

(c) the main reasons for the phenomenal rise in the trade deficit; and

(d) the manner in which the Government propose to narrow down the trade deficit?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI BOLLA BULLI RAMAIAH): (a) As per the DGCI&S data, trade deficit in 1996-97 (Provisional) is placed at around US \$ 5442 million which is higher than the deficit of US \$ 4539 million in the previous year.

(b) As per DGCI&S data (Provisional), trade deficit during April-January 1996-97 was US \$ 4289 million which has since gone upto US \$ 5442 million in April-March 1996-97, a rise of 26.9%.

(c) Trade deficit is the excess of imports over exports. While imports are related to the needs of the economy, exports depend inter alia on various factors such as international market conditions, tariff and non-tariff barriers, domestic infrastructure, cost of export credit, policy framework etc.

(d) The key to reducing trade deficit lies in accelerated export growth. Export promotion measures are continuously being taken by the Government through policy and promotional schemes. These include simplification of Export-Import Policy procedures, improving efficiency and competitiveness, focussing on quality and technology upgradation, efforts to actively involve the State Government in export promotion. Export promotion is continuing activity based on interaction with industry, trade and other export promotional institutions.

Decline in Export

5433. KUMARI MAMATA BANERJEE: Will the Minister of COMMERCE be pleased to state:

(a) whether the percentage of share of Calcutta Sea and Air Port in all India Foreign Trade has declined during 1995-96 as compared to that in 1985-86;

(b) if so, the reasons for decline in the share;

(c) the steps taken to increase the share; and

(d) if not, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI BOLLA BULLI RAMAIAH): (a) Yes, Sir.

(b) The growth rate of exports from the other regions has apparently been more rapid compared to the growth

Coal India Limited

Date of effect of coal prices revision	Grades of Coal	Average percentage of price increase
1	2	3
1.4.96	Coking coal and A,B & C grades of non-coking coal	19%
20.10.96	—do—	10%
1.4.97	D,E,F & G grades of non-coking coal	29%

rate of Calcutta Sea and Air Ports.

(c) and (d) The export promotion measures initiated by the Govt. from time to time are general in nature and are not directed to any particular region, port/air port. The selection of a particular port/air port is made by the facility users.

[Translation]

Prices of coal

5434. DR. MAHADEEPAK SINGH SHAKYA:
 PROF. PREM SINGH CHANDUMAJRA:
 SHRI R. SAMBASIVA RAO:
 SHRI NITISH KUMAR:
 SHRI NAWAL KISHORE RAI;
 SHRI SANDIPAN THORAT:

Will the Minister of COAL be pleased to state:

(a) whether the prices of coal produced in the country has constantly been increasing;

(b) if so, impact of such increase on power tariff;

(c) the percentage of increase in the prices of various grades of coal in the country after deregulation of coal prices;

(d) the additional amount earned by coal companies as a result thereof;

(e) whether assessment of increase in coal production has also made during the said period; and

(f) if so, the quantum of increase in coal production, grade-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRIMATI KANTI SINGH): (a) Yes, Sir.

(b) The impact on power of such price increase after deregulation is 7.85 paise/KWH.

(c) The percentages of increase in the prices of various grades of coal by Coal India Ltd. (CIL) and Singareni Collieries Company Ltd. (SCCL) after deregulation of coal prices are given below: