

(b) if so, the main points of amendments that are being considered;

(c) the time by which it is likely to be introduced;

(d) whether to facilitate development of port infrastructure the Ministry plans to permit major ports to forge joint ventures with minor ports to fund their modernisation;

(e) if so, whether the move will help to meet the fund requirements of Rs. 2000 crore for development of minor intermediate ports in the Ninth plan period through private participation;

(f) if so, the steps likely to be taken in this regard; and

(g) to what extent the foreign fund flow for port modernisation will be available?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) and (c) Do not arise.

(d) The provisions of the Major Port Trusts Act, at present, do not permit Major Ports to forge joint ventures with minor ports.

(e) to (g) Do not arise.

Supply of Kerosene

*176. SHRI SURESH R. JADHAV :

SHRI BRAJ MOHAN RAM :

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

(a) the quota of kerosene fixed for each State during the last three years, State-wise;

(b) the details of the basic parameters for fixation of such quota;

(c) whether requests for enhancement of kerosene quota have been received from different States;

(d) if so the details thereof; and

(e) the action taken by the Government thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) The quantity of Kerosene allocated to each State/UT during the last 3 years is given in the Statement attached.

(b) to (e) Kerosene is a deficit product in the country and more than 40% of the requirements are met by imports. Allocation of kerosene to the States is made on the basis of historicals, i.e. past allotment and consumption plus permissible increase against additional availability. Requests are received from the State Governments for additional allocation from time to time. However, on account of constraints of product availability, foreign exchange and heavy subsidy involved, it has not been possible to meet the full demand of the States. There is heavy subsidy on

kerosene, which has been growing over the years and is more than Rs. 5/- per litre at present totalling presently to more than Rs. 6000 crores per annum. Nevertheless, a 3% increase has been given in the allocation during 1993-94, 1994-95, 1995-96, 1996-97 and 1997-98 over the previous years for the country as a whole. However, the States/UTs with lower per capita availability have been given higher increases and vice versa.

Statement

State-wise Allocation of Kerosene during the Last Three Years.

(Fig. in MTs)

State/UTs.	1994-95	1995-96	1996-97
	1	2	3
Haryana	153992	159468	161040
Himachal Pradesh	40374	42228	58282
Jammu & Kashmir	77815	85536	89500
Punjab	325679	328932	335955
Rajasthan	305612	327344	352370
Uttar Pradesh	1015016	1087462	1142082
Chandigarh	20928	21132	21372
Delhi	238540	240924	243648
Assam	251586	255232	258644
Bihar	558436	606924	652956
Manipur	22262	21638	22494
Meghalaya	15703	16092	20070
Nagaland	10324	11422	13728
Orissa	194954	211452	233459
Sikkim	7556	7632	7840
Tripura	22188	23112	30816
West Bengal	748188	757987	767110
Arunachal Pradesh	9566	9576	10994
Mizoram	6422	6360	7956
Andaman & Nicobar	4348	4632	4912
Gujarat	805680	806280	826562
Maharashtra	1507874	1527648	1549928
Goa	29132	27408	27774
Diu	1468	1488	1506
Daman	1476	1488	1506
Dadar & N. Haveli	3108	3144	3184
Madhya Pradesh	444420	482555	517874
Andhra Pradesh	602688	621656	647148
Karnataka	455696	484690	503150
Kerala	272537	287167	284753

	1	2	3
Tamil Nadu	668258	675276	695436
Pondicherry	14860	15012	15200
Lakshadweep	876	888	908
Total	8837562	9159785	9510157

Compulsory NCC Training

*177. SHRI CHHITUBHAI GAMIT :
SHRI MANIKRAO HODLYA GAVIT :

Will the Minister of DEFENCE be pleased to state :

(a) whether there is any proposal under the consideration of Government to make N.C.C. training compulsory in the colleges throughout the country;

(b) if so, whether Government has received any recommendations from its Defence Affairs Committee in this regard;

(c) if so, the details thereof; and

(d) the reaction of Government thereon?

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : (a) No, Sir.

(b) to (d) A Statement is enclosed.

Statement

The Standing Committee of Parliament on Defence (1996-97) in its Fourth Report has recommended that National Cadet Cores (NCC) should be extended to all colleges and training should be provided to NCC cadets particularly at Under Officers and Senior Under Officers level with a view to developing in them officer like qualities and thus enabling them to obtain Commission in the Armed Forces. The Committee further recommended that the Government should examine the feasibility of resurrection of NCC as a feeder organisation to the Armed Forces adding that the NCC should also be developed to provide manpower at short notice in the unfortunate event of conflict.

2. NCC is essentially a youth movement attracting young people on voluntary basis. It is felt that the essential character of NCC should be retained and it is not desirable to make NCC compulsory in educational institutions throughout the country.

Security Force for Airports

*178. SHRI CHANDRABHUSHAN SINGH :
SHRI RAJKESHAR SINGH :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government are planning to raise

a dedicated security force for the Airports in the Country;

(b) if so, whether the force will be trained and answerable to the Airport Authority of India;

(c) if so, whether any concrete proposals in this regard have been worked out; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) to (d) The proposal to set up an exclusive security organisation to guard some of the airports is under consideration of the Government.

Funds for Road Sector

*179. SHRI SUBRAHMANYAM NELAVALA :
DR. T. SUBBARAMI REDDY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Transport Ministry has been struggling for getting more funds for spending on the road sector;

(b) whether some State Governments have failed to utilise the precious external aid provided to these States for the road sector, if so, the details thereof;

(c) whether these loans were given for ten different schemes to build roads on the commitment that the funds would be drawn according to schedule;

(d) the names of States responsible for the failure to utilise the funds and the action taken against them;

(e) whether the Ministry has decided to sign the loan agreements only after the loan for the concerned projects has been acquired; and

(f) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) Constitutionally, the Central Government is primarily responsible for development and maintenance of National Highways in the country and all other roads are essentially the responsibility of the State Governments concerned. Allocations of funds for development and maintenance of National Highways have been far below the requirements.

(b) Within the available resources the funds earmarked to the States for externally aided National Highway projects have been utilised. However, the utilisation could have been higher but for some slippages in implementation of projects on account of delay in completion of project preparation, land acquisition, shifting of utilities, environmental clearance, court litigation, award of work and non-performance/slow performance of contractors.

(c) Yes, Sir.

(d) For the reasons explained in para (b) above, the first World Bank loan could not be fully utilised and