

(d) the extent to which it is likely to meet the demand of foreign exchange which goes out of country as a result of advertisement given by the Indian manufacturers for their products on Star TV Channels after implementation of the above scheme?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir. It has been allowed w.e.f. March, 1994.

(b) The telecast of advertisements including that of foreign products on Doordarshan is governed by the Code for Commercial Advertisements on Doordarshan. The telecast fee is charged on the basis of Commercial Rate Card which is updated from time to time.

(c) Payments are received in Indian Rupee only.

(d) Does not arise.

#### Implementation of Recommendations of Kelkar Committee

\*374. SHRI SATYA DEO SINGH :

SHRI SULTAN SALAHUDDIN OWASI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have examined the recommendations of the Kelkar Committee;

(b) if so, the details of the recommendations alongwith the decision taken by the Government on each of the recommendations, with particular reference to the recommendation regarding fleet planning for Indian Airlines; and

(c) if not, the time by which a final decision is likely to be taken by the Government for implementation of the recommendations?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) and (c) The Kelkar Committee was set up to make a comprehensive examination of the reasons for losses of Indian Airlines and to formulate a turn around strategy.

The Committee after examination, concluded that Indian Airlines, which was a profitable organisation till 1988-89 started incurring losses for reasons beyond its control, the three main reasons being the grounding of the A-320 fleet for a prolonged period, the merger of Vayudoot with Indian Airlines and its operations in uneconomic sectors over prescribed limits.

It was in this context that the Committee recommended a turn around strategy. The important recommendations of the Kelkar Committee relate to :-

(i) Financial restructuring, which includes capital injection of Rs. 922 crores in the form of

compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.

(ii) Fleet Planning.

(iii) Route Rationalisation.

(iv) Organisational Restructuring.

(v) Human Resource Management.

The Kelkar Committee has recommended that the capital injection would start giving returns to Government on its contribution from the year 1999-2000. It has concluded that the turn-around package should be considered and adopted early and in totality.

As this turn-around strategy involves a large amount of financial contribution, the matter has been taken up with the Ministry of Finance and Planning Commission to expedite implementation.

[English]

#### Import of Steel

\*375. SHRI T. GOPAL KRISHNA :

SHRI NITISH BHARDWAJ :

Will the Minister of STEEL be pleased to state :

(a) the quantity of Steel imported during each of the last two years and current financial year, so far; country-wise;

(b) the sector in which the imported Steel is being used;

(c) details of domestic production of Steel at present; and

(d) the steps taken or proposed to be taken by the Government to stop the import of Steel?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) The quantity of Steel imported during each of the last two years and current financial year (April-August, 1997), country-wise is given in the enclosed statement.

(b) Sectors for which the Steel is being imported include Cold Rolling Units, Auto/Cycle industry, Container industry, Galvanising units, Engineering industry, Electrical industry, Re-rolling industry, Heavy Industry, etc.

(c) The total production of finished Steel during current year upto February, 1997 is estimated to be 20.4 million tonnes comprising about 10.2 million tonnes each of flat and non-flat products.

(d) As per the existing policy, import of Steel is freely allowed. The producers of Steel are constantly orienting their production to meet the market needs. Modernisation and expansion of Steel plants of SAIL has been taken up towards this objective. Since 1991, Government has also adopted various policy measures

to encourage creation of additional Steel production capacities in the private sector. With the setting up of Steel plants in the private sector mainly to produce flat products, a major portion of the demand for hot rolled coils/cold rolled coils which are presently imported is likely to be met by indigenous production.

### Statement

#### Country-wise Import of Carbon Steel

Country	('000 tonnes)		
	94-95	95-96	96-97 (April-August)
Australia	74.2	77.3	3.1
Austria	13.1	1.1	2.2
Belgium	68.6	65.6	66.9
Brazil	83.5	61.7	8.5
Bulgaria	7.2	-	-
Canada	0.6	1.5	2.6
China	5.2	9.6	0.3
CIS	163.8	414.7	56.4
Czech	3.1	9.4	0.5
Finland	14.1	2.7	1.9
France	65.5	36.4	35.7
Germany	296.4	209.2	77.5
Holland	22.8	36.4	25.4
Hungary	2.5	5.6	2.1
Iran	213.6	106.1	47.4
Italy	59.0	33.1	10.9
Japan	128.9	196.6	82.9
Korea	82.7	60.2	23.9
Kuwait	5.0	1.4	0.1
Mexico	-	12.5	-
Poland	1.3	26.8	1.7
Romania	7.8	13.3	2.8
Singapore	4.7	5.5	5.7
Slovak Rep.	60.5	33.0	9.2
South Africa	164.7	73.4	15.7
Spain	42.9	8.9	19.2
Sweden	7.4	4.1	1.3
Tanzania	-	-	-
Turkey	59.0	4.1	-
U.K.	73.6	101.0	48.1
U.S.A.	69.3	101.6	39.1
Venezuela	0.2	6.5	-
Others	60.2	64.5	43.0
<b>Total</b>	<b>1861.4</b>	<b>1783.8</b>	<b>634.1</b>

### Gauge Conversion

\*376. SHRI DILEEP SANGHANI :

SHRI ANNASAHIB M.K. PATIL :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of narrow/metre gauge lines converted into broad gauge during the Eighth Five Year Plan, Zone/State-wise;

(b) the total expenditure incurred thereon, Zone-wise;

(c) the details of narrow/metre gauge lines proposed to be converted into broad gauge during Ninth Five Year Plan, Zone/State-wise;

(d) the estimated expenditure likely to be incurred thereon, Zone-wise;

(e) whether the Government propose to take up conversion work through private funding; and

(f) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The sections in different zones which have been completed so far and those to be completed in the 8th plan are given below :

92-93 Completed Section	Kms.	Zone	State
Delhi-Rewari	83	NR	Haryana/Delhi
Lalgarh-Merta Rd	177	NR	Rajasthan
Lalgarh-Kolayat	47	NR	Rajasthan
Sawaimadhopur-Jaipur	125	WR	Rajasthan
Nadiad-Kapadvanj	45	WR	Gujarat
Bangalore-Tumkur	59	SR	Karnataka
Mysore-Bangalore	138	SR	Karnataka
Dindigul-Tuticorin	196	SR	Tamil Nadu
Bangalore-Yellahanka	12	SR	Karnataka
Guntur-Narsaraopet	46	SCR	AP
Bellary-Rayadurg	54	SCR	AP/Kar.
Aurangabad-Jalna	64	SCR	Maharashtra
Parbhani-Parlivaijnath	63	SCR	Maharashtra
Burhwal-Mehmoodabad	38	NER	UP
Kotkapura-Fazilka	80	NR	Punjab
Lucknow-Kanpur	59	NR	UP
Mankapur-Katra	30	NER	UP
Purulia-Kotshila	35	SER	WB
	1351		
93-94 Completed Section	Kms.	Zone	State
1	2	3	4
Bhatinada-Hissar	157	NR	Haryana Punjab
Jaipur-Phulera	55	WR	Rajasthan