

Bombay
Bombay (DD II)
Bombay (DD III)
Nagpur
Pune

LPT

Achalpur
Acot
Ahmednagar
Akluj
Akola
Amalner
Amravati
Arvi
Barshi
Bhusawal
Bid
Brahmapuri
Buldana
Chandrapur
Chikhli
Chiplun
Devrukh
Dhule
Diglur
Garhchiroli
Gondia
Hinganghat
Hingoli
Ichalkaranji
Jalgaon
Jalna
Kankauli
Karad
Karanja
Khamgaon
Kinwat
Kolhapur
Malegaon
Manmad
Mehekar
Mhasle
Morshi
Nanded
Nandurbar
Nasik
Osmanabad
Pandharpur
Parbhani
Pusad
Rajapur
Ratnagiri
Rissod
Sangamner
Sangli
Satara
Shahad
Sholapur

Umerga
Wani
Wardha
Washim
Yavatmal
Nagpur (DD II)

VLPT

Chikaldhara
Junnar
Karjat
Khed

TRANSPOSER

Aurangabad

HPT High Power Transmitter (10 KW/ 1 KW)
LPT Low Power Transmitter (100 W/ 300 W)
VLPT/Transposer Very Low Power Transmitter/Transposer
(10 W)

STATEMENT - II

*List of TV Transmitters under Implementation in the
State of Maharashtra*

LPT

Shirpur
Navapur
Mangaon
Khopoli
Mahad
Umarkhed
Satana
Sironcha
Chandur
Aheri
Chikoli
Ambet

VLPT

Malwan
Malkapur
Bhokar
Badlapur

LPT Low Power Transmitter (100 W/300 W)
VLPT Very Low Power Transmitter (10 W)

Mining Lease

1746. SHRI BHANU PRATAP SINGH VARMA : Will the Minister of MINES be pleased to state :

(a) the norms fixed for issue the mining lease licences:

(b) whether royalty is given where the mining work is being undertaken:

(c) if so, the details thereof indicating the royalty given during the last three years, state-wise, location-wise:

(d) the area leased out for mining of granite and graphite during the last three years. State-wise; and

(e) the share of Scheduled Castes/Scheduled Tribes in leasing out the mines during the above said period. State-wise?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Mining leases are granted as per provisions of Mines and Minerals (Regulation and Development) Act, 1957 and Mineral Concession Rules, 1960.

(b) As per Section 9 of the Mines and Minerals (Regulation and Development) Act, 1957 the holder of a mining lease is required to pay royalty in respect of any mineral removed or consumed, at the rate as specified in the Second Schedule of the Mines and Minerals (Regulation and Development) Act, 1957.

(c) to (e). The information is being collected from the various State Governments/UTs and will be placed on the Table of the House

[English]

Distribution of Basmati Rice and Wheat

1747. SHRI R.L.P. VERMA : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether there is any proposal to distribute basmati rice and better quality deshi wheat through the public distribution system to card holders.

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV) : (a) and (b). No, Sir.

(c) The type and variety of foodgrains supplied depend on its procurement, availability and affordability by the common man

[Translation]

Air India Turnover

1748. SHRIMATI SHEELA GAUTAM :
SHRI RAMESHWAR PATIDAR :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the turnover of Air-India during the last three years;

(b) whether Indian Airlines and International Airport Authority of India are constantly making profits whereas Air-India has been incurring loss; and

(c) if so, the reasons therefor and the remedial steps proposed to be taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) The total revenue of Air-India during 1993-94, 1994-95 and 1995-96 is Rs. 2767.96 Cr., Rs. 3130.26 Cr. and Rs. 3542.29 (Prov.) Cr. respectively.

(b) and (c). Profit/Loss of Air-India, Indian Airlines and International Airports Authority of India (IAAI) during the period 1993-96 is given below :

(Rs. in crores)			
Name of the PSU	1993-94	1994-95	1995-96
Air India	201.90 (Profit)	40.80 (Profit)	244.00 (Loss)
Indian Airlines	258.46 (Loss)	188.73 (Loss)	134.25 (Loss)
IAAI	50.22	97.70	Merged with NAA from 1.4.95

The reasons for the losses of Indian Airlines are grounding of A-320 fleet, fluctuations in foreign exchange rates, decline in market share, agitation by pilots and increase in landing and other airport charges.

The reasons for the losses of Air-India are, increase in landing charges, increased competition, weakening of the rupee and expenditure on acquisition of additional aircraft capacity.

Both Air-India and Indian Airlines are taking steps to improve their product, image and on-time performance to attract more passengers and to increase revenue.

Air India Routes

1749. SHRI RAMESHWAR PATIDAR : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether routes of Air India are economically viable.

(b) if not, the reasons therefor; and

(c) the steps taken/proposed to be taken to make them economically viable?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. However, on a number of routes operated, Air India incurred operating loss during 1995-96, owing to increase in expenditure on landing, handling and navigational charges, reduction in yields and increase in fixed costs.