao	730, 742, 790
6.	Shri Agarwal Jai Prakash	746, 751, 858
7.	Shri Ahir Hansraj G.	723, 863
8.	Shri Amlabe, Narayansingh	782
9.	Shri Anant Kumar, Hegde	771, 877
10.	Shri Anuragi, Ghanshyam	762, 868
11.	Shri Azad Kirti	716, 747, 815
12.	Shri Babar Gajanan D.	730, 742, 790, 885
13.	Shri Bais, Ramesh	863

1	2	3
14.	Shri Biju P.K.	792
15.	Smt. Botcha, Jhansi Lakshmi	832, 908
16.	Shri C., Sivasami	754, 861
17.	Shri Choudhary Harish	775, 822, 912
18.	Shri Chauhan Mahendrasinh P.	750, 916
19.	Shri Chavan, Harishchandra	702, 757, 806, 828, 895
20.	Shri Choudhary Bhudeo	787, 839, 920
21.	Shri Chowdhury, Adhir	828
22.	Shri Das, Ram Sundar	769, 784, 853
23.	Shri Dasgupta, Gurudas	777, 849, 889
24.	Smt. Dasmunsi, Deepa	736, 838
25.	Shri Deora Milind	717, 816, 834, 900
26.	Shri Deshmukh K.D.	781
27.	Smt. Devi Rama	754, 859
28.	Shri Dhanapalan K.P.	849, 857
29.	Shri Dhotre Sanjay	749, 854
30.	Shri Dhruvanarayana, R.	698, 871
31.	Smt. Dhurve, Jyoti	729
32.	Shri Dubey Nishikant	734, 765, 870
33.	Shri Gaikwad Eknath Mahadeo	824, 920
34.	Shri Gandhi, Varun	745, 836, 850
35.	Shri Gandhi, Dilipkumar Mansukhlal	788, 883
36.	Shri Gopal, L. Raja	705, 891
37.	Shri Gowda Chandre D.B.	753
38.	Smt. Gulshan, Paramjit Kaur	773
39.	Haque, Sk. Saidul	692
40.	Shri Hussain Syed Shahnawaz	812, 898

1	2	3
41.	Dr. Jagannath Manda	748, 826, 853
42.	Shri Jaiswal, Gorakh Prasad	696, 747, 843, 855
43.	Smt. Jayaprada	747
44.	Shri Jindal, Naveen	785, 825
45.	Dr. Joshi, Murli Manohar	741, 769, 907
46.	Shri K. Shivkumar <i>alias</i> J.K. Ritheesh	756
47.	Shri Karunakaran, P.	842, 915
48.	Shri Kashyap Virender	713
49.	Shri Kaushalendra Kumar	827
50.	Shri Khalre Chandrakant	757
51.	Dr. Kirodi Lal Meena	796
52.	Shri Kishor, Kamal "Commando"	709, 809
53.	Shri Kowase Marotrao Sainuji	761, 867
54.	Shri Kumar Vishwa Mohan	825, 904
55.	Shri Kurup Peethambara	708
56.	Shri Laguri Yashbant	699, 843, 916
57.	Shri Lingam P.	777, 849, 862
58.	Shri Madam Vikrambhai Arjanbhai	701, 805, 894
59.	Smt. Mahajan, Sumitra	780, 837
60.	Shri Mahato, Baidyanath Prasad	742, 831, 846
61.	Shri Mahato, Narahari	734, 738
62.	Shri Mahtab B.	825
63.	Shri Majhi Pradeep	741, 845, 904, 918
64.	Shri Majumdar, Prasanta Kumar	834
65.	Shri Malik, Sakti Mohan	692
66.	Shri Mandal Mangani Lal	755

1	2	3	1	2	3
67.	Shri Mani Jose K.	759, 865	92.	Shri Pradhan Nityananda	760, 866
68.	Shri Meghe, Datta	739, 841	93.	Shri Premchand Guddu	704
69.	Shri Meghwal Arjun Ram	727, 837, 853, 911	94.	Shri Radadiya Vitthalbhai Hansrajbhai	714
70.	Shri Mishra, Mahabal	736, 838	95.	Shri Rajbhar, Ramashanker	733, 835
71.	Shri Mohan P.C.	801, 854	96.	Shri Rajendran, C.	766, 872
72.	Shri Munda Arjun	694, 802	97.	Shri Ram Purnmasi	786, 882
73.	Shri Munde Gopinath	801, 830, 854, 906	98.	Shri Rane, Nilesh Narayan	833, 909,
74.	Shri Muttemwar Vilas	754, 791, 886	99.	Dr. Rao, K.S.	711, 737, 810, 897
75.	Shri P. Balram	754, 801, 837	100.	Shri Rao, Sambasiva Rayapati	770
76.	Dr. Naik, Sanjeev Ganesh	758, 864	101.	Shri Rashid, J.M. Aaron	828
77.	Shri Nama, Nageswara Rao	776, 879	102.	Shri Rathod, Ramesh	743
78.	Shri Namdhari Inder Singh	783	103.	Shri Rathwa Ramsinh	718, 856
79.	Shri Naranbhai, Kachhadia	752, 860	104.	Shri Rawat, Ashok Kumar	695, 875
80.	Shri Nirupam Sanjay	774	105.	Shri Roy Arjun	912
81.	Shri Owaisi Asaduddin	733, 746, 790, 851, 859	106.	Shri Ray, Rudramadhab	743, 763, 869
82.	Shri Panda Baijayant	760, 763, 866	107.	Shri Reddy K.R.G	725, 821, 849, 903
83.	Shri Panda, Prabodh	847, 919, 920	108.	Shri Reddy M. Raja Mohan	795, 828, 888
84.	Shri Pandey Ravindra Kumar	798, 859, 890, 904	109.	Shri Reddy Sreenivasulu	691, 729, 733, 109, 801, 834
85.	Shri Paranjpe Anand Prakash	772, 878	110.	Shri Reddy, Anantha Venkata Rami	703, 807, 862
86.	Smt. Patel, Jayshreeben	731	111.	Shri Reddy, K.J.S.P.	754, 803
87.	Shri Patel, Bal Kumar	881	112.	Shri Roy Nripendra Nath	734, 738, 747
88.	Shri Patil Sanjay Dina	758	113.	Shri Roy, Mahendra Kumar	692
89.	Shri Patil AT. Nana	712, 754	114.	Shri S. Alagiri	750, 855
90.	Shri Bhaskarrao Bapurao Patil Khatgaonkar	824, 920	115.	Shri S. Semmalai	854
91.	Shri Prabhakar, Ponnam	697, 754, 804	116.	Shri S. Pakkirappa	736, 828

1	2	3
117.	Shri S.S. Ramasubbu	693, 721, 728, 826, 828
118.	Shri Sardinha Francisco Cosme	764
119.	Smt. Saroj, Sushila	715, 813
120.	Shri Saroj, Tufani	794
121.	Shri Shanavas M.I.	799, 892
122.	Smt. Shantha, J.	710, 823
123.	Shri Sharma, Jagdish	831, 907
124.	Shri Sharma, Madan Lal	749, 854
125.	Shri Shetkar, Suresh Kumar	754, 801, 804, 837
126.	Shri Siddeshwara, G.M.	707, 808, 896
127.	Dr. Singh Bhola	747, 852
128.	Shri Singh Bhoopendra	719, 818
129.	Singh Ijyaraj	775, 884
130.	Shri Singh Jagdanand	797
131.	Smt. Singh Meena	839, 913, 920
132.	Shri Singh Radha Mohan	826, 905, 920
133.	Dr. Singh Raghuvansh Prasad	732, 744, 848
134.	Shri Singh Uday	768, 853, 874
135.	Singh, Lal Chaudhary	779
136.	Shri Singh, Rajiv Ranjan alias Lalan Singh	771, 846
137.	Singh, Rajkumari Ratna	775, 789, 884
138.	Shri Singh, Sanjay	778
139.	Shri Siricilla Rajaiah	754, 801, 804, 817
140.	Shri Sudhakaran K.	737, 840, 914
141.	Smt. Sugavanam. E.G.	720, 763, 819, 837, 901

1	2	3
142.	Smt. Sule, Supriya	758, 767, 864, 873
143.	Shri Suresh Kodikkunnil	757
144.	Shri Swamy N. Cheluvaramaya	724, 763, 807, 844, 917
145.	Shri Tagore Manicka	746, 792
146.	Shri Tarai Bibhu Prasad	829
147.	Shri Tewari Manish	793, 887
148.	Shri Thakur Anurag Singh	713, 811, 839
149.	Shri Thamaraiselvan R.	728
150.	Dr. Thambidurai, M.	870
151.	Shri Thomas P.T.	880
152.	Shri Tirkey, Manohar	747, 834, 910
153.	Shri Tiwari, Bhisma Shanker alias Kushal	769, 784, 853
154.	Shri Vardhan, Harsh	814, 859, 876
155.	Shri Vasava, Mansukh Bhai D.	714
156.	Shri Venugopal K.C.	706, 865, 893
157.	Shri Verma Sajjan	740
158.	Shri Vishwanath, Adagooru	734
159.	Shri Viswanathan P.	800, 833, 902
160.	Shri Yadav Anjankumar M.	696, 700
161.	Shri Yadav Dharmendra	730, 742, 790, 885
162.	Shri Yadav Dinesh Chandra	754, 769, 876
163.	Shri Yadav Om Prakash	735
164.	Prof. Yadav Ranjan Prasad	693, 747, 826, 889, 920
165.	Shri Yaskhi Madhu Goud	824, 920

ANNEXURE-II

Ministry-wise Index to Starred Questions

<i>Chemicals and Fertilizers</i>	:	70
<i>Civil Aviation</i>	:	62, 66, 75, 79
<i>Corporate Affairs</i>	:	
<i>Food Processing Industries</i>	:	67
<i>Heavy Industries and Public Enterprises</i>	:	74
<i>Law and Justice</i>	:	61, 80
<i>Minority Affairs</i>	:	76
<i>Petroleum and Natural Gas</i>	:	64, 65, 72, 73, 77
<i>Railways</i>	:	63, 68, 69
<i>Steel</i>	:	
<i>Textiles</i>	:	71, 78

Ministry-wise Index to Unstarred Questions

<i>Chemicals and Fertilizers</i>	:	701, 715, 718, 766, 772, 805, 810, 841, 855, 872, 875, 878, 880
<i>Civil Aviation</i>	:	693, 696, 706, 710, 711, 723, 724, 725, 730, 736, 745, 748, 755, 760, 761, 764, 777, 791, 793, 802, 807, 816, 824, 825, 827, 829, 835, 836, 838, 839, 851, 866, 881, 899, 900, 902, 906, 908, 912,
<i>Corporate Affairs</i>	:	743, 787
<i>Food Processing Industries</i>	:	739, 757, 771, 808, 843, 852, 856, 884
<i>Heavy Industries and Public Enterprises</i>	:	722, 844, 859, 864, 918
<i>Law and Justice</i>	:	726, 728, 731, 746, 750, 751, 763, 768, 775, 785, 795, 828, 834, 861, 874, 883, 888, 889, 897, 909
<i>Minority Affairs</i>	:	729, 799, 809, 879
<i>Petroleum and Natural Gas</i>	:	691, 695, 698, 699, 700, 703, 704, 712, 713, 716, 721, 733, 741, 742, 749, 758, 767, 769, 773, 778, 780, 784, 788, 790, 796, 806, 815, 818, 821, 830, 831, 832, 845, 846, 849, 850, 853, 854, 858, 863, 869, 876, 877, 885, 887, 915

<i>Railways</i>	:	692, 694, 697, 702, 708, 709, 714, 717, 719, 720, 732, 734, 737, 740, 744, 747, 756, 759, 762, 770, 774, 779, 781, 782, 783, 786, 789, 792, 794, 798, 800, 801, 803, 811, 812, 813, 814, 819, 820, 822, 826, 833, 840, 847, 848, 857, 860, 862, 865, 867, 868, 871, 882, 886, 890, 893, 894, 896, 898, 901, 904, 905, 910, 911, 913, 916, 917, 919, 920
<i>Steel</i>	:	705, 735, 752, 797, 817, 873
<i>Textiles</i>	:	707, 727, 738, 753, 754, 765, 776, 823, 837, 842, 870, 891, 892, 895, 903, 907

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