

ELEVENTH REPORT
COMMITTEE ON GOVERNMENT ASSURANCES
(2014-2015)

(SIXTEENTH LOK SABHA)

REQUESTS FOR DROPPING OF
ASSURANCES
(Acceded to)

(Presented to Lok Sabha on 30 April, 2015)



LOK SABHA SECRETARIAT
NEW DELHI

April, 2015/Vaisakha, 1937 (Saka)

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COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*
(2014-2015)

Dr. Ramesh Pokhriyal "Nishank" — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Shri Anto Antony
5. Prof. (Dr.) Sugata Bose
6. Shri Narayanbhai Bhikhabhai Kachhadia
7. Shri Bahadur Singh Koli
8. Shri Prahlad Singh Patel
9. Shri A.T. Nana Patil
10. Shri C.R. Patil
11. Shri Sunil Kumar Singh
12. Shri Tasleem Uddin
13. Shri K.C. Venugopal
14. Shri S.R. Vijayakumar
15. Shri Tariq Anwar**

SECRETARIAT

1. Shri R.S. Kambo — *Joint Secretary*
2. Shri U.B.S. Negi — *Director*
3. Shri T.S. Rangarajan — *Additional Director*
4. Shri Kulvinder Singh — *Committee Officer*

* The Committee was constituted *w.e.f.* 01 September, 2014 *vide* Para No. 633 of Lok Sabha Bulletin Part-II dated 02 September, 2014.

** Nominated to the Committee *vide* Para No. 1281 of Lok Sabha Bulletin Part-II dated 05 February, 2015.

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances, having been authorized by the Committee to submit the Report on their behalf, present this Eleventh Report of the Committee on Government Assurances.

2. The Committee (2014-2015) at their sitting held on 12 February, 2015 *inter alia* considered Memoranda Nos. 66 to 95 containing requests received from the Ministries/Departments for dropping of pending assurances and decided to drop 19 assurances.

3. At their sitting held on 29 April, 2015, the Committee (2014-15) considered and adopted their Eleventh Report.

4. The Minutes of the aforesaid sittings of the Committee form part of this report.

NEW DELHI;
29 April, 2015

9 Vaisakha, 1937 (Saka)

DR. RAMESH POKHRIYAL "NISHANK"
Chairperson,
Committee on Government Assurances.

REPORT

While replying to Questions in the House or during discussions on Bills, Resolutions, Motions, etc., Ministers sometimes give assurances, undertakings or promises either to consider a matter, take action or furnish information to the House at some later date. An assurance is required to be implemented by the Ministry concerned within a period of three months. Where a Ministry is unable to implement the assurances within the prescribed period of three months, they are required to seek extension of time. In case, the Ministry finds it difficult to implement the assurances on one Ground or the other, they are required to request the Committee on Government Assurances to drop the assurances and such requests are considered by the Committee on merits and decisions taken to drop an assurance or otherwise.

2. The Committee on Government Assurances (2014-2015) *inter alia* considered the following requests received from Ministries/Departments for dropping of assurances at their sitting held on 12 February, 2015:—

S.No.	SQ/USQ No. & Date	Ministry	Subject
1	2	3	4
1.	USQ 4601 Dated 21.02.2014	Housing and Urban Poverty Alleviation	Artisan Housing Project. (Appendix-I)
2.	USQ 627 Dated 15.07.2014	Skill Development, Entrepreneurship, Youth Affairs and Sports	Construction of Mini-Stadia. (Appendix-II)
3.	USQ 2707 Dated 07.02.2014	Finance	Tax Raid. (Appendix-III)
4.	USQ 4361 Dated 08.08.2014	Finance	India's Participation in AIIB. (Appendix-IV)
5.	USQ 5475 dated 29.04.2013	Defence	Tender for Helicopters. (Appendix-VI)
6.	USQ 4285 dated 08.08.2014	Defence	Procurement of Rafale Fighter Jet. (Appendix-VII)
7.	SQ 47 dated 09.12.2013	Defence	INS Sindhurakshak.
8.	USQ 2623 dated 17.08.2011	External Affairs	Extradition of Union Carbide Chairman. (Appendix-VIII)
9.	USQ 1989 Dated 13.03.2008	Minority Affairs	Redefining of Term Minority. (Appendix-IX)

1	2	3	4
10.	USQ 778 dated 04.08.2011	Railways	Bullet/High Speed Trains. (Appendix-X)
11.	SQ 302 dated 15.12.2011	Railways	Railway Stations in Metro Cities. (Appendix-XI)
12.	SQ 181 dated 07.12.2011 (Supplementary by Shri Shailendra Kumar, M.P.)	Civil Aviation	Greenfields Airports. (Appendix-XII)
13.	SQ 181 dated 07.12.2011 (Supplementary by Shri Lalu Prasad Yadav, M.P)	Civil Aviation	Greenfields Airports. (Appendix-XIII)
14.	USQ 260 dated 23.11.2011	Civil Aviation	Threat to Mumbai Airport. (Appendix-XIV)
15.	USQ 2730 dated 13.03.2013	Civil Aviation	Acquisition of new Aircraft. (Appendix-XV)
16.	USQ 2091 dated 24.08.2012	Civil Aviation	Haj Flights. (Appendix-XVI)
17.	USQ 2891 dated 10.02.2014	Commerce and Industry	Assessment of Trade Relations. (Appendix-XVII)
18.	USQ 6279 dated 06.05.2013	Shipping	India-Iran Shipping Joint Venture. (Appendix-XVIII)
19.	USQ 3972 dated 05.09.2012	Personnel, Public Grievances and Pensions	Administrative Reforms Commission. (AppendixXIX)

3. The details of the assurances arising out of the replies and the reason(s) advanced for dropping of assurances are given in Appendices-I to XIX.

4. After having considered the grounds cited by the Ministries/Departments, the Committee were convinced and decided to drop the aforesaid assurances.

5. The Minutes of the sitting of the Committee, where under the decision to drop the assurances were taken, are given in Appendix-XX.

NEW DELHI;
29 April, 2015
9 Vaisakha, 1937 (Saka)

DR. RAMESH POKHRIYAL "NISHANK"
Chairperson,
Committee on Government Assurances.

APPENDIX I

MEMORANDUM No. 67

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 4601 dated 21.02.2014, regarding “Artisan Housing Project”.

On 21 February, 2014 Shri Abdul Rahman & Shri D.B. Chandre Gowda, M.Ps., addressed an Unstarred Question No. 4601 to the Minister of Finance. The text of the question alongwith the reply of the Minister are as given in the Annexure. The assurance was later on transferred to the Ministry of Housing and Poverty Alleviation.

2.The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Housing and Urban Poverty Alleviation within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Housing and Urban Poverty Alleviation *vide* O.M. No. H-11016/09/2014-I&M/FTS:10189 dated 15.12.2014, have requested to drop the assurance on the following grounds:—

“That there is no detailed Project report for construction of a Artisans' Housing project pending with the Ministry and therefore the question of fulfilling the Assurance does not arise.”

4. In view of the above, the Ministry, with the approval of Minister for Housing and Urban Poverty Alleviation have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF FINANCE
LOK SABHA UNSTARRED QUESTION NO 4601
ANSWERED ON 21.02.2014

Artisan Housing Project

4601. SHRI ABDULRAHMAN:
SHRI D.B. CHANDRE GOWDA:

Will the Minister of FINANCE be pleased to state:

- (a) Whether the Union Government has received any proposals from various State Governments seeking approval for Detailed Project Report for construction of a Artisans' housing project;
- (b) if so, the details thereof, state/UT-wise; and
- (c) the action taken or proposed to be taken in this regard?

ANSWER

THE MINISTER OF STATE FOR FINANCE (SHRI NAMO NARAIN MEENA): (a) Yes, Sir.

(b) & (c) Details are as under:

1. Rehabilitation Project of Kumartuli (transit accommodation), Kolkata (West Bengal) under Basic Services to the Urban Poor (BSUP) was approved on 25.2.2011 for construction of 200 tenements.

2. Housing for Artisans at Doddabidarikallu, Bangalore, Karnataka was approved for construction of 170 houses under Basic Services to the Urban Poor (BSUP) on 28.2.2012 subject to availability of Central Share. However, the Project has been cancelled on 20.01.2014 due to non-availability of Central share.

3. Pilot DPR for Artisan Housing at Doddabidarakallu, Bangalore, Karnataka received under preparatory phase of Rajiv Awas Yojana. The same has been returned to the State Government for necessary revision/modification on 3.1.2013. The revised proposal is yet to be received by Ministry of Housing and Urban Poverty Alleviation.

APPENDIX II

MEMORANDUM NO. 69

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 627 dated 15.07.2014, regarding “Construction of Mini-Stadia”.

On 15 July, 2014, Shrimati Rama Devi, M.P., Addressed an Unstarred Question No. 627 to the Minister of Skill development, Entrepreneurship, Youth Affairs and Sports (Department of Sports). The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and was required to be implemented by the Ministry of Youth Affairs and Sports within three months from the date of the reply. The assurance is yet to be implemented.

3. The Ministry of Skill Development, Entrepreneurship, Youth Affairs and Sports *vide* O.M. No. 6-3/MYAS/RGKA/2014 dated 18 November, 2014 have requested to drop the assurance on the following grounds:—

“That the issue contained in the said Assurance relates to a scheme called Rajiv Gandhi Khel Abhiyan (RGKA) which has started from this year only and would span three years of the 12th Five Year Plan and two years of the 13th Five year Plan. Thus the scheme is to be implemented over a period of five years in a phased manner. In so far as the instant assurance is concerned it is evident that the same is not possible to be fulfilled in totality in the near future. As such it is proposed that the said assurance be dropped.”

4. In view of the above, the Ministry, with the approval of the Minister of Skill Development, Entrepreneurship, State (Independent Charge) for Youth Affairs and Sports, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF SKILL DEVELOPMENT,
ENTREPRENEURSHIP, YOUTH
AFFAIRS AND SPORTS
LOK SABHA UNSTARRED QUESTION NO. 627
ANSWERED ON 15.07.2014

Construction of Mini-Stadia

627. SMT. RAMA DEVI:

Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has formulated any scheme for construction of mini-stadia in each district in the country;

(b) if so, the details thereof along with the norms stipulated in this regard and if not, the reasons therefor;

(c) the details of districts selected under the scheme including Pali in Rajasthan and Sheohar in Bihar; and

(d) the time by which such stadia are likely to be constructed?

ANSWER

THE MINISTER OF STATE (INDEPENDENT CHARGE) FOR SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) The Central Government is implementing a Scheme named as Rajiv Gandhi Khel Abhiyan (RGKA) under which it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines. Details of the RGKA Scheme are placed at Annexure-I.

(c) & (d) The RGKA Scheme became operational w.e.f the financial year 2014-15 and proposals for construction of the sports complexes are being obtained from the States/UTs. Annexure Referred to in Reply to Parts (A) to (B) of the Lok Sabha Unstarred Question No. 627 for 15.07.2014 asked by Shrimati Rama Devi, MP Regarding Construction of Mini-Stadia.

ANNEXURE I

Details of the RGKA Scheme under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six-seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non-Lapsable Central Pool of Resources (NLCPR-Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA. Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college. Annual Sports competitions viz. Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

APPENDIX III

MEMORANDUM NO. 70

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 2707 dated 07.02.2014, regarding "Tax Raid".

On 07 February, 2014 Shri J.M. Aaroon Rashid and Shri Avtar Singh Bhadana, M.Ps. addressed an Unstarred Question No. 2707 to the Minister of Finance. The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Finance within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Finance (Department of Revenue) *vide* O.M. No. F. No. 288/01/2014-IT (inv.II) dated 23.06.2014, have requested to drop the assurance on the following grounds:—

“That the reply to the above mentioned Question does not imply any undertaking for further action to be reported to the Lok Sabha. The reply does not contain the "Standard list of expression" (Annex 3 of Chapter 8 of Manual of Parliamentary Procedure which normally constitutes and Assurance. while the reply to the Part (a) of the question is factual, the reply to Parts (b) to (d) gives a general factual statement that appropriate action is taken in cases of persons subjected to search u/s 132 of the Income Tax act, 1961. Such a Statement may not involve any 'Assurance' intended to be given. Further, it may be pertinent to note that Search proceedings are followed by enquires involving examination of the seized material. The evidences gathered are used in assessments and re-assessments of persons searched and other persons, if found relevant. The assets seized during the searches are applied as per the provisions of Sec. 132B of the Income-tax Act, 1961. Income Tax assessments, which are completed following *quasi-judicial* procedures as per the Income-tax Act, 1961, can be treated as conclusive only when appeals, if any, preferred before Commissioners of Income Tax (Appeals), Income Tax Appellated Tribunal (which is under the Ministry of Law and Justice), Hon'ble High Courts and the Hon'ble Supreme Court are decided. Hence, the final quantum of tax evasion can be determined only after the finalization of these appeals, if any. It is, thus, not possible to determine the timeline for income tax assessments to became conclusive.”

4. In view of the above, the Ministry, with the approval of Minister of State (Revenue) in the Ministry of Finance, have requested to drop the abvoe assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF FINANCE
LOK SABHA UNSTARRED QUESTION NO. 2707
ANSWERED ON 07.02.2014

Tax Raid

2707. SHRI J.M. AARON RASHID:
SHRI AVTAR SINGH BHADANA:

Will the Minister of FINANCE be pleased to state:

(a) whether investigating agencies have seized large amount of unaccounted cash from the office of an aluminium company in Delhi recently;

(b) if so, the details thereof;

(c) whether Income Tax/Service Tax Department have decided to re-open the past tax assessments of the said company; and

(d) if so, the details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI J.D. SEELAM): (a) No, Madam. However, cash of Rs. 25.01 crore was seized during a search conducted by the Income Tax Department on 16.10.2013 from the office of a company associated with a group engaged, *inter alia*, in manufacturing of Aluminium.

(b) to (d) Does not arise in view of answer to part (a) above. However, appropriate action is taken under the Income Tax act, 1961 in respect of the persons subjected to search u/s 132 of the Income Tax act, 1961.

APPENDIX IV

MEMORANDUM NO. 72

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 4361 dated 08.08.2014, regarding “India's Participation in AIIB”.

On 08 August, 2014 Kumari Shobha Karandlaje, M.P. addressed an Unstarred Question No. 4361 to the Minister of Finance. The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Finance within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Finance (Department of Economic Affairs) *vide* O.M. No. 7/5/2014-MR-I dated 10/11/2014, have requested to drop the assurance on the following grounds:—

“That the Asian Infrastructure Investment Bank is a multilateral arrangement which is yet to be launched. Discussions are ongoing and an MoU of prospective member countries has been signed in Beijing on October 24th, 2014. After the signing of MoU, the signatory countries would negotiate on the Articles of Agreement of the Bank leading to its acceptance and launching of the Bank by late 2015. The conduct, time frame and final outcome of the negotiations are not a matter within the exclusive jurisdiction of the Government of India.”

4. In view of the above, the Ministry, with the approval of Minister of State for Finance, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF FINANCE
LOK SABHA UNSTARRED QUESTION NO. 4361
ANSWERED ON 08.08.2014

India's Participation in AIIB

4361. K.M. SHOBHA KARANDLAJE:

Will the Minister of FINANCE be pleased to state:

- (a) whether China has invited India to be a part of or participate in the Asian Infrastructure Investment Bank;
- (b) if so, the details thereof; and
- (c) the response of the Government thereto?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE
(SMT. NIRMALA SITHARAMAN): (a) Yes, Madam.

(b) and (c) The bilateral talks between China and India on the matter relating to AIIB are in the preliminary stage.

APPENDIX V

MEMORANDUM NO. 74

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 5475 dated 29.04.2013, regarding “Tender for Helicopters”.

On 29 April, 2013 Shri Neeraj Shekhar, & M.Ps. addressed an Unstarred Question No. 5475 to the Minister of Defence (Department of Defence). The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Defence within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Defence (Department of Defence) *vide* O.M. No. 12(140)/2013/D(N-I) dated NIL, have requested to drop the assurance on the following grounds:—

“As the defence acquisitions have considerable gestation period, the Committee on Government Assurances of the Lok Sabha is requested to drop the assurance from list of assurances.”

4. In view of the above, the Ministry, with the approval of Minister of Defence, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF DEFENCE
LOK SABHA UNSTARRED QUESTION NO. 5475
ANSWERED ON 29.04.2013

Tender for Helicopters

5475. SHRI NEERAJ SHEKHAR:
SHRI YASHVIR SINGH:
SHRI A.T. NANA PATIL:
SHRI ARJUN RAM MEGHWAL:
SHRI JEETENDRA SINGH BUNDELA:

Will the Minister of DEFENCE be pleased to state:

- (a) whether the Augusta Westland company has applied for tenders for supply of helicopters for Indian Navy and Coast Guard;
- (b) if so, the details thereof along with the reasons for allowing the company, facing inquiry in the VVIP helicopter deal, to participate in the said tenders;
- (c) whether the Government proposes to blacklist the said company; and
- (d) if so, the details of the measures taken in this regard, so far?

ANSWER

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) Yes, Madam. Request for Proposal (RFP) for procurement of 56 Naval Utility Helicopters (NUH) was issued on 04.08.2012, prior to commencement of inquiry by CBI in the VVIP helicopter case. RFP for procurement of 14 Twin Engine Helicopters for the Indian Coast Guard was likewise issued on 05.11.2012. Only two companies have submitted bids for the NUH case and three companies submitted bids for the Twin Engine Helicopters case. The bidders include M/s. Augusta Westland. Since no decision to debar the said company from participation in the procurement process has so far been taken, the bids are under process.

APPENDIX VI

MEMORANDUM NO. 75

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 4285 dated 08.08.2014, regarding “Procurement of Rafale Fighter Jet”.

On 08 August, 2014 Shri Ram Charitra and Shri Y.V. Subba Reddy, M.P. addressed an Unstarred Question No. 4285 to the Minister of Defence. The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Defence within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Defence *vide* O.M. No. 7(19)/US(DK)/D(Air-I)/2014 dated 09 October, 2014 have requested to drop the assurance on the following grounds:—

“That through parts (a) and (b) of the Lok Sabha USQ No. 4285, the Hon'ble M.P. had actually sought information about the present status of the case for procurement of Rafale Jet. The answer given to Part (a) to (b) of the above Question furnished only a factual position that the process of negotiation is on and therefore, it does not constitute an Assurance. Moreover, given the complexity of the matter, no definite time frame can be fixed at this stage for completion of the entire procurement process. In the light of above position, Hon'ble Committee on Government Assurances, may be requested to kindly consider deletion/dropping of the above mentioned Assurance from the list of pending Assurance.”

4. In view of the above, the Ministry, with the approval of Minister of Defence, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF DEFENCE
LOK SABHA UNSTARRED QUESTION NO. 4285
ANSWERED ON 08.08.2014

Procurement of Rafale Fighter Jet

4285. SHRI RAM CHARITRA:
SHRI YERRAM VENKATA SUBBA REDDY:

Will the Minister of DEFENCE be pleased to state:

- (a) whether the Government proposes to procure combat aircraft Rafale from France;
- (b) if so, the details and the present status thereof;
- (c) the reasons for preferring Rafale over other aircraft; and
- (d) the time by which the aircraft is likely to be delivered?

ANSWER

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) As per the Request for Proposal (RFP) for procurement of 126 Medium Multi Role Combat Aircraft (MMRCA), 18 aircraft are sought to be procured in fly away condition and 108 aircraft are to be license manufactured in India. The process of negotiations with the L1 vendor, M/s. Dassault Aviation of France for procurement of MMRCA is on.

(c) Out of the six proposals received in response to the RFP for procurement of the MMRCA, the proposals of M/s. Dassault Aviation for Rafale and M/s. EADS, Germany for Eurofighter Typhoon were found compliant to the technical requirements. The proposal of M/s. Dassault Aviation had the lowest cost.

(d) The 18 direct fly away aircraft are expected to be delivered in three to four years from the signing of the contract. The remaining 108 license manufactured aircraft in India are expected to be delivered during the following seven years.

APPENDIX VII

MEMORANDUM NO. 76

Subject: Request for dropping of assurance given in reply to Starred Question No. 47 dated 09.12.2013, regarding “INS Sindhurakshak”.

On 09 December, 2013 Shri R. Thamaraiselvan and Shri Yashvir Singh, M.Ps. addressed a Starred Question No. 47 to the Minister of Defence. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Defence within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Defence *vide* O.M. No. 15(1)2014-D(N-II/Ops.) dated 07 August, 2014, have requested to drop the assurance on the following grounds:—

“That the above mentioned reply may not be treated as assurance in view of the following:—

- (i) The Submarines Builder Plan is a long term plan which will take years to complete and it is not feasible to provide all details at this stage.
- (ii) The details of the building of the submarines are classified secret and it may not be in national interest to divulge them on the floor of the House.
- (iii) The proposal for extension of the life of submarines is still under consideration and further details in this regard may not be in the national interest to divulge. Moreover once the extension proposal is approved, it will take time in implementation.

4. In view of the above, Lok Sabha Secretariat is requested to place the matter before the Committee on Government Assurances for consideration that the reply to part (e) of SQ No. 47 dated 09.12.2013 may not be treated as assurance.”

5. In view of the above, the Ministry, with the approval of Minister of Defence, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF DEFENCE
LOK SABHA STARRED QUESTION NO. 47
ANSWERED ON 09.12.2013

INS Sindhurakshak

*47. SHRI R. THAMARASELVAN:
SHRI YASHVIR SINGH:

Will the Minister of DEFENCE pleased to state:

(a) whether the Naval submarine INS Sindhurakshak sank following an explosion at the Naval dockyard in Mumbai recently;

(b) if so, the details thereof;

(c) whether the Government has conducted any investigation into the accident and if so, the details and the outcome thereof including the measures taken/being taken by the Government to prevent recurrence of such accidents;

(d) whether the Government has floated global tenders to salvage the remains of the submarine and if so, the details thereof; and

(e) the steps taken by the Government to meet the operation availability of submarines after loss of this submarine?

ANSWER

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) A statement is laid on the Table of the House.

Statement Referred to in Reply to Parts (a) to (e) of Lok Sabha Starred Question No. 47 for Answer on 09.12.2013.

There was an unfortunate incident of explosions and fire onboard Indian Navy Submarine INS Sindhurakshak in the intervening night of 13/14 August 2013. At the time of incident, the submarine was berthed at the Naval Dockyard, Mumbai.

Initial assessments indicated that an internal explosion occurred in the forward compartment of the submarine; where ordnance was stowed, resulting in further near-simultaneous explosions and major fire onboard INS Sindhurakshak. Fire tenders were pressed into action and the fire was brought under control. However, INS Sindhurakshak submerged due to damage sustained during the fire and explosions onboard. 18 naval duty personnel, comprising 03 officers and 15 sailors, were inside the submarine at

the time of the incident. As the explosion and resultant damage were instantaneous, these personnel could not evacuate. The submarine is presently resting on the bottom next to the jetty where the incident took place.

Consequent to the incident, a Board of Inquiry (BoI) was constituted by Headquarters Western Naval Command (HQWNC) at Mumbai to investigate into the circumstances leading to the same. The submarine which is submerged in the water is not accessible due to severe deformation of the interiors after the explosion and fire, as also due to poor visibility under water and siltation. The exact cause of explosion remains inconclusive and the same can only be established post salvage of the submarine. The efforts to salvage the submarine are being undertaken. Consolidated BoI report would be forwarded by HQWNC after investigation post salvage of the submarine. In the interim, the Indian Navy has undertaken a safety audit of all the existing procedure for storage and handling of weapon and damage control measures onboard all submarines. The same have been found to be satisfactory.

Globally renowned professional salvage agencies were approached after the incident. An Empowered Committee was constituted for processing the case for the salvage operation. The selection of agency for salvage operations is being presently processed.

The Government of India had approved a submarine building plan, which is being progressed. Further, a proposal for extending service life of six submarines is also being examined.

APPENDIX VIII

MEMORANDUM NO. 77

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 2623 dated 17.08.2011, regarding “Extradition of Union Carbide Chairman”.

On 17 August, 2011 Shri "Francisco Sardinha, M.P. addressed an Unstarred Question No. 2623 to the Minister of External Affairs. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of External Affairs within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of External Affairs *vide* O.M. No. T-125/5/2011 dated 26.08.2013, have requested to drop the assurance on the following grounds:—

“That the Assurance taken as constituted from the answer is the actual extradition of Warren Anderson. However, the answer does not contain such an Assurance. At present, the request stands under consideration of and involves judicial scrutiny of a foreign State under its Law and, as such, no time-frame can be predicated for a final decision. Government of India is regularly taking up the matter with US Government in bilateral interactions. No formal response has yet been received from US in this regard. In view of the above, it is requested that the Assurance may please be dropped.”

4. In view of the above, the Ministry, with the approval of Minister of External Affairs, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF EXTERNAL AFFAIRS
LOK SABHA UNSTARRED QUESTION NO. 2623
ANSWERED ON 17.08.2011

Extradition of Union Carbide Chairman

2623. SHRI FRANCISCO SARDINHA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government proposes to seek fresh extradition of former Union Carbide Corporation Chairman from the US for his trial in the Bhopal gas leak case;

(b) if so, the details thereof; and

(c) the steps taken by the Government so far in this regard along with the outcome thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SMT. PRENEET KAUR: (a) to (c) the re-constituted Group of Ministers (GoM) recommended in June 2010 that a fresh extradition request be sent to the US Government seeking extradition of Warrent Anderson, former Chairman of Union Carbide. Accordingly, the Government of India sent a fresh request for his extradition on April 20, 2011 to the US authorities through the diplomatic channels.

APPENDIX IX

MEMORANDUM NO. 79

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 1989 dated 13.03.2008, regarding “Redefining of term ‘Minority’”.

On 13 March, 2008 Shri Santosh Gangwar, M.P. addressed an Unstarred Question No. 1989 to the Minister of Minority Affairs. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Minority Affairs within three months from the date of reply but the assurance is yet to be implemented.

3. The Ministry of Minority Affairs *vide* O.M. No. 4-3/2008-MC(Q) dated 09.12.2013 have requested to drop the assurance on the following grounds:—

“The matter of conferring Constitutional status of National Commission for Minorities would involve amendment to the Constitution which is a long drawn legislative process to be completed by Ministry of Minority Affairs and no time-frame can be indicated for completing the exercise.”

4. In view of the above, the Ministry, with the approval of Minister of State for Minority Affairs, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF MINORITY AFFAIRS
LOK SABHA UNSTARRED QUESTION NO. 1989
ANSWERED ON 13.03.2008

Redefining of Term Minority

1989. SHRI SANTOSH KUMAR GANGWAR:

Will the Minister of MINORITY AFFAIRS be pleased to state:

- (a) whether the Government proposes to redefine the term 'Minority';
- (b) if so, the reasons therefor;
- (c) whether the National Commission for Minority Educational Institutions has expressed its reservation;
- (d) if so, the details thereof; and
- (e) the reaction of the Government thereon?

ANSWER

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (e) The Constitution (One Hundred and Third Amendment) Bill to confer constitutional status on the National Commissions for Minorities was introduced in the Lok Sabha in December, 2004. The Bill includes a definition of 'minority'. The recommendations of the Standing Committee on social Justice and Empowerment regarding the Bill have been considered and some issues, including those raised by the National Commission for Minority Educational Institutions, are still under examination.

APPENDIX X

MEMORANDUM NO. 82

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 778 dated 04.08.2011 regarding “Bullet/High Speed Trains”.

On 4 August, 2011 S/Shri M.K. Raghavan, Dr. Mahesh Joshi, Datta Meghe, Anurag Singh Thakur and Virender Kashyap, M.Ps., addressed an Unstarred Question No. 778 to the Minister of Railways. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Railways within three months from the date of the reply, but the assurance is yet to be implemented.

3. The Ministry of Railways *vide* O.M. No. 2011/PL/24/LS/20 dated 13 April, 2012 had requested to drop the assurance on the following grounds:—

“That bidding process for the world class stations in Public-Private Partnership (PPP) mode can be initiated after Master Plan and Feasibility Report is prepared and in-principle approval of the local agencies obtained. This is a long drawn process subject to clearances from various local bodies.”

4. The above request of the Ministry was considered by the Committee at their sitting held on 03 June, 2013 and the Committee decided not to drop the assurance. The Committee accordingly presented its 30th Report (15th Lok Sabha) on 29 August, 2013 *inter alia* recommending that they be apprised of the present status of the prefeasibility study in the first instance.

5. However the Ministry *vide* their O.M. No. 2011/PL/24/LS/20 dated 2 July, 2014 have again requested to drop the assurance on the following ground:—

“That it is brought to notice that preliminary Consultancy studies for redevelopment of Kozhikode (Calicut) station as world class station were taken up through M/s. KITCO (Kerala Industrial & Technical Consultancy Organization). The Reports have been submitted by M/s. KITCO which are being examined for assessment regarding suitability of redeveloping the station at no cost to Railways, based on factors like adequacy of land, station redevelopment cost, likely return from real estate development, etc. However, bidding process can be initiated only after carrying out a detailed Techno-Economic Feasibility Study for preparation of Master Plan and Feasibility Report and obtaining statutory approvals from local authorities which is a cumbersome and long drawn process. As the whole process is expected to take a very long time, it will not serve any useful purpose to keep the Assurance pending and accordingly it is requested that the Committee on Government Assurances, may

please consider the request of this Ministry afresh in the light of the above facts and consider dropping of the Assurance. Till such time decision is taken regarding dropping of the above Assurance."

6. In view of the above, the Ministry, with the approval of the Minister of State for Railways, have requested to drop the above assurance.

The Committee may reconsider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 778
ANSWERED ON 04.08.2011

Bullet/High Speed Trains

778. SHRI M.K. RAGHAVAN:
DR. MAHESH JOSHI:
SHRI DATTA MEGHE:
SHRI ANURAG SINGH THAKUR:
SHRI VIRENDER KASHYAP:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of the progress made by the Railways in exploring the possibilities of running Bullet Trains/High Speed Trains in the country;
- (b) whether the Railways propose any collaboration with Japan in this regard;
- (c) if so, the details thereof;
- (d) the steps taken by the Railways to expedite work for introducing such train services in view of ever increasing rush of passengers across the country;
- (e) the details of financial implication involved therein along with the routes and major locations identified for the purpose, State-wise; and
- (f) the present status of development work at Calicut as a world class station?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Ministry of Railways has decided to conduct prefeasibility studies on 50:50 cost sharing basis with the concerned State Governments, on the six selected corridors to introduce High Speed Passenger Trains in the country. Tenders for prefeasibility studies of all the six corridors have been invited and studies are at various stages.

(b) No such decision has been taken.

(c) Does not arise.

(d) Ministry of Railways has also decided to set up National High Speed Rail Authority (NHSRA) for planning, standard setting, implementing and monitoring of High Speed Rail projects and consultant for the same has been appointed to advise Ministry of Railways on the subject.

(e) Financial implication in executing these projects would be known only after prefeasibility studies are completed and input costs are computed. The corridors selected for prefeasibility studies in consultation with concerned State Governments are as under:

- (i) Delhi-Chandigarh-Amritsar (Delhi, Chandigarh, Haryana, Punjab)
- (ii) Pune-Mumbai-Ahmedabad (Maharashtra and Gujarat)
- (iii) Hyderabad-Dornakal-Vijaywada-Chennai (Andhra Pradesh and Tamil Nadu)
- (iv) Chennai-Bangalore-Coimbatore-Ernakulam (Tamil Nadu, Karnataka, Kerala)
- (v) Howrah-Haldia (West Bengal)
- (vi) Delhi-Agra-Lucknow-Varanasi-Patna (Delhi, Haryana, Uttar Pradesh, Bihar)

(f) Bidding process for development of Kozhikode (Calicut) station as world class station is planned to be undertaken through Public Private Partnership (PPP) mode, by leveraging the real estate potential of the land around and the air space above the station. Bidding process for the world class stations in PPP mode will be initiated after Master Plan and Feasibility Report is prepared and in-principle approval of the local agencies obtained. In this regard, preliminary activities have been commenced up by the Zonal Railways.

APPENDIX XI

MEMORANDUM NO. 83

Subject: Request for dropping of assurance given in reply to Starred Question No. 302 dated 15.12.2011, regarding "Railway Stations in Metro Cities".

On 15 December, 2011 Shrimati Supriya Sule and Shri Sanjay Dina Patil, M.Ps. addressed a Starred Question No. 302 to the Minister of Railways. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Railways within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Railways *vide* O.M. No. 2011/LMB/WCS/22/03/2014 dated 05.09.2014, have requested to drop the assurance on the following grounds:

"That Mumbai Chhatrapati Shivaji Terminus (CST) is a world heritage building which requires heritage clearance from UNESCO for undertaking station redevelopment. An application was submitted to World Heritage Centre UNESCO for minor boundary modification for rationalizing buffer zones around Mumbai CST world heritage site. However, the modification was not recommended for approval by International Council for Monuments and Sites (ICOMOS), which is UNESCO'S technical-Scientific Committee (an advisory body). ICOMOS recommended carrying out Heritage Impact Assessment studies regarding the impact of conservation projects undertaken in last few years and the proposed development projects on the Outstanding Universal Value of the property."

2. The Heritage Impact Assessment study is being undertaken in two parts of which Part 1 is in process, after satisfactory completion of which Part 2 will be undertaken. Only after completion of these studies can a fresh application be made to UNESCO through ICOMOS. Clearance and follow up action for obtaining the same can only be taken up thereafter.

3. As the whole process *i.e.* carrying out Heritage Impact Assessment studies, obtaining UNESCO clearances, approvals from local bodies, etc. will taken a very long time, it will not serve any useful purpose to keep the Assurance pending. Accordingly, it is requested that the Committee on Government Assurances, Lok Sabha may consider dropping the Assurance."

4. In view of the above, the Ministry, with the approval of Minister of Railways, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA STARRED QUESTION NO. 302
ANSWERED ON 15.12.2011

Railway Stations in Metro Cities

*302. SMT. SUPRIYA SULE :
SHRI SANJAY DINA PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to modernize railway stations in various metropolitan cities;

(b) if so, the details thereof;

(c) whether any foreign consultant has been appointed for the modernization of the Chhatrapati Shivaji Terminus (CST) station under the Central Railway;

(d) if so, the details thereof including the main terms, conditions and the financial provisions of the contract made between the Railways and the said consultant; and

(e) the present status of the upgradation work at the said railway station as well as the other stations in the metropolitan cities?

ANSWER

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) and (b) Yes Madam. 50 stations located in metropolitan cities and important centres have been identified for development as world class stations in Public Private Partnership (PPP) mode by leveraging real estate potential of the land around and the air space above the railway stations as per the extant Government guidelines.

(c) and (d) M/s. AREP VILLE, a French Consultancy firm, has been appointed as Architect & Technical Consultant for preparation of Master Plan and Feasibility Report for development of Mumbai Chhatrapati Shivaji Terminus (CST) Station as world class station. The value of the contract is Rs 11.45 crore and the agreement was signed on 11.05.2009. The terms and conditions of the consultancy contract include, *inter alia*, undertaking traffic studies, geo-technical investigations, real estate studies, heritage studies, environmental and social impact assessment and preparing submissions for the purpose of obtaining in-principle approvals of various local agencies/bodies, etc.

(e) Master Plan options have been prepared for CST Mumbai. As CST Mumbai is a world heritage site, the buffer zone around the heritage structure has to be rationalised to release space for expansion of activities and facilities. In this regard, an application has been submitted to World Heritage Centre/UNESCO. Proposal for change in land use has been submitted to the concerned local body.

Consultancy works for preparation of Master Plan and Feasibility Report had also been taken up for New Delhi and Patna. Action has also been initiated for appointment of Consultants for Secunderabad, Anand Vihar (Phase II), Chandigarh, Bijwasan, Porbandar, Surat, Ahmedabad, Sealdah and Chennai Central. For other stations, preliminary activities have been taken up by the Zonal Railways.

APPENDIX XII

MEMORANDUM No. 84

Subject: Request for dropping of assurance given in reply to supplementary to Starred Question No. 181 dated 07.12.2011, regarding "Greenfield Airports".

On 07 December, 2011 Shri Shailendra Kumar, M.P. addressed a supplementary to Starred Question No. 181 to the Minister of State in the Ministry of Civil Aviation. The text of the question along with the reply of the Minister are as given in the Annexure.

2. During discussion Shri Shailendra Kumar, M.P. raised the following supplementary question:—

“Hon'ble Speaker, Madam, it is a very important question. Allahabad has great importance from religious and historical point of view. Hon'ble Sonia Gandhiji is sitting here. I would like to tell you that there is not a single airport in Allahabad. There is only an airbase of Airforce. Time and again, there has been a demand to develop the airport constructed during the war time at Iradatganj, situated adjacent to Allahabad into a private airport. There is no facility for night landing and only one flight of Air India which takes off from there before dusk. The place has got much potential. Allahabad being the place of confluence of three rivers, Maagh fair and Kumbh Mela are organized there wherein thousands of Indian and foreign tourists pay a visit. Also, several offices of Union Government are situated there. Hon'ble Soniaji should also second this as she has family and religious relations with Allahabad since independence till now. Therefore, I would like to demand from the Union Government that Iradatganj should be developed as a new airport.”

3. In reply to the Minister *inter-alia* stated as follows:—

"Madam, this is a suggestion for action. That is why, I cannot make a comment at the moment. I have to make a detailed study on this. Of course, the hon. Member earlier represented this matter to me. I am planning to take a decision at the earliest."

4. The reply to the supplementary question was treated as an assurance by the Committee and required to be implemented by the Ministry of Civil Aviation within three months of the date of the reply but the assurance is yet to be implemented.

5. The Ministry of Civil Aviation *vide* O.M. No. H. 11016/087/2012-AAI dated 10 June, 2013 have requested to drop the assurance on the following grounds:—

“That presently, Iradatganj Airstrip is under Indian Air Force. The construction of the airport depends on the interest of the Indian Air Force/State Government.

Thereafter a detailed study for the requisite land for the construction of the airport will be undertaken. AAI can plan such works only when the Indian Air Force/State Government makes available the required land, free of cost and free from all encumbrances.

Moreover, the development of the airports is a continuous process and involve several aspects including concurrence of State Government and other agencies, availability of funds, commercial viability and other Government policies etc.

Further, the fulfilment of the assurance lies on external factors including the interest of the concerned Indian Air Force/State Government in providing the requisite land etc., which are beyond the control of this Ministry. Further, at this stage no definite time-frame can be indicated as by when the new airport at Iradatganj, Allahabad, if any, will be considered.

The Hon'ble Minister while replying to the above question did not give any explicit undertaking or assurance stating that the development of this airport will be taken up/completed within a given timeframe nor the Hon'ble Member has sought such an assurance.

In view of the above, in light of ground realities, it is requested that the above assurance may please be dropped from the list of pending assurances against this Ministry."

6. In view of the above, the Ministry, with the approval of Minister of State in the Ministry of Civil Aviation have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA STARRED QUESTION NO. 181
ANSWERED ON 07.12.2011

Greenfield Airports

*181. SHRI NINONG ERING:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the growth in air traffic is commensurate with the number of proposed new airports;

(b) if so, the details thereof including the perspective plan drawn for the purpose;

(c) the current status of the Greenfield Airports granted in-principle approval by the Government, airport-wise;

(d) the time by which these projects are likely to be completed, project- wise; and

(e) the steps taken/proposed to be taken by the Government to expedite execution of those projects?

ANSWER

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a), (b), (c), (d) & (e) A Statement is laid on the Table of the House.

Statement in reply to Parts (a), (b), (c), (d) and (e) of Lok Sabha (*) Question No. 181 Regarding Greenfield Airports to be Answered on 07.12.2011:

(a) Yes, Madam. Development of airports is a continuous process which takes into account the commercial viability, traffic potential/demands, commitment of airlines to operate through the specific airports etc.

(b) Keeping view of the phenomenal growth in air passengers traffic, Government of India, in April, 2003, promulgated a policy for Greenfield airports to facilitate the establishment of new airports in the country.

(c) The details along with present status of the greenfield airport which have been given 'In- principle' approval are at Annexure-I.

(d) and (e) Necessary action for project development, including acquisition of land, financing of the airport project, etc. is taken by the respective airport promoters. The timeline for construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc. by the individual operators. The progress of work on the projects of the airports which have been given 'in-principle' approval is regularly monitored by the Steering Committee constituted for Greenfield Airports.

Status of Greenfield Airports

Sl. No.	Name of Airport	Present Status
1	2	3
1.	Mopa Airport in Goa	Government of India has granted “in-principle” approval to Government of Goa for setting up of a greenfield airport at Mopa in Goa in March, 2000. An area of 1270 acres is already under possession of the State Government for the project. The consultants have been appointed for preparation of detailed project report, concept design, bid document, project management consultancy, etc.
2.	Navi Mumbai International Airport in Maharashtra	Government of India has granted "in-principle" approval to Government of Maharashtra for setting up of new Greenfield airport at Navi Mumbai airport through Public Private Partnership in July 2007. Government of Maharashtra has appointed City & Industries Development Corporation of Maharashtra Limited (CIDCO). CIDCO has taken up various activities for construction of the airport such as land development by cutting of hills and filling, shifting of EHV line, water supply, power, etc. Environment and Coastal Regulation Zone (CRZ) clearances have been obtained by the promoter on 22.11.2010. The promoter is in the process of preparation of detailed project report and other bid documents.
3.	Sindhudurg Airport in Maharashtra	Government of India has accorded "in-principle" approval to the Government of Maharashtra for setting up of a greenfield airport at Sindhudurg in Maharashtra in September, 2008. The State Government of Maharashtra has appointed Maharashtra Industrial Development Corporation (MIDC) as nodal agency for construction of the airport. 271 hectares of land has been acquired by MIDC. The works pertaining to diversion of telephone, electricity and water supply lines has been completed.

1	2	3
4.	Gulbarga, Bijapur, Hassan and Shimoga Airport in Karnataka	<p>Government of India has granted "in-principle" approval to the State Government of Karnataka (GoK) for setting up of airports at Gulbarga, Bijapur, Hassan and Shimoga. The present status of these airport projects is as under:</p> <p>Shimoga: Project Development Agreement (PDA) between the State Government and Shimoga Airport Development Private Ltd. (SADPL) was entered into on 02.04.2008. The require land of 680 acres has already been handed over to SADPL and Lease Deed has been signed between concessionaire and GoK. SADPL has commenced project development activities viz. action regarding water supply, power supply, sewerage connection, fire fighting, road connectivity, and other activities has already been taken.</p> <p>Gulbarga: PDA has been signed between GoK & Gulbarga Airport Development Private Ltd. (GADPL). The requisite land of 670 acres has already been handed over to the GADPL. GADPL has taken action for obtaining the necessary clearances from various organizations/statutory bodies.</p> <p>Hassan: The project of Hassan airport was entrusted to M/s. Jupiter Aviation and Logistics Ltd. 960 acres of land has been earmarked for the project out of which 536.24 acres land has been handed over to the concessionaire.</p> <p>Bijapur: PDA has been signed on 18.01.2010 between GoK and M/s. Marg Aviation Private Limited for development of the airport project. 727 acres land have been acquired by GoK. The concessionaire has taken action in respect of obtaining necessary clearances from local authorities.</p>
5.	Kannur International Airport in Kerala	<p>Government of India has granted 'in-principle' approval to Government of Kerala for setting up of new Greenfield airport at Kannur in Kerala in January, 2008. The Project is to be implemented on Build Own and Operate (BOO) model.</p>

1	2	3
		Government of Kerala had appointed M/s. Kerala Industrial Infrastructure Development Corporation (KINFRA) as nodal agency for development of the airport. 1277 acres of land has been acquired for development of the airport. A company namely Kannur International Airport Limited (KIAL) has been formed for development of the airport.
6.	Kushinagar International Airport in Uttar Pradesh	Government of India has granted 'in-principle' approval to Government of Uttar Pradesh for setting up of a Greenfield International airport at Kushinagar in UP in September, 2009. 404 acre land has been acquired for development of the airport.
7.	Dabra Airport, Gwalior, Madhya Pradesh	Government of India has granted 'in-principle' approval to M/s. Gwalior Agriculture Company Ltd. for setting up of a cargo airport at Dabra in Datia/Gwalior district in Madhya Pradesh in December, 2008. The proposal is at initial stage of development of the airport.
8.	Pakyong Airport in Sikkim	Government of India have granted approval to Airports Authority of India (AAI) for setting up of a greenfield airport at Pakyong in Sikkim in October, 2008. The construction work of the airport has already been started.
9.	Paladi/Ramsinghpura Airport in Rajasthan	Government of India has accorded the "in-principle" approval to M/s. Rajasthan Aviation Infrastructure (India) Ltd. for setting up of a greenfield airport at Paladi/Ramsinghpura in Rajasthan in February, 2010.
10.	Durgapur International Airport in West Bengal	Government of India has granted. 'in-principle' approval to M/s Bengal Aerotropolis Proj. Ltd. for setting up of a greenfield airport at Andal-Faridpur blocks of Bardhaman District in West Bengal in December, 2008. Construction of the airport has already been started.
11.	Karaikal International Airport in Puducherry	Government of India has granted 'in-principle' approval to M/s. Karaikal Airport Pvt. Ltd. for setting up of a greenfield at the site covering areas of Ponbethy, Puthakudy and Varichikudy Revenue Villages of Karaikal region in Puducherry in

1	2	3
12.	Shirdi International Airport Ahmednagar District in Maharashtra.	<p>February, 2011. The proposal is at initial stage of development.</p> <p>Government of India has granted 'in-principle' approval to Maharashtra Airport Development Corporation Ltd. (MADC) for setting up of a greenfield airport at Kakdi village, Taluka Kopergaon near Shirdi, district Ahmed Nagar in Maharashtra in July 2011. MADC has informed that works relating to area grading, construction of runway, taxiway, parking apron, compound wall and other related infrastructure works, area lighting, etc. and construction of terminal building, runway lighting, baggage handling, etc. has already been awarded.</p>

APPENDIX XIII

MEMORANDUM NO. 85

Subject: Request for dropping of assurance given in reply to Supplementary to Starred Question No. 181 dated 07.12.2011 by Shri Lalu Prasad Yadav, M.P. regarding "Greenfield Airport".

On 07 December, 2011 S/Shri Ninong Ering, M.P. addressed a Starred Question No. 181 to the Minister of Civil Aviation. The text of the question along with the reply of the Minister is given in the Annexure.

2. During the discussion Shri Lalu Prasad Yadav, M.P., raised the following Supplementary to Starred Question No. 181 dated 07 December, 2011 to the Minister of Civil Aviation:—

"That whosoever became the Minister in the Ministry, gave an assurance that the International Airport with the name of Lok Nayak Jaiprakash Narayanji has not been extended till date and Madam, since you also come from that place, you and all other Members know this. I would like to know from the Minister as to why this has been neglected? Whether the Government do not want to pay respect to him in right the earnest by shifting the International Airport from Patna and developing same at Bahata where a Training Centre of the Air Force was opened but that is now lying in an abandoned state".

3. In reply, the Minister of Civil Aviation (Shri Vayalar Ravi) stated as follows:—

"This is a fact. So we wanted to extend the runway and make some improvement in the airport. In this connection, even I tried to call a meeting of hon. Members of Parliament and the date had also been fixed. But the problem is non-availability of land. That is the only problem. I am willing to discuss this issue with Members of Parliament and the Chief Ministers to in what way we can improve the Patna Airport. The main problem is non-availability of land. It is for the State Government to acquire the land and hand over to the Airports Authority of India."

4. The above reply was treated as an assurance by the Committee and required to be implemented by the Ministry of Civil Aviation within three months from the date of the reply but the assurance is yet to be implemented.

5. The Ministry of Civil Aviation *vide* O.M. No. H-11016/1/2012-AAI dated 19 March, 2013 have requested to drop the assurance on the following grounds:—

"That as per the reply given by the Minister, the matter has been taken up with the State Government of Bihar. Due to land constraints at Patna Airport, the runway cannot be extended. AAI can plan such works only when the State Government makes available the required land, free of cost and free from all encumbrances. Moreover, the development of the airports is a continuous process

and involve several aspects including availability of land, concurrence of State Government and other agencies, availability of funds and other Government policies. Fulfillment of the assurance lies on external factors including the interest of the concerned State Government in providing the requisite land etc. which are beyond the control of this Ministry. Further, at this stage no definite timeframe can be indicated by when the runway extension work can be planned. The Hon'ble Minister while replying to the above question did not give any explicit undertaking or assurance stating that the development of this airport will be taken up/ completed within a given timeframe nor the Hon'ble Member has sought such an assurance. The reply given is complete in itself and no further action lies in this Ministry in this regard."

6. In view of the above, the Ministry, with the approval of the Minister of State for Civil Aviation have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA STARRED QUESTION NO. 181
ANSWERED ON 07.12.2011

Greenfield Airports

*181. SHRI NINONG ERING:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the growth in air traffic is commensurate with the number of proposed new airports;

(b) if so, the details thereof including the perspective plan drawn for the purpose;

(c) the current status of the Greenfield Airports granted in-principle approval by the Government, airport-wise;

(d) the time by which these projects are likely to be completed, project-wise; and

(e) the steps taken/proposed to be taken by the Government to expedite execution of those projects?

ANSWER

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a), (b), (c), (d) and (e) A statement is laid on the Table of the House.

Statement in Reply To Parts (A), (B), (C), (D) And (E) of Lok Sabha (*) Question No. 181 Regarding Greenfield Airports to be Answered on 07.12.2011:

(a) Yes, Madam. Development of airports is a continuous process which takes into account the commercial viability, traffic potential/demands, commitment of airlines to operate through the specific airports etc.

(b) Keeping view of the phenomenal growth in air passengers traffic, Government of India, in April, 2008, promulgated a policy for Greenfield Airports to facilitate the establishment of new airports in the country.

(c) The details along with present status of the greenfield airport which have been given 'in-principle' approval are at Annexure-I.

(d) and (e) Necessary action for project development, including acquisition of land, financing of the airport project, etc. is taken by the respective airport promoters. The timeline for construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc. by the individual operators. The progress of work on the projects of the airports which have been given 'in-principle' approval is regularly monitored by the Steering Committee constituted for Greenfield Airports.

Status of Greenfield Airports

Sl. No.	Name of Airport and State	Present Status
1	2	3
1.	Mopa Airport in Goa	Government of India has granted 'in-principle' approval to Government of Goa for setting up of a greenfield airport at Mopa in Goa in March, 2000. An area of 1270 acres is already under possession of the State Government for the project. The consultants have been appointed for preparation of detailed project report, concept design, bid document, project management consultancy, etc.
2.	Navi Mumbai International Airport in Maharashtra	Government of India has granted 'in-principle' approval to Government of Maharashtra for setting up of new Greenfield airport at Navi Mumbai airport through Public Private Partnership in July 2007. Government of Maharashtra has appointed City & Industries Development Corporation of Maharashtra Limited (CIDCO). CIDCO has taken up various activities for construction of the airport such as land development by cutting of hills and filling, shifting of EHVT line, water supply, power, etc. Environment and Coastal Regulation Zone (CRZ) clearances have been obtained by the promoter on 22.11.2010. The promoter is in the process of preparation of detailed project report and other bid documents.
3.	Sindhudurg Airport in Maharashtra	Government of India has accorded 'in-principle' approval to the Government of Maharashtra for setting up of a greenfield airport of Sindhudurg in Maharashtra in September, 2008. The State Government of Maharashtra has appointed Maharashtra Industrial Development Corporation (MIDC) as nodal agency for construction of the airport. 271 hectares of land has been acquired by MIDC. The works pertaining to diversion of

1	2	3
4.	Gulbarga, Bijapur, Hassan and Shimoga Airport in Karnataka	<p>telephone, electricity and water supply lines has been completed.</p> <p>Government of India has granted 'in-principle' approval of the State Government of Karnataka (GoK) for setting up of airports at Gulbarga, Bijapur, Hassan and Shimoga. The present status of these airport projects is as under:</p> <p>Shimoga: Project Development Agreement (PDA) between the State Government and Shimoga Airport Development Private Ltd. (SADPL) was entered into on 02.04.2008. The require land of 680 acres has already been handed over to SADPL and Lease Deed has been signed between concessionaire and GoK SADPL has commenced project development activities viz. action regarding water supply, power supply, sewerage connection, fire fighting, road connectivity and other activities has already been taken.</p> <p>Gulbarga: PDA has been signed between GoK and Gulbarga Airport Development Private Ltd. (GADPL). The requisite land of 670 acres has already been handed over to the GADPL. GADPL has taken action for obtaining the necessary clearances from various organizations/statutory bodies.</p> <p>Hassan: The project of Hassan Airport was entrusted to M/s. Jupiter Aviation and Logistics Ltd. 960 acres of land has been earmarked for the project out of which 536.24 acres land has been handed over to the concessionaire.</p> <p>Bijapur: PDA has been signed on 18.01.2010 between GoK and M/s. Marg Aviation Private Limited for development of the airport project. 727 acres land have been acquired by GoK. The concessionaire has taken action in respect of obtaining necessary clearances from local authorities.</p>
5.	Kannur International	<p>Government of India has granted 'in principle' Airport in Kerala approval to Government of Kerala for setting up of new Greenfield Airport</p>

1	2	3
		at Kannur in Kerala in January, 2008. The Project is to be implemented on Build, Own and Operate (BOO) model. Government of Kerala had appointed M/s. Kerala Industrial Infrastructure Development Corporation (KINFRA) as nodal agency for development of the airport. 1277 acres of land has been acquired for development of the airport. A company namely Kannur International Airport Limited (KIAL) has been formed for development of the airport.
6.	Kushinagar International Airport in Uttar Pradesh	Government of India has granted 'in-principle' approval to Government of Uttar Pradesh for setting up of a Greenfield International Airport at Kushinagar in UP in September, 2009. 404 acres land has been acquired for development of the airport.
7.	Dabra Airport, Gwalior Madhya Pradesh	Government of India has granted 'in-principle' approval to M/s. Gwalior Agriculture Company Ltd. for setting up of a cargo airport at Dabra in Datia/Gwalior district in Madhya Pradesh in December, 2008. The proposal is at initial stage of development of the airport.
8.	Pakyong Airport in Sikkim	Government of India have granted approval to Airports Authority of India (AAI) for setting up of a greenfield airport at Pakyong in Sikkim in October, 2008. The construction work of the airport has already been started.
9.	Paladi Ramsinghpura Airport in Rajasthan	Government of India has accorded the 'in-principle' approval to M/s. Rajasthan Aviation Infrastructure (India) Ltd. for setting up of a greenfield airport at Paladi/Ramsinghpura in Rajasthan in February, 2010.
10.	Durgapur International Airport in West Bengal	Government of India has granted 'in-principle' approval to M/s. Bengal Aerotropolis Proj. Ltd. for setting up of a Greenfield International Airport at Andal-Faridpur blocks of Barddhaman District in West Bengal in December, 2008. Construction of the airport has already been started.
11.	Karaikal International Airport in Puducherry	Government of India has granted 'in-principle' approval to M/s. Karaikal Airport Pvt. Ltd. for setting up of a greenfield at the site covering areas of Ponbethy, Puthakudy and Varichikudy Revenue

1	2	3
12.	Shirdi International Airport Ahmednagar District in Maharashtra	<p>Villages of Karaikal region in Puducherry in February, 2011. The proposal is at initial stage of development.</p> <p>The Government of India has granted ‘in-principle’ approval to Maharashtra Airport Development Corporation Ltd. (MADC) for setting up of a greenfield airport at Kakdi village, Taluka Kopargaon near Shirdi, district Ahmednagar in Maharashtra in July 2011. MADC has informed that works relating to area grading, construction of runway, taxiway, parking apron, compound wall and other related infrastructure works, area lighting, etc. and construction of terminal building, runway lighting, baggage handling, etc. has already been awarded.</p>

APPENDIX XIV

MEMORANDUM NO. 86

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 260 dated 23.11.2011, regarding “Threat to Mumbai Airport”.

On 23rd November, 2011 Dr. Nilesh N. Rane, M.P. addressed an Unstarred Question No. 260 to the Minister of Civil Aviation. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Civil Aviation within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Civil Aviation *vide* O.M. No. H-11016/40/211-AI dated 18 October, 2013 have requested to drop the assurance on the following grounds:—

“That the reply given by the Ministry was a simple factual position and not an assurance. Since this Ministry had not given any assurance to the House while replying to the above Question, the assurance be dropped.”

4. In view of the above, the Ministry, with the approval of Minister of State for Civil Aviation, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA UNSTARRED QUESTION NO. 260
ANSWERED ON 23.11.2011

Threat to Mumbai Airport

260. DR. NILESH NARAYAN RANE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether slums near Mumbai airport are posing threat to flight operations from the airport;

(b) if so, the details thereof;

(c) whether the Government has done any assessment of the spread of slums near the airport; and

(d) if so, the details thereof alongwith the steps taken/proposed to be taken by the Government in this regard and to rehabilitate the people living in these areas?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Yes, Madam. There are about 85000 slum dwelling units on airport land all round the periphery of the Airport operational boundary.

(c) Government of Maharashtra is carrying out the eligibility survey of hutments on Airport land for the purpose of rehabilitation and removal of encroachments.

(d) Mumbai International Airport Private Limited has entered into an agreement with M/s. Housing Development and Infrastructure Limited for slum rehabilitation.

APPENDIX XV

MEMORANDUM NO. 87

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 2730 dated 13.03.2013, regarding “Acquisition of New Aircraft”.

On 13 March, 2013 Shrimati Annu Tandon, M.P. addressed an Unstarred Question No. 2730 to the Minister of Civil Aviation. The text of the question alongwith the reply of the Minister are given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Civil Aviation within three months from the date of reply but the assurance is yet to be implemented.

3. The Ministry of Civil Aviation *vide* O.M. No. H-11016/15/2013-DT dated 07 November, 2013 have requested to drop the assurance on the following grounds:—

“That an Aircraft Acquisition Committee (AAC) has been reconstituted on 31.10.2012 under the Chairmanship of Additional Secretary and Financial Adviser with Joint Secretary Ministry of Civil Aviation, Director General of Civil Aviation, Commissioner of Security Civil Aviation and Chairman, Airports Authority of India as member to examine the proposal for acquisition of aircrafts. It may be mentioned here that the above Committee was for examining the proposals to initial NOC/import received from Airlines/Companies. However, the reconstituted Committee has been dissolved on 25.03.2013. It is evident from above that no assurance has been made in the above question. Hence, Lok Sabha Secretariat is requested to delete the above assurance. This has the approval of the Hon'ble Minister of State in Ministry of Civil Aviation.”

4. In view of the above, the Ministry, with the approval of Minister of State in the Ministry of Civil Aviation, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA UNSTARRED QUESTION NO. 2730
ANSWERED ON 13.03.2013

Acquisition of New Aircraft

2730. SHRIMATI ANNU TANDON:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government proposes to constitute a Committee for aircraft acquisition;
- (b) if so, the details thereof; and
- (c) the measures taken by the Government to ensure that aviation companies lease or buy aircraft with proven airworthiness?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) An Aircraft Acquisition Committee (AAC) has been reconstituted on 31.10.2012 under the Chairmanship of Additional Secretary and Financial Adviser with Joint Secretary, Ministry of Civil Aviation, Director General of Civil Aviation, Commissioner of Security Civil Aviation and Chairman, Airports Authority of India as member to examine the proposal for acquisition of Aircrafts.

(c) Directorate General of Civil Aviation has issued guidelines regarding various provisions related to airworthiness under CAR Section-2. As regulator of airline operations, DGCA ensure compliance of these guidelines.

APPENDIX XVI

MEMORANDUM NO. 88

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 2091 dated 24.08.2012, regarding “Haj Flights”.

On 24 August, 2012 Shri A.K.S. Vijayan, M.P. addressed an Unstarred Question No. 2091 to the Minister of Civil Aviation. The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Civil Aviation within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Civil Aviation *vide* O.M. No. H-11016/65/2012-AI dated 24 October, 2013 have requested to drop the assurance on the following grounds:—

“That Hon'ble Supreme Court *vide* its interim order dated 08.05.2012 directed the Central Government to progressively reduce the amount of subsidy so as to completely eliminate it within a period of 10 years *w.e.f.* 08.05.2012 in this context, it is informed that the Ministry of Civil Aviation has been striving to reduce the air travel cost of Haj pilgrims and the subsidy. In order to reduce cost to air travel, the airlines are being selected through tendering process and the fare charged from pilgrims is also being increased gradually. However, bringing down the subsidy amount and its complete elimination will take considerable time. Keeping in view the position explained above, this Ministry is of the view that no meaningful purpose will be served by keeping the assurance pending for an indefinite period and Lok Sabha Secretariat is requested to consider dropping of the aforementioned assurance from the pending list.”

4. In view of the above, the Ministry, with the approval of Minister of State for Civil Aviation, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA UNSTARRED QUESTION NO. 2091
ANSWERED ON 24.08.2012

Haj Flights

2091. SHRI A.K. S. VIJAYAN:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the details of the arrangements made/proposed to be made for Haj flights;
- (b) whether the Government has received any complaints of difficulties and harassment of the Haj Pilgrims;
- (c) if so, the details thereof;
- (d) whether there are demands and requests for abolition of subsidy on airfare and freedom for global tenders; and
- (e) if so, the reaction of the Government thereto?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Air travel arrangements by charter flights have been made for 1,25,000 pilgrims going on Haj through Haj Committee of India. The Haj Charter flights would be operated from 21 airports in India to Jeddah/Madina in Kingdom of Saudi Arabia Air India and Saudi Arabian Airlines have been selected through tendering process to operate the charter flights.

(b) and (c) A few complaints like non-receipt of baggage, delay in operation of flights, delay in providing refreshment/hotel accommodation etc. were received for Haj flights during previous years.

(d) and (e) *Gradual reduction/abolition of subsidy on air travel of Haj Pilgrims is under consideration of the Government.* In order to reduce cost of air travel, the airlines are being selected through tendering process and the fare charged from pilgrims is also being increased gradually.

APPENDIX XVII

MEMORANDUM No. 93

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 2891 dated 10.02.2014, regarding "Assessment of Trade Relations".

On 10 February, 2014 Shri Asaduddin Owaisi, M.P. addressed an Unstarred Question No. 2891 to the Minister of Commerce and Industry. The text of the question alongwith the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Commerce and Industry within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Commerce and Industry (Department of Commerce) *vide* O.M. No. 12/5/2014-RMTR dated 07 August, 2014 have requested to drop the assurance on the following grounds:—

"That the Hon'ble Minister of State in the Ministry of Commerce and Industry (Independent Charge) has indicated that the Trade and Economic Relations Committee (TERC) constituted in the previous Government stands disbanded. The Committee on Government Assurances is, therefore, requested to drop the Assurance given on 10.02.2014."

4. In view of the above, the Ministry, with the approval of Minister of State in the Ministry of Commerce and Industry, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF COMMERCE AND INDUSTRY
LOK SABHA UNSTARRED QUESTION NO. 2891
ANSWERED ON 10.02.2014

Assessment of Trade Relations

2891. SHRI ASADUDDIN OWAISI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether a meeting of Trade and Economic Relation Committee, the highest body of the Government on trade was held recently in New Delhi;

(b) if so, the number of trade bodies and Ministries concerned which attended the meeting;

(c) whether the Ministry of Finance has raised caution on hasty signing of bilateral trade pacts and if so, the details thereof and the reasons therefor;

(d) whether the Government has assessed the impact of Free Trade Agreements on a regular basis; and

(e) if so, the future plan chalked out in the Committee meeting for trade pacts with the rest of the world?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. E.M. SUDARSANA NATCHIAPPAN): (a) and (b) Yes, Madam. The last meeting of the Trade and Economic Relations Committee (TERC) was held on 4th November, 2013 which was attended by all the members. No trade body is a member of the TERC.

(c) Some concerns were expressed on the suspected adverse impact of FTAs on the domestic manufacturing sector as well as the effect on trade balance.

(d) Lack of data on preferential imports under the various FTAs has been an impediment towards assessing the impact of these FTAs. While India-Singapore Comprehensive Economic Partnership Agreement has been in force since 2005, all the other important FTAs that India has entered into with its major trading partners (ASEAN, Korea, Japan, Malaysia) have been in operation only from the year 2010. The Department of Commerce is studying the impact of these FTAs on domestic industry as well as on the export sector even though it is felt that two/three years is too short a period to come to any conclusive assessment of their impact, and more so because of the lingering impact of the economic slowdown that has affected international

trade in general. The full impact of these FTAs would only be evident once the transitional period has played itself out and the agreed tariff liberalizations have been fully implemented. Trade in services is an important component of our international trade and an area where India enjoys tremendous comparative advantage. The impact analysis of FTAs have been hampered by the lack of reliable data on this important sector.

(e) The Committee decided that the Group would collectively examine in detail India's engagement in FTAs and prepare an agenda for change/action needed on different fronts to retain our global competitiveness.

APPENDIX XVIII

MEMORANDUM NO. 94

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 6279 dated 06.05.2013, regarding "India-Iran Shipping Joint Venture".

On 06 May, 2013 Shri Gutha Sukhender Reddy, M.P. addressed an Unstarred Question No. 6279 to the Minister of Shipping. The text of the question along with the reply of the Minister are as given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Shipping within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Shipping *vide* O.M. No. H-11016/04/2013-SY-II dated 27 June, 2013 have requested to drop the assurance on the following grounds:—

"It may please to see that the question asked by the Hon'ble Member of Parliament was replied completely and no assurance was given."

4. In view of the above, the Ministry, with the approval of Minister of Shipping, have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA UNSTARRED QUESTION NO. 6279
ANSWERED ON 06.05.2013

India-Iran Shipping Joint Venture

6279. SHRI SUKENDER REDDY GUTHA:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has any proposal to wind up the 39 year old entity with United Nation Sanctions on Tehran crippling operations of the India-Iran shipping joint venture;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

ANSWER

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Madam. Irano Hind Shipping Company (IHSC) is a Joint Venture between Islamic Republic of Iran Shipping Lines (IRISL), Tehran and the Shipping Corporation of India Ltd. (SCI). The proposal for its dissolution has been approved by the Government.

(c) Does not arise.

APPENDIX XIX

MEMORANDUM NO. 95

Subject: Request for dropping of assurance given in reply to Unstarred Question No. 3972 dated 05.09.2012, regarding "Administrative Reforms Commission".

On 05 September, 2012 Shri A.T. Nana Patil, M.P. addressed an Unstarred Question No. 3972 to the Minister of Personnel, Public Grievances and Pensions. The text of the question along with the reply of the Minister are given in the Annexure.

2. The reply to the question was treated as an assurance by the Committee and required to be implemented by the Ministry of Personnel, Public Grievances and Pensions within three months from the date of the reply but the assurance is yet to be implemented.

3. The Ministry of Personnel, Public Grievances and Pensions (Department of Personnel and Training) *vide* O.M. No./ H-11016/2/2012-AR dated 13.11.2013, have requested to drop the assurance on the following grounds or otherwise grant extension upto 31.05.2014:—

"The 2nd Administrative Reforms Commission (ARC) was constituted on 31.08.2005 and submitted its reports upto 30.04.2009. As on 31.03.2013, out of total 1251 recommendations in the 13 reports, 1005 recommendations have been accepted, 180 not accepted, 22 deferred and 21 referred to other Fora. Action has been taken on 633 recommendations and action on 372 recommendations is under implementation. The thrust of the 2nd Administrative Reforms Commission is on improving and strengthening the institutions and process relating to wider gamut of governance and hence, they need to be analysed and implemented in a holistic manner in the specific context of each of the Ministries/Departments. Department of Administrative Reforms and Public Grievances (DoAR&PG) submitted a note before COS on 18.10.2012 on 'Revamping the Institutional Mechanism for Implementation of Recommendations of the 2nd Administrative Reforms Commission'. The COS under the Chairmanship of Cabinet Secretary considered the note in its meeting held on 06.11.2012 and decided that —(a) DoAR&PG may categorize the ARC recommendation into broad areas to facilitate monitoring by the Ministries/Departments concerned. DoAR&PG may prepare an indicative list of deliverables and send it to Ministries/Departments concerned for effective monitoring. Secretaries of the Ministries/Departments concerned may review and monitor the progress on Implementation of the recommendations on a monthly/bi-monthly basis. The implementation may also be monitored through the COS or the Group of Officers once every quarter. (b) DoAR&PG may address

the State Governments requesting them to constitute a Committee under the chair of the Chief Secretary for expediting the pace of implementation of the ARC recommendations. The composition of the Committee to be institutionalized at the State level as suggested by DoAR&PG may be indicated but the exact composition of the committee may be left to the discretion of the State Governments. (c) North-Eastern Council may hold meetings to monitor and fast track implementation of the ARC recommendations concerning the North-Eastern Region and the representative from DoAR&PG may attend these meetings. (d) the Ministries/Departments concerned may furnish the action taken report on the recommendations of the ARC in the format prepared by DoAR&PG and may include it as a part of the monthly D.O. letter sent by the Secretary to the Cabinet Secretary. (e) DoAR&PG may prepare a detailed paper on the independent third party assessment proposed to be conducted on implementation of the accepted ARC recommendations. (f) DoAR&PG may develop modules to sensitize officers at various levels of All India Services/Central Services and State Services at the training academies/institutes. (g) DoAR&PG may address the Academies, both National and States and the Administrative Training Institutes to include the recommendations of the ARC appropriately as a module in the induction and all mid-career curriculum. (h) DoAR&PG may organize training of the faculty/trainers and acquaint them with the ARC recommendations. On specific topics like ethics, it may be advisable to have the talk delivered by a person who is widely respected in the field. (i) DoAR&PG may study the problems and suggest solutions for implementation of e-office in consultation with Deit-Y.

Accordingly, the approach for implementation of recommendations of 2nd ARC is now that the Central Ministries/Departments are to review and monitor the implementation of accepted recommendations of 2nd ARC under the chairpersonship of their respective Secretaries. Central Ministries/Departments are to submit their action taken reports in their monthly D.O. letters to Cabinet Secretariat in prescribed proforma. Further, the implementation is to be monitored by Cabinet Secretariat. Similarly, States/UTs have also been requested to constitute committees under their respective chairpersonship of Chief Secretaries/ Administrators. States/UTs have also been requested to share their action taken report with this Department. The responsibility of implementation of accepted recommendation of 2nd ARC has now got shifted to Central Ministries/ Departments/States/UTs. The role of this Department is now limited to facilitate the functioning of the institutional mechanisms at the Central and State levels."

4. In view of the above, the Ministry, with the approval of Minister of State (PP) have requested to drop the above assurance.

The Committee may consider.

Dated: 09.02.15

New Delhi:

ANNEXURE

GOVERNMENT OF INDIA
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS
LOK SABHA UNSTARRED QUESTION NO. 3972
ANSWERED ON 05.09.2012

Administrative Reforms Commission

3972. SHRI A.T. NANA PATIL:

Will the Minister of PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS be pleased to state:

- (a) whether the Government has considered the recommendations made by the second Administrative Reforms Commission in its Seventh Report;
 - (b) if so, the time by which these recommendations are likely to be implemented;
- and
- (c) if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE. (SHRI V. NARAYANASAMY): (a) Yes, Madam.

(b) and (c) Recommendations made by the Second Administrative Reforms Commission in its Seventh Report titled 'Capacity Building for Conflict Resolution — Friction To Fusion' relate to various Ministries/Departments. The decision of the Government on various recommendations have been forwarded to Ministries/Departments concerned for appropriate action. Out of a total number of 126 recommendations, 111 recommendations have been accepted. 51 accepted recommendations have been implemented, so far. The decisions taken by the Government on remaining accepted recommendations are at various stages of implementation.

APPENDIX XX

MINUTES

SEVENTH SITTING

**MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT
ASSURANCES (2014-2015) HELD ON 12 FEBRUARY, 2015 IN
COMMITTEE ROOM 'A', PARLIAMENT HOUSE ANNEXE,
NEW DELHI**

The Committee sat from 1100 hours to 1345 hours on Thursday, 12 February, 2015.

PRESENT

Dr. Ramesh Pokhriyal 'Nishank' — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Prof. (Dr.) Sugata Bose
4. Shri Bahadur Singh Koli
5. Shri C.R. Patil
6. Shri Tariq Anwar

SECRETARIAT

- | | | |
|-------------------------|---|----------------------------|
| 1. Shri R.S. Kambo | — | <i>Joint Secretary</i> |
| 2. Shri U.B.S. Negi | — | <i>Director</i> |
| 3. Shri T.S. Rangarajan | — | <i>Additional Director</i> |
| 4. Shri Kulvinder Singh | — | <i>Committee Officer</i> |

At the outset the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. The Committee then considered 30 Memoranda containing request received from various Ministries/ Departments for dropping the pending assurances. After in-depth deliberation of the reasons adduced by the Ministries, the Committee decided to drop 19 assurances as per details given in Annexure-I. The Committee further decided that 11 assurances required to be pursued further, as per details given in Annexure-II*.

The Committee then adjourned.

*Not enclosed.

ANNEXURE I

Statement showing Assurances Dropped by the Committee on Government Assurances at their sitting held on 12.02.2015

Sl. No.	Memo. No.	Question No./Discussion & Date	Ministry/ Department	Brief Subject
1	2	3	4	5
1.	67	USQ 4601 dated 21.02.2014	Housing and Urban Poverty alleviation	Artisan Housing Project.
2.	69	USQ 627 dated 15.07.2014	Skill Development, Entrepreneurship, Youth Affairs and Sports	Construction of Mini-Stadia.
3.	70	USQ 2707 dated 07.02.2014	Finance	Tax Raid.
4.	72	USQ 4361 dated 08.08.2014	Finance	India's Participation in AIIB.
5.	74	USQ 5475 dated 29.04.2013	Defence	Tender for Helicopters.
6.	75	USQ 4285 dated 08.08.2014	Defence	Procurement of Rafale Fighter Jet.
7.	76	SQ 47 dated 09.12.2013	Defence	INS Sindhurakshak.
8.	77	USQ 2623 dated 17.08.2011	External Affairs	Extradition of Union Carbide Chairman.
9.	79	USQ 1989 dated 13.03.2008	Minority Affairs	Redefining of Term Minority.
10.	82	USQ 778 dated 04.08.2011	Railways	Bullet/High Speed Trains.

1	2	3	4	5
11.	83	SQ 302 dated 15.12.2011	Railways	Railway Stations in Metro Cities.
12.	84	SQ 181 dated 07.12.2011 (Supplementary by Shri Shailendra Kumar, MP.)	Civil Aviation	Greenfields Airports.
13.	85	SQ 181 dated 07.12.2011 (Supplementary by Shri Lalu Prasad Yadav, M.P.)	Civil Aviation	Greenfields Airports.
14.	86	USQ 260 dated 23.11.2011	Civil Aviation	Threat to Mumbai Airport.
15.	87	USQ 2730 dated 13.03.2013	Civil Aviation	Acquisition of new Aircraft.
16.	88	USQ 2091 dated 24.08.2012	Civil Aviation	Haj Flights.
17.	93	USQ 2891 dated 10.02.2014	Commerce and Industry	Assessment of Trade Relations.
18.	94	USQ 6279 dated 06.05.2013	Shipping	India-Iran Shipping Joint Venture.
19.	95	USQ 3972 dated 05.09.2012	Personnel, Public Grievances and Pensions	Administrative Reforms Commission.

APPENDIX XXI

MINUTES

NINTH SITTING

**MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT
ASSURANCES (2014-2015) HELD ON 29 APRIL, 2015 IN COMMITTEE
ROOM 'A', PARLIAMENT HOUSE ANNEXE, NEW DELHI**

The Committee sat from 1500 hours to 1700 hours on Wednesday, 29 April, 2015.

PRESENT

Dr. Ramesh Pokhriyal 'Nishank'—*Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Prof. (Dr.) Sugata Bose
5. Shri Bahadur Singh Koli
6. Shri Prahlad Singh Patel
7. Shri C.R. Patil
8. Shri S.R. Vijayakumar

SECRETARIAT

1. Shri R.S. Kambo — *Joint Secretary*
2. Shri T.S. Rangarajan — *Additional Director*
3. Shri Kulvinder Singh — *Committee Officer*

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following five reports:—

- (i) Draft 9th Report regarding request for dropping of assurances (acceded to)
- (ii) Draft 10th Report regarding request for dropping of assurances (not acceded to)
- (iii) Draft 11th Report regarding request for dropping of assurances (acceded to)
- (iv) Draft 12th Report regarding request for dropping of assurances (not acceded to)

- (v) Draft 13th Report regarding review of pending assurances pertaining to the Ministry of Tourism.

The Committee then adjourned.