

**GOVERNMENT OF INDIA  
PETROLEUM AND NATURAL GAS  
LOK SABHA**

UNSTARRED QUESTION NO:5470

ANSWERED ON:27.04.2015

LPG SUBSIDY FOR BPL FAMILIES

Mahendran Shri C.;Panda Shri Baijayant "Jay";Venugopal Dr. Ponnusamy

**Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:**

- (a) whether any reduction in under-recovery has been noticed by the Government with the introduction of Direct Benefit Transfer Scheme for LPG and kerosene across the country;
- (b) if so, the details thereof;
- (c) whether the Government proposes to restrict domestic LPG subsidy for BPL families and if so, the details thereof;
- (d) the total number of people availing LPG subsidies in the country, State/UT-wise, and
- (e) whether the Government proposes to reduce the cap of subsidised cylinders from existing 12 cylinders per connection annually and if so, the details thereof?

**Answer**

MINISTER OF STATE (I/C) IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DHARMENDRA PRADHAN)

(a)&(b): Government of India has launched Direct Benefit Transfer Scheme (PAHAL) in 54 districts of the country on 15.11.2014 and in remaining districts of the country on 1st January 2015.

The PAHAL scheme offers grace period of 3 months followed by parking period of another 3 months. Within grace period, customers who had joined the scheme were supplied cylinders at market price and their subsidy is being transferred to their bank a/c and customers who had not joined the scheme were getting subsidized cylinders at subsidized price. During parking period consumers who have not joined the scheme are getting cylinders as per their entitlement at market price and subsidy is being parked with OMCs. This parked subsidy would be released as soon as consumer joins the scheme. However, if a consumer joins the scheme after parking period, the parked subsidy would lapse and consumer will get subsidy from prospective date only. Now, the grace period has already expired and parking period will expire by 30.06.2015 all over the country.

As the scheme has not attained its full maturity i.e. parking period is not yet over, the impact of the reduction in fuel subsidy burden on account of domestic LPG cannot be assessed accurately at this point of time.

(c): There is no such proposal before the Government, at present.

(d): State-wise number of domestic LPG connections is at Annexure.

(e): There is no such proposal before the Government, at present.