

Tourism area for the development of Tourism in the State and have prepared an integrated infrastructure development plan.

(c) and (d). According to Ministry of Railways, under the agreement between the Konkan Railways Corporation and Patil Tours and Travels Pvt. Ltd., Secunderabad, the tour operator will provide coaches for the luxury tourist train, arrange for facilities like seats, catering facilities, reservation, onboard services and ticketing. The Konkan Railway Corporation will provide all necessary* facilities for operation of the train, such as, track signalling, station premises, locomotives, telecommunication, train crew, access to and from platform etc.

The operators will pay haulage charges for each trip and also pay 12% of gross monthly turnover as share of profit to Konkan Railway Corporation.

[Translation]

Extension in Route of Trains

1891. DR. RAMVILAS VEDANTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the new trains, Rajdhani, Shatabdi, Sadbhavna, Varuna etc. started from Delhi via Sultanpur can also run via Faizabad-Ayodhya;

(b) if so, whether the Government propose to make such arrangement in view of the historical importance of Ayodhya;

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

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No, Sir. However there is no Shatabdi Express from Delhi via Sultanpur and Varuna Express is not from Delhi.

(b) Does not arise.

(c) Does not arise.

(d) Due to operational difficulties.

North-Eastern Coach Repair Factory

1892. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons working in North-Eastern Coach repairs factory at Bareilly during the last three years;

(b) whether the number of workers in this factory are continuously declining; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The number of staff working in North Eastern Coach repair workshop at Izzatnagar Bareilly during the last three years is given below :-

1.1.1994	:	2691
1.1.1995	:	2598
1.1.1996	:	2483

(b) and (c). The reduction in the number of staff is to the extent of normal retirements in Izzatnagar workshop and lower arising of M.G. Stock POH workload due to gauge conversion. However, to compensate this, manufacture of M.G. D.M.Us and Rail Buses are being undertaken.

[English]

Increase in Production of R.S.P.

1893. SHRI R. SAMBASIVA RAO : Will the Minister of STEEL be pleased to state :

(a) the production of hot metal, crude steel and saleable steel of Rourkela Steel Plant during each of the last three years;

(b) the amount spent on its modernisation;

(c) whether it has come up to the expected target of production;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether the entire plant has been modernised; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (d). The target and production of hot metal, crude steel and saleable steel of Rourkela Steel Plant during last three years are as follows :

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	1993-94		1994-95		1995-96	
	Target	Actual	Target	Actual	Target	Actual
Hot Metal	1350	1205	1350	1233	1500	1302
Crude Steel	1320	1148	1340	1178	1500	1205
Saleable Steel	1130	1130	1160	1201	1190	1148

Main reasons for production shortfall are non-completion of modernisation scheme, system disturbances in OSEB grid, poor, and fluctuating quality of indigenous coking coal etc.

The commulative expenditure on modernisation scheme till September, 1996 is Rs. 3127 crore.

(e) and (f). Modernisation and Improvement of Plant and Equipment are continuous process as per requirement, subject to availability of funds etc. Upgradation/Improvement of Plant and Machinery at Rourkela Steel Plant is being done both as a part of ongoing Modernisation Scheme and also as a part of ongoing Addition/Modification/Replacement (AMR) schemes.

Under AMR schemes, several upgradation/improvement schemes like upgradation of Blast Furnaces, Thyristorisation of Cold Rolling Mills etc. have been undertaken.

The modernisation scheme has been implemented in two phases i.e. Phase-I and Phase-II. In Phase-I the priority schemes for improving the quality and raw materials inputs to different plants-units have been taken up for implementation. Phase-II of Modernisation involves installation of new shops such as Sinter Plant, Basic Oxygen Furnaces, Continuous Casting Shops etc. and upgradation of facilities in Hot Strip Mill area.

Air Cargo Traffic

1894. SHRI SANDIPAN THORAT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the target and actual growth of air cargo at main airports during each of the last three years and reasons for shortfalls and growth projections for the next five years;

(b) the steps taken/proposed to handle growing air cargo traffic particularly in regard to strengthening, expansion and modernisation of infrastructure facilities and introduction of automation etc.; and

(c) the estimates of investment required for strengthening/expanding infrastructure network to harness growth potential in Air Cargo for the next five years?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Airports Authority of India (AAI) does not fix any targets for air cargo growth. It only provides for efficient uplift of export cargo at the airports. A statement showing growth of air cargo during the last five years and the projections for the next ten years is attached.

(b) and (c). During the next ten years, AAI has plans to expand the cargo terminal buildings, develop perishable cargo terminals at Delhi and Mumbai, Calcutta and Chennai and provide modern modern storage/cargo transfer systems. Investments for this

purpose, during the 9th Plan period is estimated at Rs. 385 crores.

STATEMENT

Growth of air cargo at main International Airports during the last five years (1991-92 to 1995-96)

(figures in '000 tonnes)

Year	Bombay	Calcutta	Delhi	Madras
1991-92	132.3	11.1	83.8	28.8
1992-93	135.2	13.3	101.9	37.7
1993-94	143.4	15.9	115.4	46.1
1994-95	159.1	16.5	133.2	49.0
1995-96	184.0	19.2	154.6	54.6

Projection of air cargo at main International Airports during next 10 years (1996-97 to 2005-06)

(figures in '000 tonnes)

Year	Bombay	Calcutta	Delhi	Madras
1996-97	206.1	21.5	173	61.2
1997-98	230.8	24.1	194	68.5
1998-99	258.5	27.0	217	76.7
1999-2000	289.05	30.2	243	85.9
2000-01	324.3	33.8	273	96.2
2001-02	358.4	37.3	301	106
2002-03	396.0	41.3	333	118
2003-04	437.6	45.6	368	130
2004-05	483.5	50.4	406	143
2005-06	534.3	55.7	449	159

Tourist Projects of Kerala

1895. PROF. P.J. KURIEN : Will the Minister of TOURISM be pleased to state :

(a) the details of tourist projects in Kerala sanctioned by the Government in the current plan;

(b) the details of the projects completed so far;

(c) the details of the projects under implementation;

(d) whether the Union Government are aware of the tourist potential of the snake boat race in Aranmula, Pathaanamthitta district, Kerala; and

(e) if so, the steps taken by the Union Government to encourage this boat race and develop this place as a tourist place?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) to (c). The Central Department of Tourism sanctioned financial assistance for 28 projects for the development of tourism in Kerala state during the current plan period.