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(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, October 23, 2008/Kartika 1, 1930 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

(English)

...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Sir, I have given a notice. *...(Interruptions)*

MR. SPEAKER: Have I never denied any of you from making any points?

...(Interruptions)

MR. SPEAKER: May I make the position clear?

...(Interruptions)

MR. SPEAKER: Please take your seats for once. Please take your seats.

...(Interruptions)

MR. SPEAKER: No. I do not allow anything. Too much has been done!

...(Interruptions)

MR. SPEAKER: Everything is important. Please sit down.

...(Interruptions)

MR. SPEAKER: This is the first week. On the first day, unfortunately we had to adjourn because of the obituary on the death of some of our sitting Members. Today is the fourth day of this week. We have not had even one question taken up; not a single matter could be taken up or discussed; you have very important matters.

...(Interruptions)

MR. SPEAKER: Please show little respect. This has become fashion nowadays. If you think that you are strengthening the cause of democracy, it is for you to decide. I am on my way out. Do not think that it will influence me. The House should remain.

But what I am requesting is, make some introspection. Every day, one second past 11 a.m., commotion starts; I am making repeated appeals. If there is anything called truth, please go through it and bear me out. I will allow all the subjects to be discussed. In the first meeting of the leaders, I promised; I said that there were five days and you could select five important subjects; I would allow all those five subjects to be discussed, each one every day. Whatever I could allow, I shall allow. I can challenge – can anybody show that I deliberately did not allow any matter which could be raised? Naturally I will be targeted, but I do not mind. My only reply is, please do some self-introspection. Please consider yourself, whether all of us are contributing to the functioning of this House. If I am wrong, you can show me. I am not an aspirant for anything; personally you can take it that I am out, for all purposes. But I want this institution, which I am associated with for nearly 40 years, to remain; every day, I am going back with lot of pain and agony from this House, but I want this House to remain, this House to function and democracy should be strengthened.

Tell me which issue I have refused. Every day, you are getting up, not listening to me; all of you are coming here; if I do not take strong action, then I am criticised. If I take one very mild action, that is also criticised. Last time, when I sent the names of some of my colleagues here to the Privileges Committee, all the parties came to me and they assured me – both the Leader of the Opposition and the Leader of the House – in the presence of everybody, that we shall cooperate with the Chair and the House, but that was only unfortunately for the sake of statement. What to do? I can tell you that this is the worst period of my life, if it has any relevance for this House.

Shri Acharia, please wait for the Question Hour to be over. There is a time for raising those matters. I have never said no. You never gave me an opportunity to say no.

Let us take up Question Hour. I beg of all of you, to please proceed according to our well-established procedure. After the Question Hour, I will take up these important issues, which are well-established.

SHRI BASU DEB ACHARIA: Including Adjournment Motion.

MR. SPEAKER: Yes, including the notice of Adjournment Motion. Why not? You know that there is a procedure for making an Adjournment Motion; I do not have to tell you.

SHRI BRAJA KISHORE TRIPATHY (Puri): You should allow us also during the 'Zero Hour'.

MR. SPEAKER: I said that. Let me get an opportunity to do that.

Let us take up the Question Hour now.

11.01 hrs.

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER: Q. No. 81

Shri Pralhad Joshi—Not present.

Shri Shailendra Kumar—Not present.

Shri Harin Pathak, Question No. 82.

Railway Crossings for various Development Projects

*82. SHRI HARIN PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether any time frame has been laid down for grant of permission for Railway crossings for the purpose of various development projects;

(b) if so, whether several proposals seeking permission for railway crossings including those for various water supply projects are pending with Railway Authorities;

(c) if so, the details thereof; and

(d) the time by which the pending proposals will be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) A Statement is laid on the Table of the House.

Statement

Railway receive requests from various agencies/ individuals for crossings for various purposes. Permission is granted only if the proposal is complete, feasible, does

not affect safety of trains, and only after the party has deposited the required fees and met with all the procedural requirements. As the requesting parties take their own time in complying with the above requirements, no target time can be set by railways for granting approval to the proposals. There are a total of 1423 number of proposals for permission of railway crossings for various purposes including 431 number of proposals for water supply projects, which have been received by railways, and are pending disposal at different stages. Zone-wise details regarding the number of proposals for permission of railway crossings for various purposes including those which have been referred back to the parties are as given below:

Railway Zones	Number of Proposal
Central	1
Easem	1
East Central	0
East Coast	8
Northern	272
North Central	63
North Eastern	21
Northwest Frontier	1
North Western	72
Southern	162
South Central	63
South Eastern	3
Southeast Central	33
South Western	54
Western	570
West Central	99
Total	1423

SHRI HARIN PATHAK: Mr. Speaker, Sir, if you see the answer which the Minister has given, the fourth line of the answer says:

"As the requesting parties take their own time in complying with the above requirements, no target time can be set by railways for granting approval to the proposals."

[*Translation*]

Mr. Speaker, Sir, it is a very important question. Railway track passes through Ahmedabad, Calcutta and other cities of the country. People live on the both sides of the track. Municipalities of the town seek permission for laying pipelines for water or the construction of foot overbridge.

[*English*]

The authorities are sending proposals. The request from the Ministry comes to the authorities like corporation, municipalities or district authorities that they have to pay a certain amount; deposit two per cent or more than two per cent.

[*Translation*]

Common people are going to get all these facilities on both the side of the track, however, I am very sorry to say that despite doing all those things.

[*English*]

There are projects which have already been sanctioned by the civic authorities and deposits have already been paid but only because of the approval of the concerned Division or the Zone these proposals are waiting for more than three years.

[*Translation*]

I will give only four examples.

[*English*]

MR. SPEAKER: Put your supplementary.

[*Translation*]

SHRI HARIN PATHAK: I will ask supplementary because he says that the requesting party does not work. However, the requesting party has done its work. Now, I want that he should give permission so that the work may be started and the settlement of poor people may get drinking water, power and overbridge facility. There is a foot overbridge project amounting to Rs. 47 lakh in Maninagar, Ahmedabad and the requisite amount has also been deposited. The amount is lying for last two years. However, approval has not been given. You please give me two minutes more.

[*English*]

MR. SPEAKER: You will get another chance. You have to put supplementary one-by-one.

[*Translation*]

SHRI HARIN PATHAK: Mr. Speaker, Sir, the reply of my second supplementary will also be covered in it. I will be asking one question instead of two. Secondly, one under bridge is being constructed near ITI. Two storm water projects are being set up in Advaniji's area Navrangpur and Narangpura. I would like to submit that there are at least twenty such projects in Gujarat for which all formalities have been completed. The hon'ble Minister has submitted that it is on account of non-completion of formalities that the projects get delayed. I would like to know whether the hon. Minister will give instructions to zonal managers or DRM to start those projects in respect of which formalities have been completed.

[*English*]

MR. SPEAKER: You have made your point.

SHRI HARIN PATHAK: Would you give them direction to give approval to the projects?

MR. SPEAKER: You have made your point.

SHRI R. VELU: Hon. Speaker, Sir, Railways are interested in giving such permission to the civic authorities or to the private people, whoever apply for, without much delay. You have mentioned about your own State where a number of proposals are pending. Out of 431 water supply projects, you have 221 projects which you say are pending for more than two or three years. It is not true. Projects pending for, up to six months are 157; for six months to one year are 35 and for more than one year are 29. In respect of Gujarat we have relaxed the rule of joint inspection-I. We have also said that for 300 mm water pipe the DRM is empowered to ...(*Interruptions*) Let me complete. Then, we had coordination meetings wherein we said that the State Government should participate. I may tell for your kind information that 60 per cent of the projects are pending for want of State Governments' participation or their help. The State Governments must cooperate. The States are also involved in the joint inspection programme for which the charges are estimated and to be remitted in advance and then there is an agreement which has to be executed. So, all these formalities take time. But now what I promise you is that wherever these formalities have been

completed by November this year, we will give the approval and complete the works by April next year i.e. before the next summer. So, you should be happy now.

MR. SPEAKER: You have got more than what you wanted.

SHRI HARIN PATHAK: Sir, I am thankful to the hon. Minister, that is why, I gave certain examples where formalities have been completed. I do agree with the hon. Minister that in cases where the civic authorities have not completed the formalities, it would take time but where these formalities have been completed, he can give the approval. I am satisfied with the answer as he has assured the House that by December or by April next year, he would give the approval. Please give the approval at the earliest.

Sir, zone-wise meetings are being held with the hon. Members of Parliament. But what is the solution to this whole issue? Could I just suggest in the form of this question that all the hon. Members are aware that the Zonal Manager calls the meeting of the Members of Parliament. As I am here for the last 18 to 19 years, I would say that for the last couple of years the Zonal Managers are not convening meetings of the hon. Members. My dear friends, I think I am correct. So, I would request you to direct the Zonal Managers to convene the meetings of the hon. Members and the civic authorities so that these projects can be streamlined and materialized. Could you do it, please?

MR. SPEAKER: This is a suggestion for action.

SHRI R. VELU: Sir, we will definitely issue the necessary instructions.

SHRI MADHUSUDAN MISTRY: Sir, thank you very much for giving me the opportunity to ask a supplementary question. I join with the grievances raised by my friend because in my own Constituency, the farmers' field has been divided by the Railway line and on an individual complaint, I had a meeting with the DRM and also with the hon. Minister. But the permissions are not coming simply because there do not seem to be a mechanism existing at the DRM level where he can address the grievances of the local people. I think the Railway Ministry should take appropriate action in this regard. I would like to know whether any action has been taken by them to see that the grievances of the local people which come to the DRM are addressed and they are replied to.

MR. SPEAKER: It is a general question. It is not on this issue.

SHRI MADHUSUDAN MISTRY: Sir, most of them do not know the regional language. We are in Gujarat but some of the staff come from other parts of the country.

MR. SPEAKER: This is only related to the Railway crossings.

SHRI MADHUSUDAN MISTRY: Sir, the grievances of the people are not being attended to. So, I am just trying to find out from the Minister whether any machinery is going to be set up for this.

MR. SPEAKER: This is relating to Railway crossings.

SHRI R. VELU: Wherever it relates to the agriculture where people want to pump water with permission, we would look into such cases. As regards the general question about coordination, redressal of grievances, etc., the DRM hold meetings with the elected representatives as has been told by the hon. Member. As regards your suggestion regarding local problems, we would see that they are addressed to.

SHRI ABU AYES MONDAL: Hon. Speaker, Sir, many development works especially electrification of villages could not go ahead due to non-permission of drawal of armoured cable lines over the Railway line. I want to know from the hon. Minister the total number of proposals which are pending for a long time due to which rural electrification work could not go ahead. What steps have you taken so that these works could go on smoothly?

SHRI R. VELU: As I mentioned earlier, these are essential services and whether it is pipeline or gas line or electrification or others, for all these things we have to necessarily give a focused attention to solve the problem.

Sir, these cases that have been mentioned, I would like to submit that the total number of pending cases in this country is only 1023 of which cases relating to cable connection is about 703. Again, I shall say that there are certain formalities to be observed, like, joint inspection, preparation of estimates, remittance of cost and service charges, signing of agreements – whether it is with the public sector, or State Government or private sector – and all these would have to be completed. Having completed these formalities and having signed the agreement, we execute the work. We are not permitting any other party who are wanting to offer their services to execute such works. We execute the work ourselves because we are competent to do that. If any cases of delay are brought to our notice, then the Railway Board will definitely direct the authorities down the line to do the work in the minimum possible time.

SHRI B. MAHTAB: Sir, the hon. Minister has replied and I would quote: "as the requesting parties take their own time in complying with the above requirements...." My question is, after compliance by the requesting parties, how much time more is required by the Railways so that approval can be granted? This is my specific question. I do not think that there is any necessity to waver on this point. Why does the Ministry not fix a timeframe so that after compliance by the requesting parties, say with 90 days or 60 days, the Railways could decide on the specific project? Why can they not give a specific time frame?

SHRI R. VELU: The time for these projects vary from case to case. For example, when the Railways are required to upgrade a track, it requires a lot of time. Again, when the Railways are required to take a higher diameter of a pipeline, it requires more time. So, the time requirement varies from project to project. Then, if there are cases of re-modelling...(*Interruptions*)

MR. SPEAKER: All details cannot be given here.

SHRI R. VELU: So, the time requirement varies from project to project. If we want to streamline, then we would say that if the work is more, then it will involve more time and if the work is less, then it will involve lesser time, for example, simply taking a wire or a small pipe would involve lesser time. Sometimes taking a wire overhead involves more time.

MR. SPEAKER: Q. 83— Shri Ranen Barman—Not present.

Q. 84 – Shri Shishupal N. Patle—Not present.

Shri Prabodh Panda

Reduction in Global Rude Oil Price

*84. + SHRI PRBAODH PANDA:
SHRI SHISHUPAL N. PATLE:

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

(a) whether the prices of crude oil have decreased in the international market at present;

(b) if so, its impact on domestic oil prices;

(c) whether the Government proposes to reduce the prices of petro products in the country;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

[*Translation*]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) A Statement is laid on the Table of the House.

Statement

The prices of crude oil have declined recently in the international market. The average price of Indian basket of crude oil which was \$ 129.72 per barrel in June' 2008 has come down to \$ 76.68 per barrel in October' 2008 (1-16th), a decline of 40%. However, the benefit of softening of the international oil prices has been partly offset by the depreciation of the rupee by around 20%, since April 2008.

In spite of the recent fall in the international oil prices, the Public Sector Oil Marketing Companies (OMCs) continue to suffer substantial under-recoveries on the marketing of sensitive petroleum products namely Petrol, Diesel, PDS Kerosene and Domestic LPG. The under-recoveries of OMCs based on refinery gate prices applicable as on 2nd fortnight of October 2008 are as under:

Petrol	Rs./Litre	2.38
Diesel	Rs./Litre	6.45
PDS Kerosene	Rs./Litre	28.07
Domestic LPG	Rs./Cyl.	322.14

The prices of crude oil and petroleum products in the international market fluctuate on a daily basis. The OMCs' combined borrowings stood at Rs. 1,13,000 crore at the end of September, 2008. Due to their heavy borrowing, the OMCs' interest liability is likely to go up to Rs. 7,125 crore as against Rs. 2,925 crore in the previous year. The OMCs reported combined losses of Rs. 1539.69 crore during the first quarter even after taking into account the Oil Bonds for Rs. 24,408 crore sanctioned for the said period. The under-recoveries of OMCs on marketing of sensitive petroleum products are currently estimated at Rs. 1.47 lakh crore, based on the prices of 2nd fortnight of October, 2008.

In view of the substantial under-recoveries already incurred by the OMCs and the grave financial position and liquidity constraints suffered by them, a downward revision in the retail selling prices of sensitive petroleum products at this stage is not feasible.

[English]

SHRI PRABODH PANDA: Sir, the hon. Minister for Petroleum has stated several times that due to the hike of petroleum and crude oil prices in the international market, the Government has no option but to increase the prices of petroleum and diesel products. At this stage the average prices of petroleum products in the international market is getting lower and it is about 50 per cent lower and is about 140 dollars per barrel. Under this circumstance, my question is, why is the Union Government not in a position to bring down the prices of petrol, diesel, domestic LPG and PDS kerosene? The reply of the hon. Minister is not convincing.

MR.SPEAKER: What is your supplementary?

SHRI PRABODH PANDA: At least the recovery now is taking place. For petrol it is 2.38; for diesel it is 6.45.

MR. SPEAKER: All these figures are mentioned there.

SHRI PRABODH PANDA: The Government should consider bringing down the prices of petrol, diesel, PDS kerosene and domestic LPG as soon as possible.

SHRI MURLI DEORA: Sir, the hon. Member is correct. There is a fall in the international price of crude. As on today, the price has come to 61.47 dollars per barrel. We are trying our best and we are watching the situation for some time and then we will take a decision. But I can assure the Member that still, with this fall in the prices, we are losing money in all the four products, that is, petrol, diesel, kerosene and domestic LPG. What has really come in the way is the fall of rupees versus dollar. One dollar was about Rs. 40 to Rs. 41 and now it has gone to Rs. 49 or Rs. 48.50. So, this has depreciated the Indian rupee to the tune of 24 to 25 per cent. We are watching the situation. Tomorrow, the OPEC countries are going to make an announcement about the future course of action and then we will take necessary action.

SHRI PRABODH PANDA: Sir, my second supplementary is, the companies, particularly the companies in the refinery sector, earn huge profits during this period. I want to know whether the Government is thinking to impose taxation measures on them so that the profits can be adjusted in the prices. How much profit have they earned during the period? Is it much more than the profits earned earlier? What is the programme of the Government and what sort of measures is the Government going to take in this regard?

SHRI MURLI DEORA: The refineries who are making profit are of course paying tax. If the hon. Member has any specific proposal which should be implemented as far as the refineries are concerned, we will be happy to consider it. ...*(Interruptions)*

MR. SPEAKER: Please do not do that. I have got the list of Members. I will apply my judgement. It has become a fashion to do like this.

SHRI KIREN RIJJU: Due to the crash in the price of crude in the international market due to the slowdown in the economy, I have a question as a follow-up of this point.

If this crash continues, there is a possibility of a negative impact in the upstream of the production side. What is the contingency plan of the Government for the continuous support to the upstream players so that production is not slowed down in the future?

SHRI MURLI DEORA: Sir, any downfall in the oil prices will not help the upstream companies. You know it very well. But there is no need of getting alarmed just now. It is 61 dollars today. It has not gone down so badly. We should wait, watch the situation and then we can take a decision on this issue.

SHRI KIRIP CHALIHA: There is hardly any need to emphasise the escalating effect of rise in the petroleum prices in the overall economy. We have been repeatedly assured by the Minister for Petroleum and the Minister of Finance that once the international prices of petroleum come down to 65 dollars per barrel, perhaps, we will be in a position to reduce the petroleum prices. In fact, this is the relief which we have expecting for a long time because it has a cascading effect on other food articles.

My specific question is this. Today, we have seen in the newspapers that petroleum prices have in fact come down to 65 dollars per barrel. Is the Minister considering reduction in the prices of petroleum products?

MR.SPEAKER: He has replied to this question. You are asking an identical question. If you have got any new question, you may ask him.

SHRI KIRIP CHALIHA: Sir, he has given a new explanation about the dollar—rupee parity. It is again a new thing coming up. Since the petroleum prices have come down to 65 dollars per barrel, will the Minister consider reducing the prices?

SHRI MURLI DEORA: I have the same reply.

MR. SPEAKER: You may stand up and say it.

SHRI MURLI DEORA: Sir, the hon. Member is correct. We cannot ignore the fact that the value of dollar has gone up and the rupee has been devalued by nearly 24 to 25 per cent. So, the downfall of the price adjusts with the price of the dollar.

SHRI RUPCHAND PAL: Succumbing to the mounting pressures of airline companies, such as the Indian Airlines and particularly the private airline companies, the Government has only yesterday declared a bailout package of the order of Rs. 3,000 crore in the form of easy credit and deferring the payment due to the Ministry of Petroleum and Natural Gas. In such a situation, in the backdrop of sharp decline in petroleum and crude prices internationally, is the Government prepared to declare a bailout package to the *aam admi*, the common man, by reducing the high prices of petroleum, diesel, LPG and kerosene?

SHRI MURLI DEORA: This is not pertaining to my Ministry. This has to be answered by the Minister of Civil Aviation. ...(*Interruptions*)

SHRI RUPCHAND PAL: Sir, the Minister of Petroleum and Natural Gas has given the bailout. He has declared the package. So, he has to answer it. ...(*Interruptions*)

MR. SPEAKER: Mr. Minister, do you wish to say anything?

...(*Interruptions*)

SHRI MURLI DEORA: The reply has to come from the Minister of Civil Aviation. ...(*Interruptions*)

MR. SPEAKER: Okay, that is the reply.

...(*Interruptions*)

SHRI RUPCHAND PAL: Mr. Speaker, Sir, I seek your protection. The Minister is saying that this has to be replied by the other Minister. Is there no collective responsibility? ...(*Interruptions*)

MR. SPEAKER: Shri Ram Kripal Yadav to put a question.

...(*Interruptions*)

MR. SPEAKER: Hon. Members, you cannot get an immediate solution. You know that.

...(*Interruptions*)

MR. SPEAKER: Do not record anything except Shri Ram Kripal Yadav's remarks.

...(*Interruptions*)*

MR. SPEAKER: Hon. Members, there are many procedures available under the rules. You can take recourse to them.

...(*Interruptions*)

MR. SPEAKER: Let us hear Shri Ram Kripal Yadav. He is another hon. Member who wants to put a question.

...(*Interruptions*)

MR. SPEAKER: Do not record anything.

...(*Interruptions*)*

MR. SPEAKER: Mr. Minister, do you wish to add anything?

...(*Interruptions*)

MR. SPEAKER: I can only express my sorrow. What can I say?

...(*Interruptions*)

MR. SPEAKER: So long as they do not get an answer to their liking, hon. Members from every side of the House will go on putting that question.

[*Translation*]

It is good if the House runs like this.

...(*Interruptions*)

[*English*]

SHRI MURLI DEORA: Sir, the relief that the hon. Member referred to is only for deferring the payment. This is not a bailout at all. This is only and specifically for deferring the payment to the airline companies. ...(*Interruptions*)

MR. SPEAKER: Hon. Members, please take your seats. It cannot be that every answer would be satisfactory.

...(*Interruptions*)

[*Translation*]

SHRI RAM KIRPAL YADAV: Mr. Speaker, Sir, the biggest reason of present day price rise in the country was the excess increase in the prices of petrol products. The price of crude oil in the international market has gone down and I feel that the prices of petro products need to be reduced to check the increasing price rise. We have got an opportunity to check out price rise as

*Not recorded.

the price of crude oil has decreased in the international market. Through you, I would like to know from the hon'ble Minister as to why shouldn't the Government act promptly to bring down the prices of petroleum products to protect the common people against the onslaught of price rise.

[English]

MR. SPEAKER: Same question has been repeated.

...(Interruptions)

[Translation]

SHRI MURLI DEORA: Mr. Speaker, Sir, the hon'ble Member has rightly said. We are making efforts in this regard. If the price of crude oil declines further then we will make efforts to reduce the price...*(Interruptions)*

[English]

MR. SPEAKER: There should be silence in the House.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: Sir, it is told, when the price of oil is increased, the smile comes on the faces of the hon. Ministers of Finance both at the Centre as well as the in the States. The Oil Corporations are also happy because the entire burden is going to be shared by the common man. When the price is declining, what is the policy of the Government? ...*(Interruptions)*

MR. SPEAKER: You are repeating the same question.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: No, Sir. It is argued by the Government. Now, the policy has been changed by the Government of India for the last eight years that when the crude oil price will be increased, proportionately the price will be increased and now when the price is declining, whether it is not the policy of the Government to also decrease the price. What is the policy now? When the Government has admitted that the price has declined up to 40 per cent between June and October, why shall the benefit not go to the common man? The common man is suffering. ...*(Interruptions)*

MR. SPEAKER: It is the identical question.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: You are only helping the airlines because of certain things. Why shall the common man not get the benefit? ...*(Interruptions)*

MR. SPEAKER: It is the identical question.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: We want to know as to what is the policy of the Government. What is the percentage the Government is collecting in the form of tax and whether the Government will consider to reduce the price. ...*(Interruptions)*

MR. SPEAKER: It has been mentioned in the reply.

Now, I am calling Shri Brajesh Pathak.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: I would like to know as to what is the policy of the Government of India. ...*(Interruptions)* Do they have any policy? Let the hon. Minister say that there is no such policy. ...*(Interruptions)*

[Translation]

SHRI BRAJESH PATHAK: Mr. Speaker, Sir, you have given me an opportunity to speak on a very important issue...*(Interruptions)* I would like to extend my thanks to you for this...*(Interruptions)*

MR. SPEAKER: I do not need thanks. You please ask your question.

...(Interruptions)

[English]

SHRI BRAJA KISHORE TRIPATHY: My question has not been answered by the hon. Minister. What is the policy of the Government or do they have any policy? ...*(Interruptions)*

MR. SPEAKER: Mr. Minister, is there any policy?

...(Interruptions)

MR. SPEAKER: Mr. Minister, do you wish to announce the policy what he is asking for?

...(Interruptions)

SHRI MURLI DEORA: Sir I do not want to say that this can be a policy or this cannot be a policy, but when the prices come down, we reduce the prices.
...(Interruptions)

[Translation]

SHRI ANANT GANGRAM GEETE: Mr Speaker Sir, what type of reply it is?... (Interruptions)

[English]

MR. SPEAKER: Hon. Members, please listen to the reply. If you want a Half an Hour Discussion, I will allow it. What more can be done?

...(Interruptions)

[Translation]

MR. SPEAKER: First of all you please listen to the reply of the horrible Minister.

...(Interruptions)

SHRI MURLI DEORA: Mr. Speaker, Sir, when the price of crude oil increased in the international market we had also increased the price and when it came down, we also reduced it. Now regarding the present decrease in the price of the crude oil, I would like to humbly submit that we are pondering over this option. Today, the prices have decreased and about tomorrow... (Interruptions)

SHRI BRAJESH PATHAK: Similarly, you please reduce the prices of petroleum products in the domestic market... (Interruptions)

SHRI MURLI DEORA: If you would listen, then I will tell... (Interruptions) We are reviewing the situation and within one week announcement will be made in this regard... (Interruptions)

SHRI BRAJESH PATHAK: Mr. Speaker, Sir, the prices of petroleum products have continuously increased.
...(Interruptions)

[English]

MR. SPEAKER: There should be silence in the House.

...(Interruptions)

[Translation]

SHRI BRAJESH PATHAK: The price of petroleum products have been increased for more than six times since the formation of the present Government.
...(Interruptions) Diesel, petrol... (Interruptions) please have patience to listen... (Interruptions) Vijayendra Singh ji, please have patience to listen... (Interruptions)

MR. SPEAKER: What is this going on?

...(Interruptions)

[English]

MR. SPEAKER: Please do not disturb, you will have to go out.

...(Interruptions)

[Translation]

MR. SPEAKER: When I am listening then I will listen to all of you.

...(Interruptions)

SHRI BRAJESH PATHAK: The prices of petroleum products have been increased more than six times since the formation of UPA Government because the price of crude oil have increased in the international market. I know that if the price of crude oil increases in the international market then it will be a compulsion for the Government to increase the price of oil in the country... (Interruptions)

[English]

MR. SPEAKER: If there is any disturbance in the House, I will ask you to go out.

...(Interruptions)

[Translation]

SHRI BRAJESH PATHAK: These days it is being continuously reported in the newspapers that the price of crude oil in the international market has come down by more than 50 percent. Recently last week it was reported in the newspapers that huge amount of the Ministry of Petroleum is outstanding against Indian airlines companies Jet and Kingfisher. The outstanding amount is so huge that one poor man can irrigate his field. One household can get power and one factory can get work...*(Interruptions)*

MR. SPEAKER: You please ask the question.

...*(Interruptions)*

SHRI BRAJESH PATHAK: The outstanding is more than Rs. five thousand crores...*(Interruptions)*

MR. SPEAKER: Please sit down. What is this. Your Minister will give reply. Do not do this.

...*(Interruptions)*

SHRI BRAJESH PATHAK: The outstanding dues are more than Rs. 20 thousand crore. The Ministry of Petroleum has give rebate of Rs. 5 thousand crore to the Ministry of Civil Aviation...*(Interruptions)*

MR. SPEAKER: All right, please ask question.

...*(Interruptions)*

SHRI BRAJESH PATHAK: My question is simple. If Ministry of Petroleum can give Rs. 5 thousand crore rebate to the Ministry of Civil Aviation then would the Government consider providing free diesel to the poor farmers? ...*(Interruptions)*

[English]

MR. SPEAKER: Mr. Minister, you say that this is a suggestion for action.

[Translation]

SHRI MURLI DEORA: Mr. Speaker, Sir, the point raised by the hon. Member is not proper...*(Interruptions)*

MR. SPEAKER: This is not fair. He has heard you. You should hear him too.

...*(Interruptions)*

SHRI MURLI DEORA: He is wrong in saying that prices were raised six times. Kerosene is one of the Most essential commodities. The price of kerosene was not increased by a single penny...*(Interruptions)*

[English]

MR. SPEAKER: This is not fair. Do not take down anything except the hon. Minister's reply.

...*(Interruptions)**

[Translation]

SHRI MURLI DEORA: Kerosene at Rs. 9/- per litre being made available in the country is not available anywhere in the world. The Government is providing huge subsidy on diesel, petrol and L.P.G. Last year Rs. 2 lakh 45 thousand crore...*(Interruptions)*

SHRI BRAJESH PATHAK: The question is not subsidy...*(Interruptions)*

MR. SPEAKER: What are you talking? This is not proper.

...*(Interruptions)*

[English]

MR. SPEAKER: This is not right.

...*(Interruptions)*

[Translation]

MR. SPEAKER: What are you doing? You do not have patience to listen to his reply.

...*(Interruptions)*

SHRI MURLI DEORA: Mr. Speaker, Sir with due apologies, the hon. Member has asked a wrong question...*(Interruptions)* The prices of diesel have been substantially cut to help the farmers...*(Interruptions)* Even now the Government is bearing more than Rs. one lakh crore...*(Interruptions)*

*Not recorded.

[English]

MR. SPEAKER: Q. No. 85-Shri Uday Singh.

...(Interruptions)

MR. SPEAKER: No, I am sorry.

...(Interruptions)

[Translation]

MR. SPEAKER: Please give notice—then discussion will be held on it.

MR. SPEAKER: Please give half-an-hour notice.

...(Interruptions)

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, rebate is being given to the Kingfisher Airlines instead of common man, so we are boycotting the House...(Interruptions)

11.38 hrs.

(At this stage Shri Anant Gangaram Geete, Shri Rupchand Pal, Shri Gurudas Dasgupta, Shri Braja Kishore Tripathy and some other hon. Members left the House)

...(Interruptions)

[English]

MR. SPEAKER: Why are you shouting?

...(Interruptions)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): Sir, he knows that the farmers are getting subsidy even now...(Interruptions) He is deliberately speaking like this...(Interruptions) They are walking out by indulging in dramatics...(Interruptions)

[English]

+
*85. SHRI UDAY SINGH:
SHRI JASUBHAI DHANABHAI BARAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of the modernisation of the 35 non-metro airports in the country;

(b) the funds earmarked by the Government for the projects;

(c) whether the Airports Authority of India has been ignored in allocating the task of non-metro airports terminal work;

(d) if so, the reasons therefor; and

(e) the corrective steps the Government proposes to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) A Statement is laid on the Table of the House.

Statement

The development works relating to Terminal Building and Airside for the development and modernization of 35 Non Metro Airports are being undertaken by Airports Authority of India. The Terminal Building and Airside works for 35 Non Metro airports will be completed by March, 2010 as planned. A provision of Rs. 6443.53 crore has been earmarked in the 11th Five Year Plan for development of non-metro airports which includes the modernization works for the 35 non metro airports.

SHRI UDAY SINGH: Sir, I would like to compliment the hon. Minister on the brevity of his answer. There is not a word which can be deleted from here. We had merely asked him about the status of the modernization of the 35 non-metro airports in the country. He has said that they would be completed by 2010. We would have really appreciated had the hon. Minister been kind enough to inform us whether any non-metro airport of these 35 non-metro airports has been operationalised; whether they have been modernized and the time schedule when the other of these 35 non-metros would get completed. That is my first supplementary.

MR. SPEAKER: We also wants cheap air fares!

SHRI PRAFUL PATEL: Sir, the 35 non-metro airports, as I have said clearly in my answer, are going to be completed in 2010 and the Plan outlay has also been mentioned in my answer. I don't think there is any reason

for him to feel that the answer does not reflect the true state of the work which is going on. I can assure him that all these 35 non-metro airports will be completed by the timeframe mentioned and almost about 25 airports are either complete or would be completed probably by March, 2009.

SHRI UDAY SINGH: Sir, the objective of any National Civil Aviation Policy should be to see that the maximum geographical area of the country gets access to an airport nearby. I would like to know whether, on completion of these 35 non-metro airports, that would be ensured and if not, whether the Government has any other plan so as to ensure that most of the geographical area of India gets access to civil aviation facilities.

SHRI PRAFUL PATEL: Sir, I fully appreciate the sentiment expressed by the hon. Member. In fact, I would just like to inform the hon. Member that in 2004, air connectivity was to about 50 destinations in our country. It has by now gone up to almost 85 airports in the country. As I said, besides these non-metro airports upgradation, we have also come out with a plan to develop many of the non-operational airports in our country. As the hon. Member rightly pointed out, in an endeavour to build more airports to provide air connectivity nearer to all the areas, we have also come out with a Greenfield Airport Policy where new airports can be developed or the older runways which are lying idle in our country – there are almost about 300 to 400 such runways – can also be operationalised. So, there is a genuine endeavour on the part of the Government in this direction and we are promoting this measure through public private partnership and at the same time we are also encouraging State Governments to take up this programme in a big way. I am happy that developing of many new Greenfield Airport projects or operationalisation of the existing facilities by the States is now under way and I am confident that in a couple of years down the line, from the present 85 operational airports in the country, the number will at least go up to 150 plus.

MR. SPEAKER: Shri Jashubhai Dhanabhai Barad—
Absent

SHRI DEEPENDER SINGH HOODA: Mr. Speaker, Sir, let me, first of all, congratulate the hon. Minister for improving airport infrastructure in the country. The question pertains to upgradation of non-metro airports, but throughout our country, whether metro airports or non-metro airports, we see that there has been a silent revolution in airport infrastructure and new infrastructure is being put in place.

Having said that, it is unfortunate that we do not have a metro in my State Haryana and the entire State

is a non-metro area and unfortunately, Haryana is the only State in the country which does not have a domestic airport. Now, the Ministry of Civil Aviation has also relaxed the 150 kms. radius rule which it once had and I congratulate the hon. Minister for that as well. There is an explosive growth of air traffic over Delhi and Haryana consists of about 75 per cent of the National Capital Region surrounding Delhi and we are also aware that most of the National Capitals throughout the world have more than one airport to receive the air traffic. In view of the above, would the Ministry be willing to consider the demand for setting up of an additional airport inside the National Capital Region in my State Haryana and specifically in the district of Jhajjar?

SHRI PRAFUL PATEL: Sir, at the moment, there is no specific proposal which the Ministry is considering. But as the hon. Member has rightly pointed out, more airport infrastructure is required and the Ministry is having an objective view on this. Of course, subject to contractual obligations which we have entered into, we would be happy to consider and try to find a way out. As he rightly said, Haryana is probably the only State in our country which has no airport of its own because it is being serviced by Delhi or Chandigarh. So, besides Jhajjar which the hon. Member has mentioned, if they also want to develop some airports in the interior parts of Haryana like Hissar or other places, I am sure that also would be appropriate and, as I said, subject to contractual obligations we are trying to find a way out and we could consider that.

[Translation]

SHRI REWATI RAMAN SINGH: Mr. Speaker, Sir, I would like to ask the hon. Minister as he had stated that many airports in addition to 85 airports are proposed to be developed, I had requested even on an earlier occasion that there is Bamroli Airport of the Airforce in Allahabad where landing of aircrafts at height is not allowed, which causes a lot of inconvenience. I requested whether the Government would develop the airport in Robertsganj belonging to the British era and if not, then why? As he stated that many airports proposed to be developed. My question is related to this, area with which you and the people across the country are also associated.

MR. SPEAKER: Related to Kolkata.

SHRI REWATI RAMAN SINGH: Not Kolkata, Sir. Third terminal was constructed recently and I was glad that his assurance that landing would take lesser time would be fulfilled. However, even now it takes more than half an hour for the plane to land. Planes queue up. What is the use of extending the airport if more time is taken even now?

SHRI PRAFUL PATEL: Sir, I will first give reply to your second question that perhaps you are referring to runway and not terminal. Second runway is under construction. I appreciate your sentiment, however, we will have to understand that we have recently begun standard operating procedures and as air traffic and distribution of traffic increases then air traffic control and all other agencies involved therein get familiar with the operationalisation which takes one-two months. We have started operating it during day time without any hurry and not during night. However, in the next few months when 24 hrs. operation starts his concern would get addressed. The runway has been constructed to reduce air traffic and not to increase traffic congestion. In regard to fuel saving and many other issues being raised about airlines, I would like to clarify on the point that these airlines have been given a kind of bail out package...(*Interruptions*). This bail out package is a wrong term, the Government has given neither a cheque to any airline company nor the Ministry of Petroleum has taken such a step that would make the oil companies suffer losses nor any rebate is being given to the airlines. The reasons for extending their period of conventional credit from 60 to 90 days i.e. 31st March is to accommodate in terms of credit or compensate the losses suffered by the airlines companies on account of increase in prices of ATF during the last one year. They have not been given any check by the Government as a bail-out-package...(*Interruptions*).

[*English*]

MR. SPEAKER: Nothing will be recorded except what the hon. Minister says.

(*Interruptions*)* ...

MR. SPEAKER: It is very unfortunate that the hon. Ministers' replies are interrupted and immediate reply is being asked by those hon. Members whose names have not been called. Then, there is no question of having a regulated Question Hour.

SHRI PRAFUL PATEL: Sir, I clarified that an impression was being made that at the expense of common man or poor people we are trying to help major airlines. That is not the case. There is no question of giving any bail-out or giving any financial relief to any airlines. It is only an accommodation and I thought I should clarify.

Coming back to Rewati Raman Singh Ji's question about Allahabad connectivity, I can only say that Allahabad has an airport which is of the Defence Airport. Whatever other facilities he is talking about, I do not have status about the ownership of that other airport, may be it is with the Defence or may be it is with the State

*Not recorded.

Government. I would request him to let us know and we will be happy to examine and try to see if a new airport can be developed.

SHRI TATHAGATA SATPATHY: Thank you Sir. I have been obedient to your wishes and thanks for calling me.

MR. SPEAKER: That is a news, thank you.

SHRI TATHAGATA SATPATHY: Sir, I have always been obedient.

MR. SPEAKER: No, any Member being obedient to the Chair is a news.

SHRI TATHAGATA SATPATHY: Sir, I have always been obedient.

MR. SPEAKER: Thank you.

SHRI TATHAGATA SATPATHY: Sir, I have been an exemplary case.

MR. SPEAKER: Very well, I accord that.

SHRI TATHAGATA SATPATHY: I do not wish to get into the mudslinging that we are seeing publicly in the newspapers that the two Ministers are doing.

The bailout or no bailout surprises the people of this country. Like the hon. Minister said, when there is a Government airline called the Air India or erstwhile Indian Airlines, from the same terminal, whether in Bombay or in Delhi, especially in Delhi, we see that one particular fishy airline is allowed to operate from there. All other private airlines are dumped into another thing. So, bailout, whether it is a cheque or whether it is psychological, we do not know but there is definitely...

MR. SPEAKER: The Question is totally different.

SHRI TATHAGATA SATPATHY: My question is this. I am interested about my State. Normally I should be asking for an airport in Angul or Dhenkanal but I am not doing that. What I am trying to ask the Minister —and whether he can give us a categorical answer — is this. In the western part of Orissa the major industries are coming up and the mining activity is concentrated in and around an area called Jharsuguda where there is already an airfield.

MR. SPEAKER: It has nothing to do with this Question.

SHRI TATHAGATA SATPATHY: I would like to know whether the Minister will please give us a time-bound programme if they have any plans of putting up an airport there in Jharsuguda. The airfield already exists. Is he planning anything?

MR. SPEAKER: It does not arise from this Question.

SHRI TATHAGATA SATPATHY: Bhubaneswar has already been disconnected from Bangalore and Madras. There are no connections by Indian Airlines to Bangalore and Madras, which is a pity. It is a major State but you are disconnecting us. You had been kind enough to give us flights, now you yourself have disconnected.

MR. SPEAKER: You want more flights for *aam aadmi*.

SHRI TATHAGATA SATPATHY: I would like to know whether you will resume those flights and whether you will restart work at Jharsuguda on a war footing. I would like to know about that categorically.

MR. SPEAKER: Does it arise out of this Question?

SHRI PRAFUL PATEL: Sir, as you rightly said, it does not arise out of this question.

MR. SPEAKER: You are right.

SHRI PRAFUL PATEL: But still in the interest of lesser disruptions, I would say very categorically that Orissa had only one operational airport or still has only one operational airport for the civilian traffic, that is Bhubaneswar. We are upgrading it in this 35 Non-metro Airports Scheme; that is another issue. I wish you had asked about that.

But the other issue is, yes, we have improved connectivity to Bhubaneswar in a big way. One of the reasons why connectivity has improved all over the country is that this sector has been opened up, liberalized, as a result of which, today, more and more cities are being connected in the country. So, I am just saying this because in a way, on the one side, we are saying that there are losses in the sector, on the other side, there are connectivity issues. Therefore, yes, there is a little bit of slowdown in the last one year. For the first time, in the last four years, passenger traffic has declined for June, July, August and September by almost 20 per cent. So Bhubaneswar may have had a fall-out because of this kind of a slowdown. But about Jharsuguda, I can be very sure that Jharsuguda will see our Airport Authority facility which is there being upgraded and, I think, by the year 2010, Jharsuguda will become an operational airport.

[Translation]

SHRI RAJ BABBAR: Mr. Speaker, Sir, I have been raising this issue for last 11 years and has taken up the matter with hon'ble Minister also. Around 85 airports are being constructed and I would like to congratulate hon'ble Minister for this. Alongwith it, I would like to say that demand for construction of an international airport at Agra,

the biggest hub of tourism in this country is being made for last 11 years but every time, it is said that the State Government will look into it, and it is under the Air Force. Though Chandigarh airport has been developed as an international airport and it has been formally inaugurated also, Agra is also a very important station which is the heartland of both cultural and religious tourism. Mathura, Vrindavan and Gokuldharm are adjacent to this place. The Taj Mahal of Agra is the window of tourism of the country, but no attention is being paid in this regard. I hope that the hon'ble Minister will pay attention in this regard. The hon'ble Minister himself has stated it. International chartered flights take off and land at the airport under air force, no regular flights take off and land at that airport. Therefore, I want that the hon'ble Minister should say something in this regard while he replies.

[English]

SHRI PRAFUL PATEL: The hon. Member has been speaking about this issue with me on a regular basis. Agra has an airport and it has a civilian terminal. Any airline of our country is free to operate to Agra in a time bound manner. We have no issues. We will support it. If there is any international flight which also wants to land there, we can find ways and means for that. That is not a problem. But at the moment, Lalu ji's trains are doing such a great service to Agra that people are not choosing to fly. Unfortunately we have a direct competition with Lalu ji's Railways which are upgrading and flying trains at faster speed. But for Agra, we are open. If there is a request from airlines to operate international flights, I am sure that we will be happy to support that.

MR. SPEAKER: I think, Agra needs more attention.

SHRI PRAFUL PATEL: Sir, I agree with you.
...(Interruptions)

MR. SPEAKER: Yes. I find the disturbed face of the Tourism Minister.

Now, Q. No. 86 – Shri Rayapati Sambasiva Rao – Not present.

Q. No. 87 – Shri Hiten Barman – Not present.

Shri Subrata Bose.

Import of Urea

*87. +
SHRI SUBRATA BOSE:
SHRI HITEN BARMAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the estimated import of urea during 2008-09 and the names of the countries from which it would be imported;

(b) the present cost of the imported urea per tonne and how it compared with the import price during the past three years and the current year; and

(c) the steps taken to make urea available to the farmers at reasonable prices and to reduce its import?

[Translation]

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):
(a) to (c) A Statement is laid on the Table of the House.

Statement

(a) The gap between assessed demand and the production of urea in the country is met through imports. The urea imports during Kharif 2008 (April to September 2008) were 24.28 lakh MT which includes 9.06 lakh MT of granular urea imported from Oman India Fertilizer Company under long term Urea Off Take Agreement. Major sources of urea imports during the current year are Oman, Kuwait, Russia, CIS countries, Qatar, Romania, Saudi Arabia, China, Egypt, Malaysia etc.

(b) The weighted average C&F price of urea imported during the last three years is as under:-

Year	Wt. Average C&F price (US \$ per MT)	
	Import from other sources	Imports from Oman
2005-06	258.56	155.23
2006-07	248.85	168.66
2007-08	344.00	180.10

During the year 2008-09 prices of imported urea increased from the level of US\$ 440 per MT C&F in April 2008 to US\$ 850 per MT C&F in July 2008. The prices have since started falling and the cost of urea contracted for imports recently ranges from US\$ 345 per MT (FOB) to US\$ 360.50 per MT (C&F).

(c) The Maximum Retail Price (MRP) of urea is under statutory control and urea is available to the farmers at uniform MRP throughout the country. The Government of India has not increased the MRP of Urea since 2002. In

view of projected improvement in availability of gas from 2009 onwards, the Government has recently announced a new policy for investment in urea sector based on international benchmark in order to promote investment in urea sector and consequently to increase the indigenous production. Besides, Government is also considering revival of the closed fertilizer units.

[English]

MR. SPEAKER: Shri Subrata Bose, do you want to put your supplementary?

SHRI SUBRATA BOSE: Yes, Sir.

MR. SPEAKER: Please put your supplementary.

SHRI SUBRATA BOSE: Sir, I would like to request the hon. Minister, through you, to tell us as to what our present average indigenous production of Urea is. In other words, I would like to know the gap between our total indigenous production of Urea and our total requirement of Urea. In view of the fact that we shall be required to continue to import Urea for some more time, is there any possibility of increasing import of Urea from Oman under the Urea Off-take Agreement because the price of Urea in Oman is much less than the price of import of Urea from other sources?

[Translation]

SHRI RAM VILAS PASWAN: Sir, one can that see there is a huge difference between production and price of urea. At present, the production of urea is 198 lakh tonnes and import is 69 tonnes. The production of DAP is 41 lakh and import is 27 tonnes. But 44 tonnes of MOP is only imported.

[English]

MR. SPEAKER: Shri Subrata Bose, do you want to put second supplementary?

SHRI SUBRATA BOSE Yes, Sir. It will be very short.

I would like to quote the last sentence of the Answer: "Besides, Government is also considering revival of the closed fertilizer units." May I know from the hon. Minister the number of closed fertilizer units both in the public and private sector? When will the Government complete the conciliation and start taking action to revive these units?

[Translation]

SHRI RAM VILAS PASWAN: Sir, eight plants of HFC and FCI were shut down in the year 2003 during the NDA regime. Haldia, Durgapur in West Bengal, Barauni in Bihar, Sindri, Ramagundam, Talchar, Gorakhpur plants in Jharkhand are presently inoperative. But our Government have decided in principle to restart all these plants. This matter is in very advanced stage of consideration and pending with the Cabinet and the Government will take decision in this regard very soon, but

[English]

In principle we have already decided to revive these units...*(Interruptions)*

12.00 hrs.

SHRI KINJARAPU YERRANNAIDU: Mr. Speaker, Sir, please allow Half-an-Hour discussion.

MR. SPEAKER: You have to give a notice.

[Translation]

You have to give notice. When you will give notice, I will see it...*(Interruptions)*

[English]

SHRI KINJARAPU YERRANNAIDU: There is a shortage of fertilizer...*(Interruptions)*

MR. SPEAKER: I will be very happy to take it up.

...*(Interruptions)*

[Translation]

MR. SPEAKER: Please speak after giving notice.

...*(Interruptions)*

[English]

MR. SPEAKER: Do you want to put a question? Yes, Mr. Basu Deb Acharia.

SHRI BASU DEB ACHARIA: Sir, the hon. Minister of Chemicals and Fertilizers is interested to revive only one unit through the Public Sector Undertakings, that is, the Barauni unit of Hindustan Fertilizer Corporation. Like Durgapur, this is the only fertilizer urea manufacturing unit in West Bengal that used to manufacture urea when it was closed down. So, may I know from the Minister,

along with Barauni, whether other units are also to be revived through the Public Sector Undertakings or not?

MR. SPEAKER: Let him answer.

[Translation]

SHRI RAM VILAS PASWAN: I would like to tell the House that an effort is being made to make every urea or fertilizer plant operational and the biggest reason for this is that at present we are purchasing DAP at the rate of Rs. 56,000 per tonne and are giving it to farmers at the rate of Rs. 9300 per tonne and urea is being purchased at the rate of Rs. 26,000 per tonne, and is being given to the farmers at the rate of Rs. 4830. Therefore, we are trying to restart all the closed plants. A Cabinet note has been sent for revival package. You people are aware that there are only three public undertakings-RCF, NFL and KRIBHCO. Rs. 4000 crore will be required for revival of each plant. As far as the issue of revival of all plants is concerned, I would like to cite the example of Haldia, in this context. It will neither be acquired by public sector nor by any joint sector it will go to private sector, therefore some plants would be given to public undertakings, some to joint ventures and some to private sector.

[English]

MR. SPEAKER: Question Hour is over.

[English]

WRITTEN ANSWERS TO QUESTIONS

Shortage of LPG

*81. SHRI PRALHAD JOSHI:
SHRI SHAILENDRA KUMAR:

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

(a) whether there is a severe scarcity of LPG in the country particularly in Gujarat, Kerala and Uttar Pradesh;

(b) if so, the reasons therefor and the steps taken by the Government in this regard;

(c) the details of total production, demand and actual supply of LPG in States/Union territories during the last three years and the current year;

(d) whether cases of hoarding or hawking of LPG by the Gas agencies/dealers have been reported during the above period; and

(e) if so, the details thereof and the steps taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) No, Sir. There is no scarcity of LPG in the country including the States of Gujarat, Kerala and Uttar Pradesh. Government is ensuring that adequate quantity of LPG is available in the country. All necessary steps have also been taken by the OMCs to ensure that the supply and distribution chain of LPG is maintained to meet the public satisfaction.

OMCs have supplied 5132.47 Thousand Metric Tonnes (TMT) of domestic LPG in the country during April, 2008 as against 4858.09 TMT during the corresponding period of last year, showing a growth rate of 5.65%.

OMCs have reported that at present, there is no overall shortage of LPG in the country and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the genuine demand of customers registered with the LPG distributors. As on 21.10.2008, Indian Oil Corporation Limited (IOC) and Bharat Petroleum Corporation Limited (BPCL) have reported backlog of 1-2 days in LPG supplies in the States of Karnataka, Kerala, Maharashtra, Rajasthan, Tamil Nadu and 3-4 days in West Bengal mainly because of spurt in demand due to festive season. Government has advised OMCs to liquidate the backlog in the States by operating the bottling plants on holidays and during extended hours.

(c) At present, the indigenous production of LPG is inadequate to meet domestic requirements. The shortfall in availability is met through imports. The details of LPG domestic production and imports in the country during the years 2005-06, 2006-07, 2007-08 and April, 2008 to September, 2008 are as under:-

Year	(Figs. in TMT) Production	(Figs. in TMT) Imports	(Figs. in TMT) Total
2005-06	7717	2883	10600
2006-07	8453	2278	10731
2007-08	8868	2829	11697
April-August, 08	3795	788	4583

The State-wise details of demand/actual sales in the country during the years 2005-06, 2006-07, 2007-08 and April, 2008 to September, 2008 are given in the enclosed Statement.

(d) The possibility of black marketing of subsidized domestic LPG cylinders by some unscrupulous elements cannot be ruled out due to the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG.

OMCs have reported that based on established complaints of black marketing of LPG distributorships, 73 distributorships have been terminated during the last three years and April, 2008 to September, 2008 as per provisions of Marketing Discipline Guidelines (MDG)/Distributorship Agreement.

(e) In order to stop black marketing of LPG cylinders, the Government has enacted "Liquefied Petroleum Gas (Regulation of Supply and Distribution) Order, 2000" and formulated "Marketing Discipline Guidelines, 2001" which provides for penal action against LPG distributors indulging in back marketing of LPG.

Whenever OMCs receive complaints, these are investigated and if the complaint is established, suitable action is taken against the LPG distributors (s) in accordance with the provisions of the MDG. MDG provides for following action against the distributor:-

- Fine of Rs. 20,000 plus the price of LPG diverted at commercial rates for 1st offence.
- Fine of Rs. 50,000 plus the price of LPG diverted at commercial rates for 2nd offence.
- Termination of the distributorship for 3rd offence.

In addition to the action taken by the OMCs, State Governments are empowered under the LPG (Regulation of Supply & Distribution) Order, 2000 promulgated under the Essential Commodities Act, 1955 to take action against black marketing of domestic LPG. Similarly, the Weights and Measures Departments of the States/UTs initiate legal action against those LPG distributors found supplying under-weight LPG cylinders. The State Governments have been alerted from time to time to take steps against the black-marketing of domestic cylinders for unauthorized usage.

Government have issued advertisements cautioning the public that use of domestic LPG for non-domestic purposes is illegal, dangerous and against national interest. Through these advertisements, cooperation of the general public has also been sought to report any irregularity/malpractice to the OMCs.

The officials of OMCs carry out checks at distributors godowns, delivery points, as well as en-route to ensure that no pilferage takes place. The distributors of OMCs are under strict instructions to check the weight of cylinders at their godowns before delivery, and only cylinders with the specified weight are to be delivered to the customers. The distributors have also been instructed to ensure that the seals are verified & shown to the customers at the time of delivery. In case any under-weight cylinder is received by the customer, such cylinders

are replaced with a fresh refill cylinder without any charges levied by the OMCs.

In order to have amore convenient, easy and effective way to enable the customers to register their complaints for redressal, OMCs have w.e.f. 02.10.2008 started the service of Toll Free Numbers for complaint registration through call centers. This service is now available across the country.

Statement

State-wise Quantity of Domestic LPG Supplied During the Years 2005-06, 2006-07, 2007-08 and April-September, 2008 (Figs. in TMT).

State/UT	2005-06	2006-07	2007-08	April-September, 2008
1	2	3	4	5
Andhra Pradesh	764.45	783.61	826.61	413.45
Andaman and Nicobar Islands	4.79	5.10	5.42	2.69
Arunachal Pradesh	9.53	10.10	10.88	5.40
Assam	162.13	166.30	174.18	86.23
Bihar	242.71	250.99	264.50	137.06
Chandigarh	29.14	30.48	32.20	14.98
Chhattisgarh	92.47	98.06	108.47	53.34
Dadra and Nagar Haveli	2.90	2.37	3.28	1.76
Daman and Diu	3.97	4.79	4.21	2.19
Delhi	554.58	565.60	590.68	283.95
Goa	37.84	39.08	41.54	20.75
Gujarat	539.52	558.25	588.61	286.92
Haryana	354.62	370.00	383.41	185.46
Himachal Pradesh	76.87	79.09	84.18	43.11
Jammu and Kashmir	104.39	109.30	121.24	58.23
Jharkhand	89.98	91.41	98.50	49.64
Karnataka	572.41	585.73	622.63	318.54
Kerala	415.29	409.82	438.76	225.55

1	2	3	4	5
Lakshadweep	0.27	0.24	0.21	0.13
Madhya Pradesh	379.89	394.96	431.43	213.43
Maharashtra	1341.58	1373.39	1449.84	729.51
Manipur	15.93	15.09	17.46	8.53
Meghalaya	12.00	12.61	12.93	6.42
Mizoram	16.90	17.79	17.40	8.44
Nagaland	13.04	13.55	14.14	7.03
Orissa	126.64	130.53	138.01	68
Puducherry	24.74	25.34	26.50	12.63
Punjab	489.16	512.59	535.72	257.63
Rajasthan	410.09	422.18	447.45	221.81
Sikkim	7.72	8.11	8.06	4.12
Tamil Nadu	874.53	892.59	944.57	476.59
Tripura	17.68	18.94	20.00	10.05
Uttar Pradesh	1022.19	1070.78	1160.45	572.73
Uttarakhand	143.80	154.09	135.91	67.39
West Bengal	493.24	519.03	547.55	278.80
All India	9447.01	9471.91	10306.92	5132.47

Increase in Prices of Medicines/Life Saving Drugs

*83. SHRI RANEN BARMAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of medicines/life saving drugs have increased manifold during the current year;

(b) if so, the reasons therefor alongwith the percentage increase in prices of each medicine in comparison to the last two years;

(c) whether the Government has set up or proposes to set up any high powered committee for review of price control mechanism of medicines;

(d) if so, the details thereof; and

(e) the steps taken by the Government to keep the prices of medicines/life saving drugs under control?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) No Sir. As per the month to month analysis of ORG IMS Monthly Retail Audit data the prices of over 99% formulation packs (in a total market of around 55,000 packs) have remained stable during the period August, 2007, to July, 2008. The price increase as per the above data has remained at less than 0.50%, whereas those which have decreased have also been around less than 0.50% in the same period on month to month basis.

(b) The details of percentage number of packs whose prices have increased on the montly basis in percentage

terms as per Retail Audit Reports of ORG-IMS Research Pvt. Ltd for the last two financial years are as follows:

Year	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
2006-07	0.15	0.55	0.31	0.66	0.27	0.34	0.66	-	0.37	0.89	0.68	0.14
2007-08	0.77	0.14	0.10	0.02	0.13	0.12	0.01	0.01	0.32	0.33	0.03	0.00
2008-09	0.07	0.12	0.30	0.05								

(c) and (d) The Draft National Pharmaceuticals Policy, 2006 was submitted before the Cabinet for its approval. The Cabinet considered the Policy in its meeting held on 11.1.2007. It was decided that the matter may, in the first instance, be considered by a Group of Ministers (GOM). GOM has since been constituted under the Chairmanship of Shri Sharad Pawar, Minister of Agriculture and Minister of Consumer Affairs, Food & Public Distribution. GOM has held four meetings so far on 10.4.2007, 12.4.2007, 12.9.2007, 30.1.2008 and 30.4.2008. GOM is yet to make its recommendations to the Cabinet.

(e) In order to keep the prices of medicines under control, NPPA has revised the allowable price increase limit in case of non scheduled formulations from earlier limit of 20% increase per annum to 10% increase per annum w.e.f. 1.4.2007. In addition, the Government has delegated its power under paragraph 10(b) of DPCO, 1995 to National Pharmaceutical Pricing Authority (NPPA) on 15.01.07. Accordingly, the NPPA can cause enquiry, call for information and fix retail price of a non-scheduled formulation if it considers necessary so to do in public interest.

As a result NPPA has fixed price in case of 27 non-scheduled formulation packs under para 10(b) and companies have reduced prices voluntarily in case of 60 formulation packs. Thus in all, prices of 87 packs of control free drugs have got reduced as a result of the intervention of NPPA. The NPPA has stepped up enforcement activities and a separate enforcement division has been started which purchases medicines from the market to check that prices fixed by NPPA are implemented.

Impact of Hike in Air-Fares

*86. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether due to hike in air fares, middle-class sections of the country's population have reverted to travel by trains; and

(b) if so, the steps taken by the Government to revive economy fares to facilitate air travel by middle class sections?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Government does not maintain record on shift of mode of transport by passengers. However, it is mentioned that in comparison of 32.5% growth rate in 2007, there has been a decline in the passenger growth by 0.71% in 2008 (January to September).

(b) The single largest element contributing to the airline cost is the Aviation Turbine Fuel (ATF). ATF accounts for 45-50% of the operating cost of Indian carriers. Government has taken various steps to reduce the ATF cost. In this regard, States Governments have been requested to consider moderation of the rate of sales tax imposed on Aviation Turbine Fuel (ATF) and align it with the 'Declared Goods' rate. Empowered Committee of State Finance Ministers was also requested to consider moderation of the rate of sales tax imposed on ATF and reduce it to the 'Declared Goods' rate. The matter of ATF was also discussed in the national conference on Civil Aviation held on 18.01.2008 at New Delhi with representatives of all State Governments and Union Territories. Based on the deliberations held in the Conference, a group of officers has been constituted with a view to present the ATF taxation issues to the Empowered Committee of State Finance Ministers as well as the Ministry of Finance.

Government of Andhra Pradesh has since reduced the sales tax on ATF to 4%. Government of Rajasthan has also reduced the sales tax on ATF to 4% in certain cases.

Government of Maharashtra has also reduced Sales tax on ATF from 25% to 4% for flights from airports other than Pune and Mumbai.

A Committee headed by Cabinet Secretary has also been constituted to examine various issues relating to the current financial crisis being faced by domestic airlines. The first meeting of the Committee was held on 14.08.2008.

[Translation]

FDI in Petroleum Sector

*88. SHRI MANSUKHBHAI D. VASAVA:
SHRI TUKARAM GANPAT RAO RENGE
PATIL:

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

(a) whether allowing Foreign Direct Investment (FDI) in the Petroleum Sector is not likely to adversely affect the development/growth of petroleum industry including over exploitation of natural resources;

(b) the reaction of the Government thereto; and

(c) the corrective steps being taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) No, Sir. The Government of India permits Foreign Direct Investment (FDI) across the hydrocarbon value chain covering the Upstream, Downstream and Midstream sectors.

Exploration and Production (E&P) of oil and gas are capital intensive and high risk activities which require deployment of expensive state-of-the art technologies and best management practices for achieving the desired success. The New Exploration Licensing Policy (NELP) provides a level playing field to the private investors including foreign investors and provides the same fiscal and contract terms as are applicable to the National Oil Companies (NOCs). As India imports about 75% of its crude oil demand, the E&P activities have been intensified to explore & produce oil from domestic sources to meet the growing energy demand and to reduce import dependence.

Refining sector has been deregulated since 1998 and FDI is allowed in refining of crude oil for producing petroleum products. FDI is also allowed for investment in

infrastructure relating to natural gas/LNG pipeline, market study formulations and marketing of petroleum products.

(c) In view of (a) and (b) above, does not arise.

Loss Suffered by Airlines

*89. SHRI CHANDRA MANI TRIPATHI:
SHRI SARVEY SATYANARAYANA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether several airlines in the the country are presently running at heavy losses;

(b) if so, the reasons therefor;

(c) whether these airlines have submitted any memoranda to the Government in this regard; and

(d) if so, the details thereof and the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) The spiralling cost of Aviation Turbine Fuel (ATF) coupled with economic slow down and low load factor have contributed greatly to losses.

(c) and (d) Airlines and concerned organization have requested for support of the Govt. to overcome the financial crisis being faced by airlines. Various steps have been taken by the Govt. to reduce the ATF cost. In this regard, State Governments have been requested to consider moderation of the rate of sales tax imposed on Aviation Turbine Fuel (ATF) and align it with the Declared Goods rate. Empowered Committee of State Finance Ministers was also requested to consider moderation of the rate of sales tax imposed on ATF and reduce it to the 'Declared Goods' rate. The matter of ATF was also discussed in the national conference on Civil Aviation held on 18.01.2008 at New Delhi with the representatives of all State Governments and Union Territories. Based on the deliberations held in the Conference, a group of officers has been constituted with a view to present the ATF taxation issues to the Empowered Committee of State Finance Ministers as well as the Ministry of Finance.

Government of Andhra Pradesh has since reduced the sales tax on ATF to 4%. Government of Rajasthan has also reduced the sales tax on ATF to 4% in certain cases.

Government of Maharashtra has also reduced sales tax on ATF from 25% to 45 for flights from airports other than Pune and Mumbai.

A Committee headed by Cabinet Secretary has also been constituted to examine various issues relating to the current financial crisis being faced by domestic airlines. The first meeting of the Committee was held on 14.08.2008.

Bogus/Fake Gas Connections

*90. SHRI KAILASH NATH SINGH YADAV:
SHRI MOHD. TAHIR:

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

(a) whether the Government is collecting the details of bogus gas connection holders in the country as reported in 'Dainik Jagaran' dated 9 July, 2008;

(b) if so, the State-wise total number of bogus gas connection holders identified so far;

(c) the quantum of gas being black-marketed through these connections;

(d) whether the gas agencies are also involved in it; and

(e) if so, the details thereof and the action taken against them?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) Public Sector Oil Marketing Companies (OMCs) have reported that they have initiated the exercise of detecting multiple LPG connections, i.e. more than one domestic LPG connection registered in the name of one customer. As on 30.09.2008, OMCs have detected 11,85, 937 number of customers having multiple connections in the country. Such multiple connections can not be treated as bogus connections. However, they are in violation of LPG (Regulation of Supply & Distribution) Order, 2000. The State-wise details are given in the enclosed Statement.

OMCs have initiated action to terminate such multiple LPG connections which are registered against the same customer. As on 30.09.2008, LPG connections of 1,08, 766 numbers have been terminated by the OMCs.

(d) and (e) OMCs conduct regular inspections of their LPG distributorships during which various aspects of the functioning of the distributorship including release of new LPG connections, are examined. OMCs have reported that they have found 108 LPG distributors indulging in release of unauthorized LPG connections in the country during the years 2005-06, 2006-07, 2007-08 and April 2008 to September, 2008.

Action is taken by the OMCs against all the erring LPG distributors under provisions of the Distributorship Agreement/ Marketing Discipline Guidelines (MDG). MDG provides for following action against the distributor for release of unauthorized connection:-

- Fine of Rs. 10,000 & recovery at Rs. 4000 per connection released unauthorisedly for 1st offence.
- Fine of Rs. 25,000 & recovery at Rs. 4000 per connection released unauthorisedly for 2nd offence.
- Termination of the distributorship for 3rd offence.

Statement

*State-wise Number of Multiple Connections
as on 30.9.2008*

Figs. (in Nos.)	
State/UT	Number of Multiple Connection detected
1	2
Andhra Pradesh	158302
Andaman and Nicobar Islands	0
Arunachal Pradesh	0
Assam	25883
Bihar	21061
Chandigarh	3833

1	2
Chhattisgarh	7727
Dadra and Nagar Haveli	172
Daman and Diu	108
Delhi	70736
Goa	2402
Gujarat	51139
Haryana	52394
Himachal Pradesh	115371
Jammu and Kashmir	72396
Jharkhand	5923
Karnataka	40405
Kerala	28953
Lakshadweep	0
Madhya Pradesh	50663
Maharashtra	96017
Manipur	0
Meghalaya	0
Mizoram	0
Nagaland	0
Orissa	12559
Puducherry	381
Punjab	105893
Rajasthan	28720
Sikkim	939
Tamil Nadu	55452

1	2
Tripura	0
Uttar Pradesh	137962
Uttarakhand	15398
West Bengal	25148
All India	11,85,937

[English]

Accidents in Runways/Airstrips at Airports

*91. SHRI KISHANBHAI V. PATEL:
SHRI NAND KUMAR SAI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether accidents in airstrips/runways have been occurring in various airports in the country particularly in Delhi airport;

(b) if so, the details of such accidents occurred in the country during the last three years and the current year;

(c) whether Government has taken any steps to avert the increasing number of such accidents;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) During the last three years and the current year there had been 7 accidents on the airstrips/runways in the country. None of the accidents occurred at Delhi airport. The details are 01 helicopter accident in 2005, 02 multi engine aircraft accident in 2006, 02 single engine and 01 multi engine aircraft accident in 2007 and 01 single engine helicopter accident in 2008.

(c) and (d) To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA). Safety audits, surveillance inspections etc. are carried out to find out hazards in the operations/engineering departments of the operator. Corrective action is taken to eliminate or reduce

the hazards. Safety management system is being introduced with all service providers. Safety Recommendations emanating from the investigations are followed up by Directorate General of Civil Aviation for implementation by the concerned units to prevent recurrence of such accidents. In spite of tremendous increase in Passenger Traffic and number of Aircraft during the last few years, aircraft accident rate has come down.

(e) Does not arise.

Modernisation of Identified Railway Stations

*92. SHRI M. APPADURAI:
SHRIMATI MANEKA GANDHI:

Will the Minister of RAILWAYS be pleased to state:

(a) the status of the conversion of some major railway stations into International standard particularly New Delhi Railway Station;

(b) the envisaged target for completion of the project;

(c) the stations which have been identified for development in the next phase; and

(d) the likely dates for completion of the entire project?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (d) Master Plan and Feasibility Report for New Delhi has already been prepared. Request for Qualification for New Delhi station has been invited and opened on 16.7.2008. Development of Master Plan and Feasibility Report for Patna has been taken up. Work of appointment of Architectural-cum-Technical Consultancy for Chatrapati Shivaji Terminus Mumbai and Secunderabad has also been taken up. On account of the complexity involved in the Projects and necessity to undertake the work while keeping the station operational, re-development of stations would involve 5-6 years in each of aforesaid cases.

Other than the four stations taken up for re-development as mentioned above, Ahmedabad, Amritsar, Agra, Anand Vihar & Bijwasan (Delhi), Bangalore, Bhopal, Bhubaneswar, Chandigarh, Chennai Central, Guwahati, Gaya, Howrah, Jaipur, Kanpur Central, Lucknow, Mathura, Nagpur, Pune, Thiruvanthapuram, Tirupati & Varanasi have also been identified for re-development into World Class Stations. Railway are in the process of carrying out pre-feasibility studies. No target dates for completion of above have been fixed.

Impact of Global Warming on Heritage Monuments

*93. SHRI KIRIP CHALIHA: Will the Minister of CULTURE be pleased to state:

(a) whether the World Monuments Fund has in its Report commented upon the adverse impact of global warming on India's heritage sites like the Jantar Mantar Observatory at Jaipur, the heritage buildings in Srinagar and Old Leh town, etc;

(b) if so, the details thereof;

(c) whether the Government proposes to take action to conserve the above mentioned heritage sites in the country;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The World Monuments Fund (WMF) has compiled its World Monuments Watch List, 2008 of 100 Most Endangered Sites around the world that are threatened by a variety of factors such as weathering, neglect, vandalism, armed conflict, climate change, natural disasters etc. According to the WMF website, the List includes the following sites in India;

1. Amber Town, Rajasthan
2. Chettinad, Tamil Nadu
3. Jantar Mantar, Jaipur
4. Leh Old Town, Ladakh
5. Srinagar Heritage Zone

(c) to (e) The centrally protected monuments of ASI in Amber Town, Rajasthan, to Chettinad, Tamil Nadu, Leh Old Town and Srinagar Heritage Zone, J&K are in a good state of preservation.

Corporate Plan for Steel Sector

*94. SHRI SURENDRA PRAKASH GOYAL:
SHRI ABU AYES MONDAL:

Will the Minister of STEEL be pleased to state:

(a) the current per capita consumption of steel in the country;

(b) whether the Government has prepared any futuristic corporate plan for the steel sector;

(c) if so, the estimated demand and supply projections separately both by Public and Private sectors; and

(d) the steps taken/proposed to be taken to meet the projected demand?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) The per capita consumption of finished steel in the country, as per the provisional data of JPC, was 46kgs in 2007.

(b) and (c) The Government has framed the National Steel Policy (NSP) 2005 laying down the broad roadmap for the long term growth of the Indian steel industry based on future demand and supply projections of steel in the

country. The NSP estimates that the level of domestic consumption of steel will reach 90 million tonnes by 2019-20 and aims at achieving the production level of 110 million tonnes by the same year. However, as per the latest estimates, the domestic production of steel is likely to cross the 110 million tonnes mark much before and reach a level of 124.06 million tonnes by 2011-12. The break-up of this estimated production capacity in respect of major steel producers is given in the enclosed statement. As per the Report of the Working Group on Steel Industry for the Eleventh Five Year Plan (2007-2012) prepared in December 2006, the demand of steel in the country is estimated to be in the range of 66.84-70.34 million tonnes.

(d) In order to promote the domestic steel industry and to meet the projected demand, the Government has constituted an Inter-Ministerial Group (IMG), under the Chairmanship of Secretary (Steel), to monitor and coordinate the issue concerning major steel investments in the country related to infrastructure, raw material supply, environmental clearance and other resource constraints.

Statement

Estimated Capacity Expansion in the Steel Sector

(In million tonnes)

Investor	Existing Capacity (2007-08)	Expansion Plan		Total Capacity 2011-12 (Most Likely)
		Brownfield	Greenfield	
1	2	3	4	5
Public Sector				
Steel Authority of India Ltd. (SAIL)	12.84	12.00	—	24.84
Rashtriya Ispat Nigam Ltd. (RINL)	2.90	3.40	—	6.30
Sub Total	15.74	15.40	—	31.14
Private Sector				
Tata Steel	5.00	5.00	3.00	13.00
Essar Steel Holdings Ltd.	4.60	3.90	6.00	14.50
JSW Steel Ltd.	4.10	6.90	—	11.00
Jindal Power & Steel Ltd.	2.40	3.60	4.45	10.45

1	2	3	4	5
Ispat Industries Ltd.	3.00	2.00	—	5.00
Bhushan Power & Steel	1.20	—	2.80	4.00
Bhushan Steel	0.60	—	5.40	6.00
Sub Total	20.90	21.40	21.65	63.95
Others & Secondary Steel	22.91	2.00	4.06	28.97
Grand Total	59.55	38.80	25.71	124.06

**Irregular Operation of Foreign Flights
in India Air Space**

*95. SHRI ANANDRAO VITHOBA ADSUL:
SHRI NIKHIL KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:-

(a) whether many foreign registered aircraft have made unrestricted flights in Indian Air space without the knowledge of the country's security establishment as reported in 'The Times of India' dated 15 September, 2008;

(b) if so, the details thereof;

(c) the number of such foreign registered aircraft noticed in the Indian Air space during the last six months;

(d) whether the details of the crew members have been shared with the security agencies;

(e) if not, the reasons therefor;

(f) whether the Union Government has fixed any responsibility for such lapses; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No foreign registered aircraft are allowed to operate to/from and within India in an unrestricted manner, except as a part of approved international itinerary. Prior approval of Directorate General of Civil Aviation (DGCA) is required to operate foreign registered aircraft within India for each

and every flight and the permission is duly conveyed by DGCA to the concerned ATC units, who further convey to the Indian Air Force authorities for getting the Air Defence Clearance. However, the procedure does not involve Ministry of Home Affairs at any stage.

(d) and (e) As per the practice in vogue, security clearance for crew members of foreign registered aircraft that are allowed to be retained in India for specific purpose and for specific period is not required from the Ministry of Home Affairs. The security clearance requirement is applicable only in respect of the foreign pilots operating Indian registered aircraft.

(f) and (g) Do not arise.

Scarcity and High Prices of Fertilizers

*96. DR. ARUN KUMAR SARMA:
SHRI SARBANANDA SONOWAL:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is scarcity of fertilizers for the farmers and small tea growers in the country and the same are made available at higher prices;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to meet the demand of fertilizers at reasonable prices and to achieve self sufficiency in the fertilizer sector?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) No, Sir. The demand of tea growers is

included in the overall requirement of the respective State and the supplies are made accordingly.

Urea is the only fertilizer under partial movement and distribution control of the Government. Union Government ensures availability of urea at State level and the State Governments are responsible for its distribution within the State. However, the Department of Fertilizers monitors the availability of fertilizers up to district level.

All other fertilizer (Phosphatic and Potassic) viz., DAP, MOP, SSP and NPK etc. are decontrolled/de-canalized since 1992. The availability of Phosphatic and Potassic fertilizers is decided by the market forces of demand and supply.

The availability of DAP, MOP and Urea during Kharif 2008 in the country has been as under:

(Qty. in LMT)			
Fertilizer	Requirement	Availability	Sales
DAP	42.75	53.19	52.85
MOP	17.19	22.79	21.55
UREA	137.11	134.66*	127.92

*About 10 LMT of Urea was available in the field godowns at the start of the Kharif 2008 season which has not been included. As such there is no scarcity of fertilizers.

(b) and (c) Does no arise.

Introduction of Marker System at Kerosene Depots/Terminals

*97. SHRI L. RAJAGOPAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether all the Oil Marketing Companies have introduced marker at all depots/terminals from where kerosene is distributed to PDS;

(b) if so, the details thereof;

(c) whether the proposal for supplying test kit to consumers or at retail outlets is yet to be implemented; and

(d) if so, the manner in which the consumer would check the quality and make sure that there is no adulteration in kerosene?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Oil Marketing Companies (OMCs) have introduced the "Marker" System with effect from 01.10.2006 in which a "Marker" is added to the Kerosene supplied by them. Whenever there is any adulteration of petrol of diesel with Kerosene containing "Marker", the same can be detected with the help of a Special Kit, which is available with the Oil companies/their authorized representatives. This test kit is capable of detecting adulteration of petrol/diesel with kerosene containing "Marker" even at low levels of adulteration.

(c) There is no proposal for supplying test kit either to consumers or to the retail outlets.

(d) Consumer can ensure the quality of petrol and diesel at the retail outlets by checking the physical density and comparing it with the recorded density. Additionally, in case of petrol they can also check the quality through filter paper check.

[*Translation*]

New Investment Policy for Fertilizer Sector

*98. SHRI BAPU HARI CHAURE:
SHRIMATI JAYAPRADA:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is contemplating to formulate a new investment policy in fertilizer sector;

(b) if so, the salient features thereof;

(c) the time by which new policy is likely to be implemented by the Government; and

(d) the extent to which the aforesaid policy is likely to bridge the gap between consumption and domestic production?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) to (d) The Government has already finalized and announced a policy for new investments in on 4th September 2008. The New Investment Policy aims

at revamp, expansion, revival of existing urea units and setting up of Greenfield/Brownfield projects. The policy is likely to substantially bridge the gap in next five years between the consumption and domestic production subject to confirmed and adequate availability of gas at reasonable prices. The salient features of the new investment policy are as under:-

1. The policy is based on Import Parity Price (IPP) benchmarked with suitable floor and ceiling prices of USD 250/MT and USD 425/MT respectively.
2. **Revamp project:** Any improvement in capacity of existing plants through investment upto Rs. 1000 crore, in the existing train of ammonia-urea production will be treated as revamp of existing units. The additional urea from the revamp of existing units will be recognized at 85% of IPP with the floor and ceiling price as indicated above.
3. **Expansion projects:** Setting up of a new ammonia-urea plant (a separate new ammonia-urea train) in the premises of the existing fertilizer plants, utilizing some of the common utilities will qualify for being treated as expansion project. The investment should exceed a minimum limit of Rs. 3000 crore. The urea from the expansion of existing units will be recognized at 90% of IPP, with the floor and ceiling price as indicated above.
4. **Revival/Brownfield projects:** The urea from the revived units of Hindustan Fertilizer Corporation Limited (HFCL) and Fertilizer Corporation of India Limited (FCIL) will be recognized at 95% of IPP with prescribed floor & ceiling price, if the revival of closed units takes place in public sector.
5. **Greenfield projects:** The pricing of Greenfield projects will be decided based on a bidding process which will be for a discount over IPP, after firming up of the location (States) of the proposed new plants.
6. **Gas transportation charges:** An additional gas transportation cost will be paid to units undertaking expansion and revival on the basis

of actuals (upto 5.2 Gcal per MT of urea) as decided by the Regulator (Gas) subject to a maximum ceiling of USD 25 per MT of urea.

7. **Allocation of Gas:** Only non-APM gas will be considered for the new investment in urea sector.
8. **Coal gasification based Urea Projects:** The Coal gasification based urea projects will also be treated on par with a revival or a Greenfield project as the case may be. In addition, any other incentives or tax benefits as provided by Government for encouraging coal gasification technology will also be extended to these projects.
9. **Joint Ventures abroad:** The Joint Venture projects abroad in gas rich countries are also proposed to be encouraged through firm offtake contracts with pricing decided on the basis of prevailing market conditions and in mutual consultation with the joint venture company. However, the principle for deciding upon the maximum price will be the price achieved under Greenfield projects or 95% of IPP as proposed for revival projects (in absence of any Greenfield projects) with a cap of USD 405 CIF India per MT and a floor of USD 225 CIF India per MT (inclusive of handling and bagging costs)
10. **Time period for proposed investment policy:** Only those revamp projects which start production of additional capacities within four years of notification of the new policy would qualify for the dispensation recommended above. Similarly production from expansion and revival (brownfield) units that come about within five years of notification of the new policy would qualify for dispensation provided in the policy. If the production does not come through within the stipulated time period, such brownfield projects will be treated similar to a Greenfield projects wherein price will be decided through limited bidding options. The time period for setting up of new Joint Ventures would also be five years under the new investment policy.

Freight Performance of Railways

*99. SHRI KASHIRAM RANA:
SHRI HARIKEWAL PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage increase in revenue from freight traffic by Indian Railways during the last three years;

(b) the extent to which the demand for freight traffic was met by the Railways during the last three years;

(c) whether the growth rate in the year 2006-07 in term of freight loading had shown a declining trend over the previous year;

(d) if so, the reaction of the Railways in this regard; and

(e) the steps taken to augment the traffic facility to meet the pace of development in the country?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) The percentage increase in revenue from freight traffic by the Railways during the last three years is as under:-

Year	Earnings (In crores of Rs.)	Percentage Increase (Over Previous year)
2005-06	36287	17.90
2006-07	41717	14.96
2007-08	47435	13.71

(b) The loading targets on Indian railways are fixed after getting inputs from various Ministries/Planning Commission on the projected growth in individual sectors and their projected movement by rail. This is reflected in the budgeted targets. The projected demands for the years 2005-06, 2006-07 and 2007-08 which were reflected in the Budget targets, were exceeded in all the three years. The freight traffic carried by Indian railways during the last three years was 2190.18 million tones as against the total budgeted target of 2146 million tones.

(c) and (d) There was a marginal decline in growth from 10.69% in 2005-06 to 9.23% in 2006-07. These variations are acceptable. India Railways, however, loaded 728.77 million tones as against the target of 624 million tones set for the last year of 10th Plan, i.e., 2006-07 registering a growth of 16.79% over the projections.

(e) Railway is taking various steps to enhance the line capacity works, like construction of new lines, gauge conversion works, doubling improvement in signaling and telecommunication, Electrification, increase number of wagons with enhanced wagon loading capacity and construction of Dedicated Freight Corridor (DFC), etc. to augment the freight traffic.

[English]

Construction of Hostels for SC Girls

*100. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the funding scheme for construction of hostels for Scheduled Castes girls has been changed last year;

(b) If so, the details of the scheme;

(c) whether any State-wise targets have been fixed for construction of girls hostels; and

(d) if so, the details thereof and the number of hostels constructed during the last three years and the current year, State-wise?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) Yes, Sir. The earlier Centrally Sponsored Scheme of Hostels for Scheduled Castes Girls and Boys has been revised and renamed as "Babu Jagjivan Ram Chhatrawas Yojana" with effect from 1.1.2008.

(b) The salient features of the scheme, in so far as it pertains to hostels for SC girls, are as follows-

(i) 100% central assistance for SC girls would be provided to State Governments/UT Administrations/Central and State Universities/Institutions for construction of hostel buildings and expansion of existing hostels. 90% central assistance would be provided to NGO/deemed Universities in the private sector, only for expansion of existing hostels.

(ii) In addition to the admissible central assistance under the scheme, one time grant of Rs. 2500/- per student would also be provided for hostel furniture; and

(iii) Responsibility of maintenance of hostel would be of the grantee State Govt./UT Administration/University/NGO etc.

(c) State-wise physical targets are not fixed.

construction during 2005-06 to 2008-09 (upto 30th September 2008) are given in the enclosed statement.

(d) State-wise details of hostels sanctioned for

Statement

Sl.No.	States/UTs	2005-06		2006-07		2007-08		2008-09*	
		No. of Hostels	No. of seats	No. of Hostels	No. of seats	No. of Hostels	No. of seats	No. of Hostels	No. of seats
1.	Andhra Pradesh	10	200	81	8100	0	0	7	700
2.	Assam	0	0	1	100	1	100	0	0
3.	Chhattisgarh	5	0	17	850	25	1220	0	0
4.	Gujarat	1	100	1	100	1	100	0	0
5.	Haryana		0	1	100	0	0	0	0
6.	Himachal Pradesh	16	1479	0	0	0	0	0	0
7.	Jammu and Kashmir	0	0	0	0	1	100	0	0
8.	Jharkhand	9	450	1	50	1	50	0	0
9.	Karnataka		0	12	600	7	350	2	200
10.	Madhya Pradesh	6	0	6	300	6	300	6	300
11.	Meghalaya	1	200	0	0	0	0	0	0
12.	Orissa	0	0	78	7800	143	11538	0	0
13.	Punjab	1	200	1	51	0	0	1	50
14.	Rajasthan	3	225	3	75	1	25	0	0
15.	Tamil Nadu	0	0	2	177	0	0	0	0
16.	Tripura	0	0	0	0	0	0	1	20
17.	Uttar Pradesh	4	400	0	0	0	0	0	0
18.	Uttarakhand	0	0	0	0	0	0	0	0
19.	West Bengal	0	0	0	0	1	100	0	0
Total		56	3254	204	18303	187	13883	17	1270

**Gauge Conversion Between Dhasa-Jetalsar
Railway Line**

853. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the survey for gauge conversion of Dhasa-Jetalsar Meter Gauge Line has been completed;
- (b) if so, the details thereof;
- (c) if not, reasons for delay; and
- (d) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) As per survey report, the cost of gauge conversion of Dhasa-Jetalsar (104.44 kms) has been assessed as Rs. 216.97 crore with the Rate of Return of 9.98%.

(c) and (d) Do not arise.

[Translation]

High Speed Trains in Gujarat and Bihar

854. SHRI JIVABHAI A. PATEL:
SHRI V.K. THUMMAR:
SHRI GIRIDHARI YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have increased the speed of some trains or have introduced high speed trains in Gujarat and Bihar;
- (b) if so, the details thereof; and
- (c) the States to which the above service has been extended alongwith details of the stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) 32 trains serving Gujarat and 62 trains serving Bihar have been speeded up during 2008-09. However, no high speed train as such has been introduced in the States.

Subsidy for Revival of Closed Fertilizer Units

855. SHRIMATI KARUNA SHUKLA:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has declined to provide subsidy for the revival of closed Public Sector Fertilizer Units;

(b) if so, the reasons therefor;

(c) whether the Government has chalked out any plan to raise funds for the revival of closed Public Sector Fertilizer Unit; and

(d) if so, the details thereof and the target of the capital proposed to be raised?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQU): (a) to (d) Pursuant to the Government's decision to examine the feasibility of reviving the closed units of FCIL and HFCL subject to the confirmed availability to gas, all options for financing the revival of individual units are being explored, including revival with 100% equity participation by Public Sector/Cooperatives, without budgetary support. The detailed proposals regarding source of funds for revival of each unit will be worked out once the model for financing of revival of each unit is finalized.

Compensation to Victims of Bhopal Gas Tragedy

856. DR. LAXMINARAYAN PANDEY:
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the persons affected by the Bhopal Gas Tragedy and their families have not received compensation so far;

(b) if so, the number of persons affected by the tragedy and the number of persons received compensation alongwith the number of cases pending with the Government;

(c) the reasons for their pendency; and

(d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQU): (a) to (d) The process of distribution of

compensation commenced in 1992 and 10,29,517 claim cases were filed for compensation. All the cases have since been settled. As on 30.09.2008, compensation has been awarded to 5,74,361 claimants of the Bhopal Gas Leak Disaster, found to be eligible by the Welfare Commissioner, who is a sitting judge of the High Court of Madhya Pradesh. In addition to this, in compliance with the orders of the Supreme Court dated 19th July 2004 and 26th October 2004, pro-rata compensation on 1:1 basis has been disbursed among 5,62,327 claimants, till 19.09.2008. The work related to distribution of original and pro-rata compensation to the victims of the Bhopal Gas Leak Disaster, in compliance with the orders of the Supreme Court, is continuing.

[English]

Price Hike and non-availability of Raw Materials for Fertilizer Sector

857. SHRIMATI C.S. SUJATHA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the public Sector Fertilizer companies including Fertilizer and Chemicals Travancore Limited (FACT) are encountering serious problems due to price hike and non-availability quantity of raw materials like Sulphur;

(b) if so, the details thereof;

(c) whether various units of FACT are either closed or on the verge of being shut down owing to the above reason;

(d) if so, whether the Government has taken/proposed to take comprehensive measures to overcome the crisis; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (e) Fertilizer and Chemicals Travancore Ltd. (FACT) manufactures complex fertilizers 20:20:013 and Ammonium Sulphate. It uses naphtha, phosphoric acid, sulphur and rock phosphate as inputs. Phosphoric acid is either imported by the FACT or purchased from indigenous sources or is manufactured by using rock phosphate and sulphur. As such phosphoric acid, sulphur and rock phosphates are important raw materials for FACT. The prices of these raw materials

and intermediates have shown an abnormal volatility in recent past. For example, the negotiated price of phosphoric acid for the year 2007-08 was US \$ 566.25/MT cfr, which had risen to US \$ 1985/MT cfr for the quarter of April-June 2008 and further to US \$ 2200-2310/MT cfr for the quarter July-September 2008. Similarly, the average price of Sulphur for 2007-08 was US \$ 324/MT cfr, which went up to US \$ 757/MT cfr for the quarter April-June 2008 and further to US \$ 807.38 for July-September 2008. The price of rock phosphate in the international market, which was US \$ 158/MT cfr for the year 2007-08 rose to US \$ 440/MT cfr for the quarter April-June 2008 and has marginally declined to US\$ 373.25/MT for the quarter July-September 2008.

Due to sharp increase in the prices and also liquidity crunch, some of the public sector entities such as FACT faced difficulty in sourcing raw materials and intermediates for production of complex fertilizers. However, to deal with the problem, the Government has taken the following measures:

- (i) Under the Concession scheme for P&K fertilizers implemented by the Government of India w.e.f. 1.4.2008, Government has recognized the actual cost of nutrient 'N' applicable for the respective units based on the price adopted by the Tariff Commission (TC) in its cost price study (December 2007). As such, Government is compensating all the Fertilizer companies including public sector companies and FACT for their actual cost 'N' for production of complex fertilizers. The price of Phosphoric acid 'P' applicable for complex fertilizers is based on the derived price of 'P' from the delivered cost of the DAP, which is import based. Invariably, the price of 'P' so derived is either comparable or more than the negotiated price of phosphoric acid being imported by the Indian companies including FACT. Further, for the sulphur bearing complex fertilizers, for example 20:20:0:13 'S' (Factomfos of FACT), Government has recognized nutrient 'S' for the purpose of concession under the concession scheme. As such, all the three nutrients i.e. 'N', 'P' & 'S' available in Factomfos are being fully compensated under the concession scheme being implemented w.e.f. 1.4.2008.

- (ii) Government has included Ammonium Sulphate (20.6 'N'-0-0-23 'S') produced by FACT and GSFC under the concession scheme w.e.f. 1st July 2008. Compensation for nutrient price of ammonium sulphate and other costs incurred by the companies including FACT is being provided as per the same formula applicable for complex fertilizer 20:20:0:13 for FACT. As such, there may not be any under recovery in manufacture of either complex fertilizer 20:20:0:13 or ammonium sulphate by FACT.
- (iii) To deal with the liquidity and cash flow problem of FACT and based on the proposal of the company, the Government has provided Rs. 200 crore as an interim relief to the FACT to sustain its operations.
- (iv) To provide working capital facility to FACT, the Government has issued letter of comfort in favour of FACT to M/s IPL in order to facilitate supply of raw materials/intermediates, such as Sulphur, phosphoric Acid, Rock Phosphate, etc., by M/s IPL to FACT for production of fertilizers.

Contingency Plans at the Airports

858. SHRI BADIGA RAMAKRISHNA: Will the Minister of CIVIL AVIATION be pleased to state:-

(a) the details of contingency plans prepared by the Government to tackle any terror and other disasters in the country, airport-wise;

(b) whether the Bureau of Civil Aviation Security (BCAS) inspects and reviews the contingency plans of airports in the country;

(c) if so, the details of inspections carried out by BCAS during each of the last three years, airport-wise;

(d) whether the guidelines of the international Civil Aviation Organisation (ICAO) are followed by the BCAS in tackling the terror and other attacks; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Ministry of Civil Aviation (MCA) has approved the model contingency plan to deal with hijack situations which has been circulated to all airports in the country. The number of airports which have the contingency plan, already prepared and approved by Bureau of Civil Aviation Security (BCAS) is 53. Other airports are in the process of preparing their new contingency plan as per the model contingency plan approved by the MCA.

(b) Yes, Sir.

(c) The details of inspection, audits, security tests and surprise checks carried out by BCAS officers airport-wise for the year 2006, 2007 and upto September, 2008 are given in the enclosed Statements-I to IV.

(d) The model contingency plans have been prepared as per the guidelines of ICAO with minor changes according to suitability to our needs.

(e) Does not arise.

Statement I

Audit, Inspection, Security Test for the year 2006

Sl.No.	Name of Airport	Audit	Inspection	Security Test	surprise check
1	2	3	4	5	6
1.	Ahmedabad	0	0	1	1
2.	Amritsar	1	0	3	0
3.	Aurangabad	0	0	1	0
4.	Agartala	1	0	1	0
5.	Agatti	0	1	0	0
6.	Aizwal	1	0	0	0
7.	Belgaum	1	0	0	0
8.	Bhopal	1	0	0	0
9.	Bangalore	1	2	1	0
10.	Bhavnagar	0	0	1	0
11.	Bhubaneshwar	0	0	2	0
12.	Bagdogra	0	1	2	0
13.	Bhuj	0	1	2	0
14.	Bhuntar	1	0	0	0
15.	Chandigarh	0	0	1	0
16.	Chennai	1	0	3	1
17.	Calicut	0	0	2	0
18.	Coimbatore	0	0	1	0
19.	Cochin	1	0	2	0

1	2	3	4	5	6	1	2	3	4	5	6	
20.	Dehradun	1	0	0	0	41.	Lengpui	0	0	1	0	
21.	Diu	1	0	0	0	42.	Madurai	1	0	0	0	
22.	Dibrugarh	0	1	1	0	43.	Mumbai	0	0	20	0	
23.	Dimapur	1	0	0	0	44.	Manglore	0	0	2	0	
24.	Delhi	0	1	1	26	45.	Portblair	1	0	0	0	
25.	Goa	1	0	1	0	46.	Patna	1	0	2	0	
26.	Gaya	1	0	1	0	47.	Pune	1	0	1	0	
27.	Gwalior	1	0	0	0	48.	Porbandar	1	0	0	0	
28.	Guwahati	1	0	1	0	49.	Raipur	1	0	1	0	
29.	Hyderabad	0	0	2	1	50.	Ranchi	1	0	1	0	
30.	Hubli	1	0	0	0	51.	Shimla	1	0	0	0	
31.	Imphal	1	0	2	0	52.	Srinagar	0	1	1	0	
32.	Jodhpur	1	0	1	0	53.	Silchar	1	0	0	0	
33.	Jorhat	1	0	1	0	54.	Trichy	1	0	1	0	
34.	Jamnagar	1	0	1	0	55.	Tirupati	0	0	1	0	
35.	Jammu	1	1	0	1	56.	Trivandrum	1	1	0	0	
36.	Jaipur	1	0	0	0	57.	Udaipur	1	0	0	0	
37.	Kolkata	1	0	14	0	58.	Varanasi	2	0	0	0	
38.	Kolhapur	0	1	0	0	59.	Vadodara	1	1	1	0	
39.	Lucknow	0	2	3	1	60.	Vijayawada	1	0	0	0	
40.	Leh	1	0	1	0							
								Total	42	14	85	31

Statement II*Audit, Inspection and Security Test Airport Wise for the Year-2007*

Sl.No.	Hypersensitive Airport	Audit	Insp.	Test	Sensitive Airports	Audit	Insp.	Test	Normal Airports	Audit	Insp.	Test
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Delhi (NR)	01	01	03	Agra (NR)				Gwalior (NR)			
2.	Srinagar	01		01	Allahabad		01	01	Kanpur		01	
3.	Jammu				Bhuntar	01			Pathankot			

1	2	3	4	5	6	7	8	9	10	11	12	13
4.	Leh				Chandigarh					Aurangabad (WR)		
5.	Varanasi				Dehradun	01				Bhavnagar	01	
6.	Jaipur				Gorakhpur					Indore		
7.	Amritsar	01		01	Jaisalmer					Kothapur		
8.	Mumbai (WR)	01		09	Jodhpur					Keshod		
9.	Pune		02	02	Lucknow	01		03		Khajuraho		
10.	Kolkata (ER)		01	08.	Ludhiana					Porbandar		
11.	Agartala	01	01		Shimla	01		01		Raipur	01	
12.	Bagdogra		01		Gagal		01	01		Rajkot		
13.	Guwahati	01	01		Udaipur					Bhuvaneswar (ER)		
14.	Imphal		01	03	Ahmedabad (WR)	01		01		Portblair	01	01
15.					Baroda					Belgaum (SR)		
16.					Bhopal					Hubli		
17.					Bhuj			02		Madurai		
18.					Goa		01	06		Puttapertthy		
19.					Diu					Vijayawada		
20.					Jamnagar		01	01		Vadodra	01	
21.					Kandla					Bilary	01	02
22.					Nagpur	01		01				
23.					Nasik							
24.					Dibrugarh (ER)	01						
25.					Dimapur	01		04				
26.					Gaya							
27.					Jorhat		01	02				
28.					Lilabari							
29.					Lingpui							
30.					Patna	01						
31.					Ranchi							
32.					Silchar							

1	2	3	4	5	6	7	8	9	10	11	12	13
33.					Tezpur	01						
34.					Shilong							
35.	Chennai (SR)	01	01	04	Agatti (SR)							
36.	Bangalore	01		02	Calicut			01				
37.	Hyderabad		01	03	Cochin			02				
38.					Coimbatore	01						
39.					Mangalore							
40.					Tirupati	01		02				
41.					Trichy	01	01	01				
42.					Trivendrum	01						
43.					Visakhapatnam			01				
44.					Tuticourion	01		02				

Statement III*Audit, Inspection and Security Test Airport Wise Upto September, 2008.*

Sl.No.	Hypersensitive Airport	Audit	Insp.	Test	Sensitive Airports	Audit	Insp.	Test	Normal Airports	Audit	Insp.	Test
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Delhi (NR)		02	12	Agra (NR)				Gwalior (NR)		01	
2.	Srinagar			03	Allahabad		01		Kanpur	01	01	01
3.	Jammu	01		02	Bhuntar		01		Pathankot			
4.	Leh	01	02		Chandigarh		01	02	Aurangabad (WR)			02
5.	Varanasi		01	02	Dehradun		01		Bhavnagar		01	
6.	Jaipur		03		Gorakhpur				Indore	01		04
7.	Amritsar				Jaisalmer				Kolhapur			
8.	Mumbai (WR)		02	22	Jodhpur	01		01	Keekod			
9.	Pune				Lucknow		02	01	Khajuraho		01	01
10.	Kolkata (ER)	01		18	Ludhiana				Porbandar		01	
11.	Agartala			02	Shimla				Raipur			

1	2	3	4	5	6	7	8	9	10	11	12	13
12.	Bagdogra	01		02	Gagal	01		01	Rajkot			
13.	Guwahati	01	02	02	Udaipur	01			Bhuvaneshwar (ER)			01
14.	Imphal	01	01	02	Ahmedabad (WR)	01			Portblair			05
15.					Baroda				Belgaum (SR)			
16.					Bhopal				Hubli			
17.					Bhuj	01		02	Madurai	01		04
18.					Goa	01			Puttaparthi			
19.					Diu				Vijayawada			
20.					Jamnagar	01			Vadodara	01		01
21.					Kandla		01	01	Bilari	01		
22.					Nagpur	01		01				
23.					Nasik							
24.					Dibrugarh (ER)							
25.					Dimapur	01		01				
26.					Gaya		01	01				
27.					Jamshedpur		01	01				
28.					Jorhat							
29.					Lilabari							
30.					Lingui							
31.					Patna			02				
32.					Ranchi		01	02				
33.					Silchar							
34.					Tezpur							
35.					Shilong							
36.	Chennai (SR)	01		26	Agatti (SR)							
37.	Bangalore		01	04	Calicut	01		02				
38.	Hyderabad			01	Cochin		01					
39.	BIAL		01		Coimbatore							
40.					Mangalore	01		02				

1	2	3	4	5	6	7	8	9	10	11	12	13
41.					Tirupati			02				
42.					Trichy	01		07				
43.					Trivendrum	01	01	06				
44.					Visakhapatnam			01				
45.					Tuticourion							
46.	Total	06	15	98		13	11	37		05	05	19

Statement IV*Surprise Checks for the Year 2007 and 2008*

Sl.No.	Name of Airport	2007	2008
1.	IGI Airpoort, Delhi	08	11
2.	Pathankot	01	—
3.	Bangalore	01	—
4.	Vizag	01	—
5.	Chennai	05	16
6.	Tirupati	01	—
7.	Goa	01	—
8.	Pune	—	01
9.	Kolkata	—	02
10.	Calicut	01	—
11.	Hyderabad	01	02
12.	Cochin	01	—
13.	Mumbai	04	20
14.	Trichy	01	—
15.	Imphal	—	01
16.	Kanpur	—	01
17.	Baital	01	—
18.	Amarnath	01	—
	Total	28	54

RUB at Davangere in Karnataka

859. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Karnataka Government has sent any proposal to the Union Government for construction of Road Under Bridge (RUB) near Ashoka Theatre in Davangere in Karnataka;

(b) if so, whether as many as 3 lakh vehicles are running over the line daily;

(c) whether the Union Government has considered the proposal; and

(d) if so, by which time this project is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Yes, Sir. The traffic density at Level Crossing (LC) No. 199, Km. 324/10-11 is 3,10,032 TVUs (Train Vehicle Units). However, an under bridge had been constructed in 1995-96 in lieu of this LC but the LC could not be closed on State Govt. request.

(c) No, Sir.

(d) Works are considered when proposals therefor are sponsored by State Govt. concerned. In this case State Govt. has not sponsored the proposal.

[Translation]

Tourism Projects for Jharkhand

860. DR. DHIRENDRA AGARWAL: Will the Minister of TOURISM be pleased to state:

(a) the details of tourism projects submitted by the Government of Jharkhand during the last three years and in the current year; and

(b) the action taken by the Government on each of the above projects and the number of such projects pending with the Government indicating the specific reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The Ministry of Tourism, Govt. of India has sanctioned Rs. 33.14 crore for 13 tourism projects to Jharkhand during the last three years (2005-06 to 2007-08). In the current year, so far no project has been sanctioned in Jharkhand.

(b) Development and promotion of tourism is undertaken primarily by the State Governments/Union Territory Administrations. However, Ministry of Tourism, Government of India, extends financial assistance to the State Governments/Union Territory Administrations for tourism related projects, which are identified in consultation with them.

Project proposals that are complete in all respect are approved as per guidelines on the basis of inter-se priority and funds released subject to availability of fund.

[English]

AME Institutes in the Country

861. SHRI NAVEEN JINDAL: Will the Minister of CIVIL AVIATION be pleased to state:-

(a) the number of Aircraft Maintenance Engineering (AME) Institutes operating in the country;

(b) whether they are approved by the Directorate General of Civil Aviation (DGCA);

(c) if so, the main conditions laid down for approval;

(d) whether any new policy has been drafted pertaining to such institutes;

(e) if so, the details thereof;

(f) whether any suggestions have been received from the AME Institutes in this regard; and

(g) if so, the main features thereof and the DGCA's response thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) At present there are 68 institutes approved by Directorate General of Civil Aviation (DGCA) for imparting training for Basic Aircraft Maintenance Engineers Licence (BAMEL).

(c) The institutes has to fulfill the conditions stipulated in the Civil Aviation Requirements (CAR) Section 2, Series E, Parts I & VIII.

(d) and (e) The CAR Section 2 Series E Part VIII has been revised on 30.05.08. The salient features of the revised CAR are that the Institutes should preferably have its own premises or premises taken on long term lease. The institute should not be established in residential area and a No objection Certificate from local administration/authority shall be required. Institutes seeking approval in Mechanical Stream should have atleast one pressurized/heavy airplane complete with engine running, or alternately, sufficient mock-ups for training of students.

(f) and (g) The draft CAR was circulated to all the AME institutes for comments. The main observation of the Institutes was that they wanted a provision of mock-ups instead of pressurized airplane. The suggestion of the Institutes was agreed to and incorporated in the final CAR.

[Translation]

Food Processing Industries in Bihar

862. SHRI GIRIDHARI YADAV: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the number of food processing industries functioning in Bihar at present;

(b) the amount of investment made in these industries and production being made by them in term of rupees; and

(c) the assistance given by the Government for setting up of new food processing industries and cold storages during the last three years and the current year?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The data on food processing in industries/units and details of investment and production made in the industries in the country, including that of Bihar, is not centrally maintained. Ministry of Food Processing industries extends financial assistance in the form of grant-in-aid to implementing agencies/entrepreneurs @ 25% of the cost of Plant & machinery

and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in Difficult areas under the Scheme of Setting up/Modernization/Expansion of food processing industries.

(c) The details of assistance provided by the Ministry of Food Processing industries under the Scheme of Setting up/Modernization/Expansion of food processing industries and cold storage during the last three years in the country and current year are as below:

Name of the Scheme	2005-06	2006-07	2007-08	(Rs. in lakhs)
				2008-09 (for first six months)
Setting up of new Food Processing Industries	6966.00	8219.00	11936.00	6596.00
Cold Storage	273.79	218.03	51.74	14.56

[English]

Funds for Tourism Projects in Uttarakhand

863. SHRI K. C. SINGH "BABA": Will the Minister of TOURISM be pleased to state:

(a) the funds released to the Government of Uttarakhand for development of tourism projects during the last three years;

(b) whether funds released to the State Governments/UTs for development of tourism projects are not being fully utilized; and

(c) if so, the steps taken/being taken by the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE OF (SHRIMATI AMBIKA SONI): (a) The Ministry of Tourism, Govt. of India has released Rs. 46.78 crore for tourism projects in Uttarakhand during the last three years.

(b) and (c) Implementation of projects is primarily the responsibility of State Governments/Union Territory Administrations. However, Ministry of Tourism also monitors the progress of projects with officials from the concerned State Government/Union Territory Administration through site visits and review meetings from time to time.

Development of Heritage Circuit in Andhra Pradesh

864. SHRI M. RAJA MOHAN REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether Union Government has approved the proposal from Andhra Pradesh Government for development of a heritage circuit connecting various places of spiritual, cultural and tourist importance in and around the temple city of Tirupati; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The Ministry of Tourism has sanctioned a project for development of Heritage Circuit at Tirupati (Nellore and Chittoor Districts) as a Mega Circuit in Andhra Pradesh in June, 2008 with Central Financial Assistance of Rs. 4652.49 lakh for landscaping works, footpaths, construction of toilets, tourist arrival centres, compound wall, signboards, renovation of koneru, overhead tanks, etc.

Dharangaon Railway Station as a Model Station

865. SHRI VASANTRAO MORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have declared the railway station of Dharangaon, Maharashtra of Western Railway as a model station;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Dharangaon was declared as a Model Station in October, 2003.

(b) Dharangaon station was an "E" category station at the time of identification for development as Model Station. Accordingly, passenger amenities as per norms were provided at this station. However, based on the passenger earnings of 2006-07, this station has been upgraded to "D" category station. Further, augmentation of passenger amenities commensurating with the upgraded category of this station is at consideration stage.

(c) Does not arise.

[*Translation*]

Upgradation of Ratlam and Kota Railway Division

866. DR. SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state the details of the action plan and time bound programme for the upgradation of passenger amenities at the railway stations under Ratlam and Kota railway division of Western and West Central Railway during the year 2008-09?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): Yes, Sir. Upgradation of passenger amenities at Railway stations is a continuous process. In this regard, works of upgradation/modernisation under various schemes have been completed at 17 stations. In addition, various works completed recently are given in the enclosed statement I.

Further, action plan has been drawn and works planned to be completed in the year 2008-09 are shown in the enclosed statement II.

Statement I

Ratlam Division

Station	Description of work
1	2
Indore	(1) Extension of platform no. 5 to accommodate 24 coaches. (2) Improvement to circulating area with parking facilities. (3) Proposed construction of air-conditioned waiting hall along with infrastructure for passengers facilities such as (Cyber Cafe, ATM, STD/PCO, Coin change etc.) including furniture for the waiting hall, and providing air sitting arrangement for passengers.

1	2
	(4) Improvement to platform surface on platform no. 2
Ratlam	(1) Improvement to VIP room (2) Improvement of PF surface at Platform No. 4 (3) Providing of arch at entrance of MG side (4) Prov. circulating area on Railway colony side & shifting of Cycle stand.
Dahod	(1) Improvement of surface of passenger PF. 1, 2 and 3 and platform covering shed. (2) Extension of PF Shelter (3) Renovation of existing Pay and Use Toilet (4) Improvement to circulating area. (300 sqm) (5) Improvement of waiting hall and Retiring Room (6) Improvement of existing water fountain by providing granite face and new taps including steel dustbin
Neemuch	(1) Improvement to circulating area (2) Providing Foot over bridge (3) Replacement of AC Sheet covering shed and Valley-gutter by providing Aluminium sheet and Valley-gutter of MG Platform (4) Improvement to waiting hall, waiting room Toilet, water fountain at platform (5) Shifting of cycle, car parking for VIP vehicles, handicapped vehicles from station to circulating area
Chittaurgarh	(1) Improvement of Pay & Use toilets, Retiring room and waiting room (2) Improvement of waiting hall and circulating area (3) Improvement of BG Platform surface

1	2
Mandsaur	Providing Foot over bridge
Meghnagar	(1) Providing passenger amenities (2) Extension of Platform no. 1 and Shelter (3) Extension of Platform shed at Platform no. 2
Barnia	Extension of PFs for 24 coaches trains
Raoti	Providing covering shed on Platform no. 2 (15m)
Dewas	(1) Providing platform covering on platform-No. 1 & 2 and improvement to circulating area (2) Improvement to booking & parcel office
Tarana	Extension of Platform to accommodate 24 coaches
Maksi	Extension of Platform to accommodate 24 coaches
Kalisindh	Extension of Platform to accommodate 24 coaches
Bairagarh	Repairs to waiting hall, booking window, GI pipe line water fountain and seats of PF No. 1 & 2 and circulating area
Ujjain	Wahable apron on platform no. 6

Kota Division

Station	Description of work
1	2
Vikramgarh Alot, Mahidpur road, Chaumahla, Dakaniya Talav, Garoth, Jhalawar Road, Morak, Indragarh sumerganjmandi, Lakheri	Extension of platform to accommodate 24/26 coaches for awadh express

1	2
Hindaun City, Ramganj Mandi, Vikramgarh Alot, Dakaniya Talav	1. Construction of covering shed on PF No. 1&2 improvement to 1st class waiting room SS Chamber, Circulating area, provision of PRS, Pay and use toilet & water booth on PF No. 1&2. 2. Lighting on PF and circulation area. 3. Platform clock.

*Statement II**Ratlam Division*

Station	Description of work
1	2
Indore	(1) Improvement to VIP room (2) Providing landing/ramp on platform nos. 3&4 (3) Improvement to platform surface at platform no. 2 (4) Extension of platform shelter at platform no. 3/4 (5) Conversion of dormitory into AC dormitory (6) Connecting concourse hall with Booking office
Ujjain	(1) Provision of CC apron on platform nos. 1, 3/4 and 6 (2) Providing platform shelter and widening of platform no. 1 (3) Providing Booking office and developing second entry (4) Decongestion of station building (5) Relocating booking office and developing sitting space and shifting of 1st class waiting hall room 1st floor to ground floor

1	2
	(6) Improvement to VIP room
	(7) Converting 1st class waiting hall into AC dormitory and improvement of retiring room.
Ratlam	(1) Extension of Platform No. 6 for 24 coaches
	(2) Improvement of surface of Platform Nos. 5 & 6
	(3) Provision of Waiting shelter, fencing, widening of entry road, premium parking and other through lens in connection second entry
Mhow	(1) Providing kota stone flooring on PF Nos.1, 2 & 3 steel benches and improvement to water fountain (2006-07)
	(2) Improvement to all toilets including 'Pay & Use' toilet and for disabled persons, Enquiry office Waiting room (Ladies & Gents) etc.
	(3) Extension of Pay and Use Toilets making two bathroom and one lavatory
Dahod	Improvement to facade of station building in compliance of Touch and Feel scheme and various other related works
Chittaurgarh	(1) Providing eparate coach filing facility by providing RCC over head tank, Pipeline, Bore
	(2) Raising of plinth of station building
	(3) Providing CC apron at Platform no. 1.
Meghanagar	Providing VIP waiting room on PF No.1, new waiting hall & handicapped facility on new booking window
Bamnia	Providing covering shed on PF Nos. 1, 2 & 3
Khachroad	Extension of PF Nos. 1 & 2 for 24 coaches
Kalapipal	Extension of Platform to accommodate 24 coaches

1	2
Akodiya	Extension of Platform to accommodate 24 coaches
Shujalpur	Provision of Booking window & approach road ashphalting work
Laxmbial Nagar	Providing RCC OH water tank in lieu of MS tank of 2.55 lakhs litres and providing 150mm dia GI pipe line in place of CI pipe line

Kota Division

Stations	Description of work
1	2
Shyamgarh	1. Covering over platform and Pay and use toilet, water booth. 2. Lighting on PF and circulation area. 3. Platform clock Coach Guidance Boards on Platforms.
Gangapur City	Providing RCC over head water 2.23 lakh liters on 20m high.
Kota	(1) Provision of full covered shed on passenger platform Nos. 1, 2, 3, 4 & 5. (2) Dismantling existing corroded Fot Over Bridge and providing Fot Over Bridge at New location. (3) Kota Coach guidance system should be provided on platform no. 5 to facillited to passengers. (4) Development of concourse in front of new booking office with proper RCC roof covering (5) Provision of Platform ticket vending machine (6) Misc. work in development of circulation area (7) Provision video surveillance system

1	2
	(8) Misc. Telecom related work in connection with public announcement, train arriver/departure display and enquiry etc.
Bharatpur	Construction of new Foot Over Bridge on platform Nos. 3, 4, 5 & up of new RRI building
Sawai Madhopur	(1) Provision of CC apron on Platform Nos. 1 & 3. (2) Construction of platform No. 4 and passenger amenities (3) Provision of Platform ticket vending machine
Antah	Provision of modernize water booth and water cooler

[English]

Setting up of Airport Economic Regulatory Authority

867. SHRI S.K. KHARVENTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any plan to create Airport Economic Regulatory Authority;

(b) if so, the details thereof; and

(c) the steps taken by the Government for liberalization of routes through Open Sky Policy for the promotion of job, tourism and trade between the countries?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Airports Economic Regulatory Authority of India Bill, 2007 was introduced in the Lok Sabha on 5th September, 2007 for establishing an independent Regulatory Authority namely, Airports Economic Regulatory Authority (AERA) with the prime objective to create a level playing field and healthy competition amongst all major airports (Government-owned, PPP-based, private), encourage investment in airport facilities, regulation of tariffs of aeronautical services, protection of reasonable interest of

users, etc. The main function of AERA would be (i) to determine tariff for aeronautical services taking into consideration capital expenditure incurred and timely investment in improvement of airport facilities; service provided and its quality; cost for improving efficiency; and revenue from non aeronautical services, (ii) to determine development fees, (iii) to determine PSF, (iv) to monitor set performance standards, (v) to perform such other functions relating to tariff as may be entrusted to it by the Government.

(c) The Government has taken a number of steps for liberalization such as amendment of bilateral Air Services Agreements (ASAs) based on the International Civil Aviation Organisation template and addition of capacity and providing a framework for increased connectivity in the bilateral talks with the foreign countries, which has contributed to the growth of trade and tourism in the country. All the above measures have helped boost tourism travel and trade in this country.

Status of Airports at Tirupati and Warangal

868. SHRI E. DAYAKAR RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry has set in motion the process of declaring the domestic airport at Tirupati an international one;

(b) if so, the details worked out so far;

(c) whether the Government has received any proposal to set up airport at Warangal; and

(d) if so, the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The Government have decided that the Tirupati airport be made operational as International airport after requisitic facilities have been put in place.

(c) and (d) Yes, Sir. An Memorandum of Understanding (MoU) has been signed between Government of Andhra Pradesh and Airports Authority of India on 30.3.2007 for the development of Warangal Airport. Master Plan indicating the development works has been forwarded to State Government for acquisition of required land.

New Train from Durgapur to Howrah

869. SHRI SUNIL KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the commitment of the Railways to introduce the train from Durgapur to Howrah will be met shortly;

(b) if so, by what time the train service will start; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Due to infrastructural constraints at Durgapur, no such proposal has been agreed to.

(b) and (c) Do not arise.

[Translation]

Passenger Train Between Udaipur and Kota

870. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal to introduce a fast passenger train between Kota-Udaipur was submitted by the Western Central Railways to the "Akhil Bharatiya Samay Sarani Sabha" and the same was to be connected with the Jaipur-Jabalpur by pass at Kota;

(b) if so, the details thereof; and

(c) the reasons for not providing direct passenger train or fast passenger trains between Kota and Udaipur?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) During the Inter Railway Time Table Co-Ordination meeting 2008, West Central Railway had proposed to extend 291/292 Bina-Kota Passenger upto Udaipur.

(c) The proposal was examined and was found not feasible as it would have led to the withdrawal of an existing service between Kota-Neemuch which would be deeply resented by the users.

Merger of Indian Airlines with Air India

871. SHRI SHRIPAD YESSO NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the objectives behind merger of Indian Airlines with Air India;

(b) whether these objectives have been achieved;

(c) if so, the details thereof; and

(d) the details of the losses being suffered by these companies during pre and post period merger separately?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Effective 27 August, 2007, Air India Limited and Indian Airlines Limited have amalgamated with National Aviation Company of India Limited in accordance with the Scheme of Amalgamation. The integration of the two airlines will lead to developing seamless connectivity, network of regional operations, short to medium haul trunk operations and long haul operations resulting in an improved product offering through wider network coverage. The merger will also provide significant synergy for procurement, sales and distribution besides affording an opportunity for leveraging common assets. The new airline, with more than 112 aircraft, having an international and domestic footprint would set fresh benchmarks for efficiency and reliability, thus benefiting the civil aviation sector in the country, specially the travelling public.

(b) and (c) Most of the objectives have already been fulfilled. Some of them are: (i) Air India has become the largest airline in India and comparable to other airlines in Asia; (ii) The integration of routes has also been initiated effective Winter 2007 thereby the routes operated by both erstwhile Air India and Indian Airlines concurrently have been discontinued, the domestic sectors are now operated by A320 aircraft whereby A310 capacity has been redeployed on more lucrative routes etc. (iii) A new organisation structure has been finalised and Functional Directors and Executive Directors appointed; (iv) Seniority integration principles finalised (v) Common branding at key touch points have been initiated; (vi) Administrative and Financial powers harmonized; (vii) Functioning of Star Alliance Plans; and (viii) many other steps are being taken progressively to merge the various activities of both the airlines to improve and effect savings in operators.

(d) The net losses being suffered by erstwhile Air India and Indian Airlines during pre and post merger period are as under:-

Company	Pre-merger (2006-07)	
Air India	447.93	Crores
Indian	240.29	Crores

Post merger 2007-08 accounts are yet to be finalized.

Increase in Number of Air Passengers

872. SHRI HANSRAJ G. AHIR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the air passengers have shown tremendous increase in the country;

(b) if so, the share of airlines in respect of traffic flow;

(c) whether the Government has permitted new airlines to introduce regular flights in view of the substantial increase in air passengers; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The details of domestic passengers carried during the last three years is as follows:

Year	Passengers Carried (million)	Growth (in%)
2005	22.3	+22.8
2006	32.7	+46.5
2007	43.3	+32.5
2008 (till September)	31.5	-0.71

(b) In the year 2008 (upto September), the share of scheduled domestic airlines in terms of passengers carried is-NACIL (I) erstwhile Indian Airlines-15.9%, Jet Airways-22.4%, Jet Lite-8%, Air Deccan-13.3% Kingfisher Airlines 14.6%, Spicejet-9.8%, Paramount Airways-1.4%, Go Air-3.6%, IndiGo-10.8% and MDLR Airlines-0.2%.

(c) and (d) To increase the air connectivity between smaller cities, Government introduced the concept of scheduled regional airlines which will primarily operate in a designated region and will not be permitted to operate on the trunk route as indicated in the Route Dispersal Guidelines issued by the Government.

Under the Category of scheduled regional airline, Government has granted initial NOC to MDLR Airlines, Jagson Airlines, Star Aviation and ZAV Air. MDLR has already commenced air services in the Northern region.

[English]

Captive Mines of SAIL in Orissa

873. SHRI JUAL ORAM: Will the Minister of STEEL be pleased to state:

(a) the number of captive mines of the Steel Authority of India Ltd. (SAIL) in Orissa;

(b) the number of mines obtained by SAIL on lease in Jharkhand; and

(c) the total billion tonnes of Iron-ore extracted by SAIL from these mines?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) At present SAIL has three captive iron ore mines namely Kalta, Barsua and Bolani in the State of Orissa.

(b) SAIL has 13 leases for iron ore mines in Jharkhand spread over the following mining areas: Kiriburu-Meghahataburu (three leases), Chiria (six leases) and Gua (4 leases).

(c) The total quantity of Iron ore extracted by SAIL from these mines in Orissa and Jharkhand was about 6 million tonnes and 12 million tonnes respectively in 2007-08.

Price Control of Essential Drugs

874. SHRI NARAHARI MAHATO: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is considering to bring essential drugs under the price control; and

(b) if so, the steps taken by the Government in this regard and names of all such drugs?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUÉ): (a) and (b) The Supreme Court *vide* its interim order dated 10.3.2003 in SLP (C) No. 3668/2003 directed the Government, *inter alia*, to "consider and formulate appropriate criteria for ensuring essential and life saving drugs not to fall out of price control and further directed to review drugs which are essential and life saving in nature till 2nd May, 2003." As per the directions of the Supreme Court, the Ministry of Health and Family

Welfare reviewed the National Essential Drugs List 1996 and brought out the National List of Essential Medicines 2003 (NLEM 2003).

Keeping in view the directions of the Supreme Court it has been proposed in the draft National Pharmaceuticals Policy-2006 that basket of drugs for price control would be the formulations of specified strength of essential medicines as contained in the NLEM 2003 (subject to certain exemptions) in addition to the 74 bulk drugs and formulations thereof which are at present under price control under the Drugs (Prices Control) Order, 1995.

This Policy was submitted before the Cabinet for its approval. The Cabinet considered the Policy in its meeting held on 11.1.2007. It was decided that the matter may, in the first instance, be considered by a Group of Ministers (GoM). GoM has since been constituted under the Chairmanship of Shri Sharad Pawar, Minister of Agriculture and Minister of Consumer Affairs, Food & Public Distribution. GoM has held three meetings so far on 10.04.2007, 12.09.2007, 30.1.2008 and 30.4.2008. GoM is yet to make its recommendations to the Cabinet.

[Translation]

World Heritage Status to Kalka-Shimla Railway Link

875. SHRI ANURAG SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether United Nations Educational, Scientific and Cultural Organisation (UNESCO) has recognized Kalka-Shimla Railway as a world heritage and called it as a wonder of 19th century engineering;

(b) if so, whether the Railways are contemplating to start a rapid rail car or similar services to facilitate travel of foreign and domestic tourists from Delhi to Kalka and thereafter from Kalka to Shimla through linked rail services in minimum time;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir.

(c) A Rail Motor Service has already been introduced and this completes the journey in 4 hours and 05 minutes. In addition, the possibility of increasing the speed of trains is also being examined to reduce the journey time.

(d) Does not arise.

[English]

Appointment of Porters as Gangmen

876. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to redevelop various railway stations in the country;

(b) if so, the details thereof, division-wise;

(c) whether there is also a proposal to appoint porters as Gangmen in the Railways;

(d) if so, the number of porters so far appointed as Gangmen, division-wise;

(e) whether there is also a proposal to expand the same further; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) It has been decided to develop identified railway stations in metro and mini metros and important centers into world class stations through public private partnership by leveraging the surplus land and air-space in and around the station.

The stations identified are as follows:

Central: Chhatrapati Shivaji Terminus (Mumbai), Nagpur, Pune

East Central: Gaya & Patna

East Coast: Bhubaneswar

Eastern: Howrah

North Central: Agra, Mathura & Kanpur Central

Northeast Frontier: Guwahati

Northern: Amritsar, Anand Vihar (Delhi), Bijwasan (Delhi), Chandigarh, Lucknow, New Delhi & Varanasi.

North Western: Jaipur

Southern: Chennai & Thiruvananthapuram

South Central: Secunderabad & Tirupati

South Western: Bangalore

West Central: Habibganj (Bhopal)

Western: Ahmedabad.

(c) Yes, Sir.

(d) The information is being collected and will be laid on the Table of the Sabha.

(e) No, Sir. The scheme for appointing licensed porters as Gangmen was announced as a one time measure.

(f) Does not arise.

Status of International Airport at Hyderabad

877. SHRI E.G. SUGAVANAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new international airport at Hyderabad has started functioning;

(b) if so, the details alongwith the special features of the new airport;

(c) whether the functioning of the existing airport has been dispensed with;

(d) if so, the details thereof;

(e) whether the Employees' Union has demanded the continuance of the service of the existing airport; and

(f) if so, the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The new international airport is situated near Shamshabad in Ranga Reddy district of Andhra Pradesh covering an area of about 5400 acres (approximately). The private participants led by GMR Group holds 74% stake and remaining 26% stake is held by Airports Authority of India and Government of Andhra Pradesh. In the initial phase Hyderabad International Airport is capable of handling 12 million passengers. The airport has a terminal area of 105,300 sq.m. with 3,200 peak hour passenger capacity. The airport has 137,000 sq.m. of Apron area and 100,000 tonnes/year of Cargo capacity.

(c) and (d) Yes, Sir. As per the Concession Agreement signed between Government of India and Hyderabad International Airport Limited for the

development, construction, operation and maintenance of the Hyderabad International airport, the Government of India will have to ensure that after commissioning of the new airport the existing Begumpet airport shall not be open or available for use for commercial civil aviation operation. However, General Aviation Services (other than those relating to commercial aircraft, charter flights, aircraft hired or operated under commercial arrangements) may continue to be provided at the Begumpet Airport at Hyderabad.

(e) and (f) Various Public Interest Litigations (PILs) including that of Employees Union of Airports Authority of India for keeping the Begumpet Airport open for commercial operations are subjudiced in the High Court of Andhra Pradesh.

Shortage of ATC Officers

878. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air Traffic Control (ATC) has been affected by massive manpower shortage for some years now and the massive growth in air traffic and extra facilities being provided to airlines and passengers have put pressure on ATC officers;

(b) if so, the reasons for this manpower shortage and details thereof;

(c) the number of ATC officers in place as against the sanctioned strength;

(d) the time by which the manpower shortage is likely to be met in order to reduce the workload of officers; and

(e) to what extent the work of airlines has suffered and its impact on the passengers due to shortage of manpower?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. However, there was additional requirement of controllers due to opening of new airports and new ATC sectors.

(c) The sanctioned strength of ATC officers is 2107 and the actual strength is 1725.

(d) At present 1725 Air Traffic Controllers are in position. Written test for 68 posts of Manager (ATC) is

scheduled to be held on 9.11.2008. Efforts are also being made to utilise the services of retired ATC Officers of Airports Authority of India and Indian Air Force to meet the urgent operational requirements when the situation warrants.

(e) Does not arise.

Funds for Sardar Vallabhbhai Patel Memorial

879. SHRI MADHUSUDAN MISTRY: Will the Minister of CULTURE be pleased to refer to the reply given to Unstarred Question No. 2078 on March 13, 2008 regarding Sardar Vallabhbhai Patel Memorial and to state:

(a) whether the Government has since considered to give corpus funds for development and maintenance of Sardar Vallabhbhai Patel Memorial at Karamsad, Gujarat;

(b) if so, the details thereof; and

(c) the time by which the Government proposes to start the work regarding development/maintenance of the said memorial?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) The matter is under consideration.

Disinvestment by Andrew Yule and Company Limited

880. SHRI EKNATH MAHADEO GAIKWAD: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether Andrew Yule and Company Limited propose to disinvest their stake in Tide Water Oil Company Limited;

(b) if so, the name of the companies showing their willingness to take over such stake;

(c) the estimated revenue likely to be generated from such deal; and

(d) the time by which the process of selling of the Government's stake is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) Government of India has

approved the revival package for Andrew Yule & Co. Ltd. (AYCL). As a part of package AYCL is to repay the loan granted to it by divesting its holdings in Tide Water Oil Company Limited.

(b) to (d) The disinvestment process is in the initial stages and an Expression of Interest from companies is yet to be invited.

Revision in Allowances of Cabin Crew

881. MS. INGRID MCLEOD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any agreement has been signed recently between the Management of Indian Airlines and Employees Union Regarding revision in flying allowance of Air Hostesses (Cabin Crew);

(b) if so, the details thereof;

(c) the rates of flying allowance per hour being drawn at present by Cabin Crew appointed in 1999;

(d) the rates of flying allowance per hour revised as per the agreement signed for cabin crew appointed in 1999;

(e) whether flying allowance being drawn by above mentioned Air Hostesses is more than the flying allowance proposed to be revised as per the agreement signed;

(f) if so, the reasons therefor and the steps taken by the Government to rectify the anomaly created due to the revision; and

(g) the time by when the anomaly is likely to be rectified?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a), (b) and (d) to (g) A Memorandum of Settlement has been signed with Air Corporations Employees Union representing Cabin Crew on 1st October, 2008. This Settlement is subject to the approval of the Board of Directors of National Aviation Company of India Limited.

(c) At present, the rate of flying allowance per hour being drawn by Cabin Crew having rendered more than 5 years of service is Rs. 480/- for upto 60 hours per month and for those having rendered between 5 to 10 years of service it is Rs. 540/- for above 60 hours per month.

LPG Pilferage

882. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether cases of LPG pilferage have come to the notice of the Government during the last six months;

(b) if so, the details thereof and reasons for such pilferage;

(c) whether the Government has constituted any Body to inquire into the reasons for growing cases of LPG pilferage;

(d) if so, the findings of the Body on this count and action taken thereon; and

(e) what are the laws that are in vogue to control and punish those who indulge in LPG pilferage?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a), (b) and (e) The possibility of diversion of subsidized domestic LPG cylinders by some unscrupulous elements cannot be ruled out due to the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG.

Public Sector Oil Marketing Companies (OMCs) have reported that based on the established complaints of supply of underweight cylinders/pilfering product by LPG distributors, action has been taken in 22 cases during April, 2008 to September, 2008 as per provisions of Marketing Discipline Guidelines (MDG)/Distributorship Agreement.

Whenever OMCs receive complaints, these are investigated and if the complaint is established, suitable action is taken against the LPG distributor(s) in accordance with the provisions of the MDG. MDG provides for following action against the distributor:-

- Fine of Rs. 20,000 plus the price of LPG diverted at commercial rates for 1st offence.
- Fine of Rs. 50,000 plus the price of LPG diverted at commercial rates for 2nd offence.
- Termination of the distributorship for 3rd offence.

In addition to the action taken by the OMCs, State Governments are empowered under the LPG (Regulation of Supply & Distribution) Order, 2000 promulgated under the Essential Commodities Act, 1955 to take action against black-marketing of domestic LPG. Similarly, the Weights and Measures Departments of the States/UTs initiate legal action against those LPG distributors found supplying under-weight LPG cylinders. The State Governments have been alerted from time to time to take steps against the black-marketing of domestic cylinders for unauthorized usage.

Government have issued advertisements cautioning the public that use of domestic LPG for non-domestic purposes is illegal, dangerous and against national interest. Through these advertisements, cooperation of the general public is also sought to report any irregularity/malpractice to the OMCs.

The officers of OMCs carry out checks at distributors godowns, delivery points, as well as en-route to ensure that no pilferage takes place. The distributors of OMCs are under strict instructions to check the weight of cylinders at their godowns before delivery, and only cylinders with the specified weight are to be delivered to the customers. The distributors have also been instructed to ensure that the seals are verified & shown to the customers at the time of delivery. In case any under-weight cylinder is received by the customer, such cylinders are replaced free of charge by the OMCs.

(c) No, Sir.

(d) Does not arise, in view of (c) above.

Regularisation of Petrol Pumps

883. SHRI C. KUPPUSAMI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that National Highway authority and Forest Departments of different states are not clearing the proposals of Oils PSUs for the opening of new petrol pumps and rather taking actions against already installed retail outlets instead of regularizing the same;

(b) if so, whether the Government would take up the issue with these departments and State Government for the regularization of already installed and working petrol pumps; and

(c) If so, the time by which the matter is likely to be taken up and decision taken?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Ministry of Shipping Road Transport & Highways (MOSRTH) have issued guidelines for setting up for Retail Outlets along National Highway *vide* letter dated 25.9.03/17.10.03 and these new guidelines come into force with prospective effect.

In line with the above guidelines, OMCs have been developing the layouts for new ROs and submitting the same to local National Highway authorities. The proposals are then vetted by the concerned Regional Directors of National Highway Authority of India (NHAI) to MOSRTH for final approval. However, in some cases, delay in obtaining final approval from MOSRTH, has been noticed. In the State of Haryana some cases of ROs where conditional No Objection Certificates (NOCs) were issued, notices were received from District Magistrate for (i) complying with fire & safety requirements, and (ii) approval from Forest Department for use of approaches. OMCs have responded to all the notices. However, there has been no case where OMCs had to de-energize/cancel its ROs due to non-receipt of approval from MOSRTH/Forest Department.

(b) and (c) OMCs regularly maintain follow up with MOSRTH/NHAI/Forest Department for necessary approvals. This Ministry also takes up the matter with concerned authorities whenever need arises.

Short Supply of Diesel

884. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that the Oil Corporations has been releasing restricted quantities of normal diesel to petrol pumps in Haryana; and

(b) if so, the corrective steps being taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Oil Marketing Companies (OMCs) have reported that they have not restricted/curtailed supply of unbranded/normal diesel to their petrol pumps any where in the country including the State of Haryana.

However, Government has directed the OMCs to take urgent steps to ensure adequate supply and availability of both unbranded and branded variants of Diesel and Petrol at the Retail Outlets (ROs) across the country.

Setting up of Power Plant by BHEL

885. SHRI SWADESH CHAKRABORTY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether Bharat Heavy Electricals Limited (BHEL) has entered into an agreement with Andhra Pradesh Power Generation Corporation to set up a 125 MW power plant using IGCC (Integrated Gasification Combined Cycle) technology;

(b) if so, whether IGCC technology is more thermal efficient and cost effective than conventional pulverized coal technology; and

(c) if so, the comparative figures thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) Yes Sir, Bharat Heavy Electricals Limited (BHEL) has signed a Memorandum of Understanding with Andhra Pradesh Power Generation Corporation (APGENCO) to set up a 125 MW IGCC (Integrated Gasification Combined Cycle) based Thermal Power Plant at Vijayawada.

(b) IGCC technology has a higher thermal efficiency *vis-a-vis* conventional pulverized coal technology it is based on the principle of Combined Cycle operation *viz.*, the gas turbine cycle and the steam turbine cycle, which produces electric power more efficiently and with lower emissions.

The initial capital cost of an IGCC power plant is generally higher world-wide compared to a conventional thermal power plant. However, the cost of IGCC technology developed by BHEL over 25 years for high ash Indian coal is lower than that of developed countries including USA. The technology developed by other countries is suitable for low ash coal.

(c) IGCC is a futuristic clean coal technology which is inherently less polluting compared to other coal based power generation technologies and has substantial environmental benefits like reduction in air pollution reduced water consumption and reduced solid waste

production while also utilizing less coal. The parameters of pollution, consumption and solid waste depend upon the quality of coal used. Since the first IGCC based thermal power plant is yet to be set up at Vijayawada by BHEL in cooperation with APGENCO, comparative figures are not available.

Discontinuation of Air Services between Kochi and Agathi

886. SHRI PANNIAN RAVINDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Dornier Aircraft being operated from Kochi to Agathi (Lakshadweep) was discontinued since 28th May, 2008 and the passengers and postal materials were stranded at Kochi and Agathi;

(b) if so, the details and reasons for suspending air services; and

(c) the time by which the services are expected to be resumed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. The services on the Kochi-Agathi route were discontinued by National Aviation Company of India Limited effective 30.5.2008. Normally NACIL facilitates stranded passengers by assisting them getting reservations on alternate flights operated by other airlines and offers full refund. Since the route is also served by Kingfisher Airlines, no passenger of cancelled NACIL flights were stranded at Kochi and Agathi.

(b) and (c) The services on Kochi-Agathi route were discontinued by NACIL since the Dornier Aircraft operating on this route have been phased out. The other type of aircraft in NACIL's jet fleet cannot operate to Agathi in view of the airfield constraints.

Tourist Train Covering Kanyakumari to Goa

887. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Kerala has suggested for any tourist train covering Kanyakumari to Goa; and

(b) if so, the decision taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. There was a suggestion from the Government of Kerala for introduction of Tourist train covering Kanyakumari to Goa. However, no detailed proposal has been received in this Ministry to take a decision.

[Translation]

Construction of Civil Terminals in Uttar Pradesh

888. SHRI SANTOSH GANGWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of the places in Uttar Pradesh for which proposals for construction of civil terminals have been received from the State Government;

(b) whether there is also a proposal for construction of international airport at Noida and a civil terminal at Bareilly;

(c) if so, the details thereof; and

(d) the progress made so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No proposal has been received in recent past from the State Government of Uttar Pradesh for construction of Civil Terminal at Defence airports.

(b) A proposal for construction of an airport at Jewar, near Noida, is under consideration for in principle approval. However, there is, presently, no proposal to construct a Civil Enclave at Bareilly airport.

(c) and (d) Do not arise.

Double Pricing of Diesel for Commercial Purposes

[English]

889. SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

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

(a) whether the Government has any proposal for the dual pricing of diesel for commercial purpose;

(b) if so, the details in this regard;

(c) whether some organisations like Federation of Indian Export Organisation have opposed this move of Government;

(d) if so, the reasons given by them; and

(e) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The High Power Committee on Financial Position of Oil Companies, set up by the Government has recommended sale of Diesel to industrial and commercial users at market prices, to be negotiated on commercial considerations.

(c) to (e) Representations opposing dual pricing of Diesel have been received from several organizations. Government will take note of these representations while taking a decision on the issue of dual pricing of Diesel.

[Translation]

Additional Coaches in Devgiri Express and Nandigram Express

890. SHRI D.B. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long waiting list of passengers for Sikandra-Mumbai Devgiri Express and Nagpur-Mumbai Nandigram Express trains passing through Nanded Station;

(b) if so, whether there is any proposal to add extra coaches to these trains; and

(c) if so, the time by which it will be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The demand of traffic in Secunderabad-Mumbai Devgiri Express and Nagpur-Mumbai Nandigram Express trains varies from class to class and time to time. At present there is some waiting list in these trains in the current month upto first week of November.

Waiting list in all trains including these trains is monitored on day to day basis and extra coaches are attached subject to operational feasibility and availability of resources.

To clear the extra rush, two extra coaches each-one Sleeper Class and one First AC in Devgiri Express and

one Sleeper Class & one Second Class (General) in Nandigram Express have been attached.

[English]

Construction of International Airport at Halwara Airbase at Ludhiana

891. DR. RATTAN SINGH AJNALA:
SHRI SUKHDEV SINGH DHINDSA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of the proposal to construct an International Airport at Halwara airbase of Indian Air Force near Ludhiana in Punjab; and

(b) the time by which work on the project is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) In view of the traffic potential assessment and other relevant factors, the proposal for Civil Enclave at Halwara has been found to be unviable. Hence, the matter is not being pursued further.

Setting up of PCPIR in Gujarat

892. SHRI MAHESH KANODIA:
SHRI HARILAL MADHAVJI BHAI PATEL:
SHRI P.S. GADHAVI:
SHRI BHUPENDRASINH SOLANKI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Union Government has finalised the Techno-feasibility on the proposal of Gujarat Industrial Development Corporation for setting up of Petroleum, Chemical and Petro-Chemical Investment Region (PCPIR) at Dahej in Gujarat;

(b) if so, the details thereof; and

(c) if not, the time by which the said PCPIR is likely to be set up at Dahej?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (c) We have received a proposal from Government of Gujarat for setting up a Petroleum, Chemicals and Petrochemicals Investment Region (PCPIR) at Dahej spread over an area of 453 Sq. Kms. Inter

ministerial consultation has been completed in respect of the proposal and the same is now being put up for recommendation of the High Powered Committee.

Revival of HCL

893. SHRI BANSAGOPAL CHOUDHURY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the status of revival proposal for the Hindustan Cables Ltd. (HCL);

(b) whether the Government has received any proposal to run the HCL in joint venture;

(c) if so, the details thereof; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGUNATH JHA): (a) BRPSE on 9.1.2008 recommended for exploring the possibility of a Joint Venture association for Hindustan Cables Limited (HCL) either through Public or Private Enterprise, failing which to take up complete disinvestment, after clearing the balance sheet of the company. Some Public Sector Enterprises which have synergies with HCL were approached for joint venture but no response was received. Besides, an open advertisement has been published in some of the leading Newspapers on 22.08.2008 inviting expression of interest for Joint Venture with HCL or with its individual units.

(b) to (d) Minerals and Metals Trading Corporation (MMTC), Bharat Electronics Ltd. (BEL), National Mineral Development Corporation Ltd. (NMDC) and Engineering Projects (India) Ltd. (EPI) have shown interest in purchase of land/developing land and infrastructure at Hyderabad plan only. Rashtriya Ispat Nigam Ltd. (RINL) has informed that they are interested in JV partnership and sought six months time to submit a concrete proposal.

[Translation]

Setting up of CNG/LPG Outlets in Rajasthan

894. SHRI SUBHASH MAHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the State Government of Rajasthan has sent any proposal to the Union Government for setting up of CNG/LPG outlets in the State;

(b) if so, the time by which the said proposal is likely to be approved; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir. Government of Rajasthan has sent proposals to the Central Government for setting up of CNG/LPG outlets in the State.

(b) and (c) Ministry of Petroleum & Natural Gas has established the Petroleum & Natural Gas Regulatory Board (PNGRB) with effect from 01.10.07, under the PNGRB Act, 2006, to regulate the refining, processing, storage, transportation, distribution, marketing and sale of petroleum, petroleum products and natural gas excluding production of crude oil and natural gas. GAIL GAS LTD, a wholly owned subsidiary of GAIL (I) Ltd. has applied to PNGRB for authorization for City Gas Distribution projects in Kota and other cities of Rajasthan. As regards availability of gas, Gas Rehabilitation and Expansion Project (GREP) Pipeline and Vijaipur-Kota pipeline of GAIL pass through Rajasthan. GAIL has been issued authorization for Chhainsa-Gurgaon-Jajhar-Hissar pipeline, passing close to Alwar in Rajasthan; the work on this pipeline is in progress.

As on 1.10.2008, OMCs are operating 18 Auto LPG Dispensing Stations (ALDS) in the state of Rajasthan. The total sale of auto LPG during the period April, 2008 to September, 2008 was 2.26 thousand metric tonnes (TMT) in the State of Rajasthan, as against 3.36 TMT during the corresponding period of last year.

Public-sector oil marketing companies set up ALDS based on their commercial considerations and upon the availability of suitable sites in various cities to meet the requirement of auto LPG.

[English]

New Trains from Sonbhadra to New Delhi

895. SHRI BHAILAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received proposals from various Governments bodies and citizens to start new trains from Sonbhadra District of Uttar Pradesh to connect the capital city of New Delhi;

(b) if so, the details thereof;

(c) whether there is any proposal to extend the Prayag Raj Express Train to Shaktinagar/Renukoot in order to facilitate the State and Central Government Employees as well as the citizens; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Representations including from Secretary, Jayant Colliery Karamchari Sahkari Upbhokta Bhandar, Marya Jayant Project, have been received.

(c) and (d) No, Sir. Due to operational and resource constraints, extension of 2417/2418 New Delhi-Allahabad Prayag Raj Express up to Shaktinagar/Renukut is not feasible.

Fare Structure of Low Cost Airlines

896. SHRI MANIK SINGH:
SHRI RAM KRIPAL YADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the fare of low cost airlines is much less than the charges of taxes and surcharges on the air tickets;

(b) if so, whether all these tax charges are being paid to the Government by the private airlines;

(c) if so, the revenue generated during the last financial year under this head; and

(d) whether the Government proposes to make any changes to the policy in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air fares are not being regulated by the government. At

present, air fare charged by the private scheduled domestic airlines comprises of basic fare, fuel surcharge, congestion surcharge, passenger service fee and transaction fee (if the ticket is booked through any point of purchase other than the website). Out of the aforesaid charges, only passenger service fee is collected by the airlines on behalf of the Airport operators.

(c) The information is being collected.

(d) No, Sir.

Investment in Steel Sector

897. SHRI J.M. AARON RASHID: Will the Minister of STEEL be pleased to state:

(a) the number of Memorandum of Understandings (MoUs) signed between the State Governments and private companies in respect of investments in the steel sector;

(b) the number of mega projects currently being executed; and

(c) the total production capacity of each plant proposed to be set in the steel sector?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) to (c) As per the latest information in the Ministry of Steel, 193 investors have signed Memorandum of Understandings with various State Governments to set up steel projects at proposed cost of Rupees five lakh fourteen thousand crores approx. Investment plan in respect of certain major steel investors, proposing to set up steel projects are as below:-

(Crude steel capacity in million tonnes)

Sl.No.	Name of the company	Current production capacity	Capacity likely to be achieved by 2011-12	Total proposed capacity by 2019-20
1	2	3	4	5
1.	Steel Authority of India Ltd.	12.84	24.84	60.0
2.	Rashtriya Ispat Nigam Ltd.	2.9	6.3	6.3
3.	NMDC Ltd.	-	-	3.0
4.	Tata Steel Ltd.	5.0	13.0	33.5

1	2	3	4	5
5.	Essar Steel Ltd.	4.6	14.50	20.5
6.	JSW Steel Ltd.	4.1	11.0	31.0
7.	Jindal Steel & Power Ltd.	2.4	10.45	28.5
8.	Ispat Industries Ltd.	3.0	5.0	17.0
9.	POSCO India Pvt. Ltd.	-	-	12.0
10.	Arcelor Mittal India Ltd.	-	-	24.0

Upgradation of Rajkot Airport

898. SHRI HARILAL MADHAVJI BHAI PATEL: Will the Minister of CIVIL AVIATION be pleased to refer to reply given to the Unstarred Question No. 2073 on March 13, 2008 regarding upgradation of Rajkot Airport and state:

(a) whether Railway Authorities have transferred 21 hectares (approx.) of land to Airports Authority of India (AAI);

(b) if so, whether AAI has started rehabilitation work for affected residential units located in the area; and

(c) the time by which the upgradation work of Rajkot Airport is likely to be undertaken by AAI?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

(c) Modernisation of Rajkot airport is included in the 35 non-metro airports modernisation project of Airports Authority of India. The development plan includes construction of new terminal building, new apron and link taxiway on the existing land for completion by December, 2009. However, Runway extension work can only be taken up after additional land is made available by the Railways.

[Translation]

Overloading of Air Traffic Control

899. SHRI KIREN RIJJU:
SHRI AVINASH RAI KHANNA:
PROF. VIJAY KUMAR MALHOTRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air Traffic Controllers (ATCs) are facing heavy work load at airports of metropolitan cities like Delhi and Mumbai due to frequent flights of public and private airlines;

(b) if so, whether this workload is adversely affecting the time schedule and safety of flights;

(c) if so, the plans being formulated by the Government to reduce the workload on ATCs and operate air traffic smoothly with security; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Mumbai and Delhi airports are busiest airports in India handling maximum traffic. However, multiple sectors/units are implemented which distributes the traffic among various controllers and thereby workload is distributed.

(b) to (d) Safety of air operation has not been allowed to be compromised due to increase in traffic. Further, modern state of art technology radar system, communication, navigation, surveillance system and automation system are provided to ensure safe and efficient operation with enhanced safety level. In addition, various additional works have been taken up like upgradation of ATC Automation System at Kolkata and Chennai with Controller Tools, Arrival Manager etc.; Tower Automation for a number of airports; Additional En-route Monopulse Secondary Surveillance Radars for seamless surveillance coverage over Continental Indian Airspace; Provision of Approach Radars ASR/MSSR for Cochin and Amritsar; Provision of additional radar at Mumbai, Kolkata, Delhi and Chennai for ensuring continuity of radar service; Digital ATIS at 21 airports; Provision of ILS at 12 additional airports; Provision of DVOR at 8 additional

airports; Advanced Surface Movement and Guidance Control System (ASMGCS) at Mumbai, Kolkata and Chennai airports and upgradation of system at Delhi airport to cover 3rd runway and GBAS at Mumbai and Delhi airports.

[English]

Reforms in Steel Sector

900. DR. RAJESH MISHRA: Will the Minister of STEEL be pleased to state:

(a) whether the Government has received any suggestion for reforms in the steel sector both in terms of production and granting licences to producers;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) to (c) According to New Industrial Policy announced in July, 1991, steel industry has been de-licensed and removed from the list of industries reserved for the public sector subject to certain locational restrictions. No industrial licence is, therefore, required for setting up steel plants under the industrial (Development & Regulation) Act, 1951 and the entrepreneurs are free to set up such plants anywhere in the country except in the restricted locations based on their commercial judgement. Further, the Ministry of Steel has not received any suggestion for reforms in the sector both in terms of production and granting licences to producers.

[Translation]

Production of Steel

901. SHRI SRICHAND KRIPLANI: Will the Minister of STEEL be pleased to state:

(a) the total capacity of steel production in the country and the State-wise volume of steel being produced at present;

(b) whether among all the Steel Companies in the country only Steel Authority of India Ltd. and Tata have captive mines of iron-ore;

(c) if so, the reasons therefor; and

(d) the volume of steel imported by the Government keeping in view the demand for it?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) Based on the provisional data for 2007-08, capacity of crude steel production in the country has been assessed to be 59.55 million tonnes. The State-wise production of crude steel in the country during the year 2007-08 is given in the enclosed Statement.

(b) Apart from Steel Authority of India Ltd (SAIL) and Tata Steel, some other steel companies also have captive iron ore mines.

(c) Does not arise in view of (b) above.

(d) The Indian steel industry has been de-regulated in 1991-92. As a result, import of steel has been brought under the Open General License (OGL), canalization of steel has been stopped. Therefore, the government no longer imports steel and currently imports can be undertaken freely by all Indian citizens or corporate bodies etc. The following table shows the import of total finished steel in the country during the last three years and April-September 2008-09:-

Year	Import of Total Finished Steel (alloy + non-alloy) (mt)
2005-06	4.31
2006-07	4.93
2007-08*	6.92
April-Sept. 2008-09*	3.08

Source: Joint Plant Committee;

* Provisional

Statement**Crude Steel Production, 2007-08**

1	Main Producers		Electric Arc Furnace		Induction Furnace		Corex-BOF/MBF-EOF		Total Steel Prod.	
	No. of Units	Production	No. of Units	Production	No. of Units	Production	No. of Units	Production	No. of Units	Production
	2	3	4	5	6	7	8	9	10	11
West Region										
Chhattisgarh	1	5055	2	1312	64	2171			66	3361
DNH					25	276			25	228
Daman					14	176			14	149
Goa			1	63	22	525			23	546
Gujarat			4	4149	62	850			66	4881
Maharashtra			8	3829	73	1999	1	417	82	6106
Madhya Pradesh			1	1	19	242			20	207
Region Total	1	5055	16	9354	279	6239	1	417	297	21064
East Region										
West Bengal	3	2529	4	67	43	1097			47	1082
Orissa	1	2093	2	48	57	1187			59	1126
Jharkhand	2	9140	3	348	24	377			27	679
Bihar					10	139			10	120
Meghalaya					14	81			14	54
Assam					11	49			11	28
Region Total	6	13762	9	464	159	2929	0	0	174	17155
North Region										
Chandigarh			1	31	2	6			3	33
Delhi					10	41			10	22
Haryana			3	623	31	212			34	776
Himachal Pradesh					14	149			14	122
Jammu and Kashmir					8	170			8	155

1	2	3	4	5	6	7	8	9	10	11
Punjab			4	268	119	1783			123	1824
Rajasthan					32	458			32	397
Uttar Pradesh			2	46	107	1282			109	1124
Uttaranchal					26	362			26	312
Region Total			10	968	349	4462	0	0	359	5431
South Region										
Andhra Pradesh	2	3287			24	545			24	499
Kerala			1	15	41	589			42	526
Karnataka					18	437	1	2884	19	3287
Pondichery					29	711			29	656
Tamil Nadu					71	1329	1	456	72	1650
Region Total	2	3287	1	15	183	3612	2	3340	188	10254
Grand Total	9	22104	36	10801	970	17242	3	3757	1018	53904

Source: JPC

Relief Measures for Bihar Flood Victims

902. SHRI MOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of assistance provided to the Government of Bihar by the Railways for providing relief to the victims of flood caused by overflowing Kosi river;

(b) whether free rail service was also provided in the flood affected areas;

(c) if so, the additional expenditure incurred by the Railways;

(d) whether free food, shed and safe drinking water were also provided to the flood victims by the Railways alongwith the expenditure incurred thereon;

(e) if so, the amount of time taken by the Railways for providing free food to flood victims;

(f) whether the Railways would provide such relief to all the other States also on the lines of this natural

calamity; and

(g) if so, the details of the decision taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No direct assistance was provided to the Government of Bihar by the Railways for providing relief to the victims of flood caused by overflowing Kosi River. However, Railways provided free transportation of relief material like fodder, food grain, tentage, clothes, medicines, drinking water, water purifiers, ambulances etc. that was loaded by various government and non-government agencies, welfare organisations etc. to the flood affected areas in Bihar.

(b) Yes, Sir. Railways also provided free train services to transport affected persons to the safer destinations.

(c) Existing infrastructure and assets were used for the relief work. Hence, no additional expenditure was incurred by the Railways.

(d) Railways are running relief camps at some of the Railways stations of flood affected areas of Bihar wherein free food, medicines, clothes, utensils and other minor relief material are being distributed to the affected persons out of Railway Minister's Welfare and Relief Fund without incurring any extra expenditure from the Railways finance.

(e) Railway relief camps are being managed by the posted railway officials and volunteer and as such no extra time was spent by the railways on providing free food to the flood victims.

(f) and (g) Free transportation of relief material in cases of natural calamities like tsunami, earthquakes, floods, droughts etc. is granted on merits as has been the case in recent tsunami and earthquakes in Gujarat. Instructions have been issued recently for free transportation of relief material to the flood affected districts of Assam and Orissa.

[English]

Setting up of Ultra Mega Steel Plants

903. SHRI P.S. GADHAVI: Will the Minister of STEEL be pleased to state:

(a) whether the Government has received any proposal/representation for setting up of Ultra Mega Steel Plants in the country;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) and (b) Yes, Sir. Two representations from Shri C. Ramchandriah, Hon'ble MP, Rajya Sabha and Shri Dhram Pal Sabharwal, Hon'ble MP, Rajya Sabha have been received in this Ministry for setting up of Ultra Mega Steel Plants in the country which *inter-alia* suggests consideration for the following:-

- (i) Setting up a Steel Mission under the direct leadership of Prime Minister with a suggested role.
- (ii) Setting up of Ultra Mega Steel Plants of 10 million tonnes per annum in various states in the line of Ultra Mega Power Plants set up in the country;

(iii) To take steps to achieve efficiency, cost effectiveness and optimum utilization of resources.

(c) Government has constituted an Inter-Ministerial Group (IMG) to monitor and coordinate issues concerning major steel investments in the country. The Inter Ministerial Group functions under the Chairmanship of Secretary (Steel) with members from various Central Ministries/ Departments, such as Railways, Road Transport & Highways, Shipping, Industrial Policy & Promotion, Mines, Environment & Forest and the concerned State Governments. View of the industry has also been sought regarding the feasibility and modalities of the concept of Ultra Mega Steel Projects.

Indo-Iran Gas Pipeline

904. SHRI ANANTA NAYAK:
SHRI SYED SHAHNAWAZ HUSSAIN:
SHRI GURUDAS DASGUPTA:
SHRI KINJARAPU YERRANNAIDU:
SHRI C.K. CHANDRAPPAN:
DR. LAXMINARAYAN PANDEY:
SHRI PANKAJ CHOWDHARY:
PROF. VIJAY KUMAR MALHOTRA:
SHRI DANVE RAOSAHEB PATIL:

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

(a) the present status of Indo-Iran gas pipeline project;

(b) whether talks on the proposed Indo-Iran-Pakistan gas pipeline has been progressing very slowly;

(c) if so, the reasons therefor;

(d) whether any discussion was held in this regard with the President of Iran during his recent visit to India;

(e) if so, the details thereof;

(f) whether Iran is willing for a change in the delivery point of gas for IPI pipeline;

(g) if so, the details thereof; and

(h) the time by which this gas pipeline agreement is likely to be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) India is pursuing the import of natural gas from Iran through Iran-Pakistan-India (IPI) Gas Pipeline Project. Various important issues, *viz.*, pricing of gas, delivery point of gas, project structure, payment of transportation tariff and transit fees for passage of natural gas through Pakistan, etc. are under discussion amongst the participating countries.

Such multilateral projects involve protracted discussions, as all the aspects have to be carefully examined and deliberated upon to the satisfaction of the participating countries to protect each country's interests and to avoid any problems in the future in the successful operation of the project.

(d) and (e) In the meeting held between the President of Islamic Republic of Iran and Prime Minister on April 29, 2008, the modalities of pursuing the project were discussed.

(f) and (g) The issue is under discussion amongst the participating countries.

(h) Finalization of the agreement can be achieved when satisfactory resolution of the issues under discussion is reached by the countries participating in the project, *viz.*, Iran, Pakistan and India.

Charges from Air Passengers

905. SHRI ASADUDDIN OWAISI:
SHRI KINJARAPU YERRANNAIDU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the airlines are charging basic fare, taxes and other levies including air traffic congestion charges from the passengers;

(b) if so, the details and the justification thereof;

(c) whether the airlines are expected to give compensation to their passengers for delay/cancellation of flights for technical or other reasons, as being paid by the foreign airlines to their passengers in such contingencies; and

(d) if so, the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air fares are not being regulated by the Government. Airlines are free to charge air fares as per the market forces.

At present, air fare charged by the private scheduled domestic airlines comprises of basic fare, fuel surcharge, congestion surcharge, passenger service fee and transaction fee (if the ticket is booked through any point of purchase other than the website). Out of the aforesaid charges, only passenger service fee (Rs. 200/- per passenger) is collected by the airlines on behalf of the Airport operators and Central Government.

(c) and (d) In case of delays and cancellations, full service airlines provide adequate facilities to the passengers which include provision of food, hotel accommodation, conveyance, cash compensation, etc. Low cost airlines also provide refreshments to passengers in case the flight is delayed more than two hours. Airlines also refund the tickets as per regulations issued by DGCA.

Setting up of Hospitality Institute at Alappuzha in Kerala

906. DR. K.S. MANOJ: Will the Minister of TOURISM be pleased to state:

(a) whether the Government proposes to establish a National Hospitality Institute at Alappuzha, Kerala;

(b) if so, the details thereof; and

(c) the details of the hospitality Institutes established in the country during the last three years?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) No proposal in this regard has been received from the State Government.

(b) Does not arise.

(c) The Ministry of Tourism has sanctioned 12 State Institutes of Hotel Management at Ranchi, Raipur, Silvassa, Kozhikode, Ailawng (Mizoram), Dimampur, Yupla (Arunachal), Bodhgaya, Fursatganj (UP), Hamirpur (HP), Solapur and Bhatinda during 2005-06, 2006-07 and 2007-08. Also 4 State Food Craft Institutes have been sanctioned at Hassan (Karnataka), Nagaon (Assam), Garhmukteshwar (UP) and Jammu (J&K) during the year 2007-08.

Rental Charges of Stalls at Railway Stations

907. SHRI CHANDRA SHEKHAR DUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways plan to increase the rental charges of various stalls at the Railway stations, particularly in the Western Railway Zone;

(b) if so, the details and the present status of proposals under consideration in this regard; and

(c) if not, the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Hike in Price of Petro-Product/Petrol

908. SHRIMATI MINATI SEN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the recent petroleum and petro-product price hike has been made without proper assessment of the actual deficit of the public sector oil companies and on the basis of the vague term as "under-recoveries"; and

(b) if so, the details and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The under-recoveries of Public Sector Oil Marketing Companies (OMCs) on marketing of sensitive petroleum products were estimated at Rs. 2.45 lakh crore in June 2008, based on the approved principles of Import Parity pricing for PDS Kerosene & Domestic LPG and Trade Parity pricing for Petrol & Diesel.

The concept of "Under Recovery" was examined by the Committee on Pricing and Taxation of Petroleum Products, under the Chairmanship of Dr. C. Rangarajan, Chairman, Prime Minister's Economic Advisory Council. The Committee had *inter-alia* observed that:

"Refining of crude oil is a process industry where crude oil constitutes around 90% of the total cost. Since value added is relatively small, determination

of individual product-wise prices becomes problematic. The Oil Marketing Companies (OMCs) are currently sourcing their products from the refineries on import parity basis which then becomes their cost price. The difference between the cost price and the realized price represents the under-recoveries of the OMCs."

The under-recoveries of OMCs on marketing of sensitive petroleum products vary in line with movements in the international oil prices. The under-recoveries for 2008-09 which were estimated at Rs. 2.45 lakh crore in June 2008 are currently estimated at Rs. 1.47 lakh crore, based on the prices of 2nd fortnight of October, 2008.

[Translation]

Demand for More Garib Rath and Sampark Kranti Express for Uttar Pradesh

909. MOHD. MUKEEM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the measures being taken by the Railways to start either 'Garib Rath' or 'Sampark Kranti' Express between New Delhi and Gorakhpur, New Delhi and Varanasi and New Delhi and Azamgarh; and

(b) the details of the new trains proposed to be started for Uttar Pradesh from Delhi/New Delhi in the rail budget and the details of the trains that have been started so far and the time by which the rest of the trains are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As of now introduction of 2213/2214 Varanasi-Anand Vihar Garib Rath Express (Tri-weekly) and 2211/2212 Bapudham Mothihari-Anand Vihar Garib Rath Express (weekly) via Gorakhpur have been announced in the Rail Budget 2008-09.

(b) Out of 11 pair of trains linking Delhi-Uttar Pradesh, announced in the Rail Budget 2008-09, three pairs have been introduced on dates as indicated below:

1. 2205/2206 Nizamuddin-Dehradun AC Exp. introduced from 01.07.2008
2. 5035A/5036A Ramnagar-Delhi Link Exp. introduced from 01.07.2008

3. 2211/2212 Bapudham Mothihari-Anand Vihar Garib Rath Express
4. 2213/2314 Lucknow-New Delhi AC Express
5. 2233/2334 Lucknow-New Delhi AC Express
6. 2287/2288 Kochuveli-Dehradun Express
7. 2447A/2448A Nizamuddin-Khajuraho Express
8. 2569/2570 Jay Nagar-Nizamuddin Express introduced from 29.09.2008
9. 2877/2878 Ranchi-New Delhi Garib Rath Express
10. 4019/4020 Radhikapur-Anand Vihar Express
11. 4019A/4020A Jogbani-Anand Vihar Link Express

(a) whether the Indian Steel Industry is set to emerge as the third largest steel producers in the world by 2015;

(b) if so, the facts thereof; and

(c) the details of expansion programmes implemented to reach the target?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) India is currently the 5th largest producer of steel in the world. It is projected that if the Indian steel industry continues to grow at the rate recorded during the last 5 years. India may attain the position of the 3rd largest steel producers in the world by the year 2015.

(b) According to the International Iron and Steel Institute's data on country-wise production of steel India is seen to occupy the 5th position with a production of 53 million tonnes in CY 2007. The relative position of the 6th largest producers of steel in the world during CY 2007 is shown in the Table below. Assuming that the rate of growth observed between CY2000 and CY2007 will also hold good till CY2015, India will be the 3rd largest producer of crude steel after China and Japan.

[English]

Expansion Programmes of Steel Industry

910. SHRI M. SREENIVASULU REDDY: Will the Minister of STEEL be pleased to state:

Table 1: Relative Rank of India in terms of Crude Steel Production, 2007

Country	Production of Crude Steel, CY 2007 (Million Tonnes)	Current rank	Annual growth (%) recorded between CY 2000 and 2007	Likely rank By 2015
China	489.2	1	18.7%	1
Japan	120.2	2	3.1%	2
USA	98.2	3	0.1%	5
Russia	72.4	4	4.3%	4
India	53.1	5	10.3%	3
South Korea	51.5	6	2.9%	6

Note: Calculated on the basis of IISI data

Source: Economic Research Unit

^d (c) The likely production capacities in respect of some of the major steel investors in the country are furnished below:-

(Crude steel in Million tonnes)

Sl.No.	Name of the company	Current production capacity	Capacity likely to be achieved by 2011-12	Total proposed capacity by 2019-20
1.	Steel Authority of India Ltd.	12.84	24.84	60.0
2.	Rashtriya Ispat Nigam Ltd.	2.9	6.3	6.3
3.	NMDC Ltd.	-	-	3.0
4.	Tata Steel Ltd.	5.0	13.0	33.5
5.	Essar Steel Ltd.	4.6	14.50	20.5
6.	JSW Steel Ltd.	4.1	11.0	31.0
7.	Jindal Steel & Power Ltd.	2.4	10.45	26.5
8.	Ispat Industries Ltd.	3.0	5.0	17.0
9.	POSCO India Pvt. Ltd.	-	-	12.0
10.	Arcelor Mittal India Ltd.	-	-	24.0

[Translation]

Targets for abolishing Manual Scavenging

911. SHRI SYED SHAHNAWAZ HUSSAIN:
DR. LAXMINARAYAN PANDEY:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has failed in achieving the target of abolishing scavenging by 2007;

(b) if so, the reasons therefor along with State-wise details of people presently working as scavengers;

(c) the details of problems being faced to achieve the above target; and

(d) the time by which the Government would abolish scavenging along with details of effort being made to achieve the said target?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI

SUBBULAKSHMI JAGADEESAN): (a) to (d) As per the National Action Plan for Total Eradication of Manual Scavenging by 2007 (NAP), formulated by the Planning Commission, the three pronged strategy for eradication of manual scavenging includes (i) Enforcement of the Employment of Manual Scavengers and Construction of Dry Latrines (Prohibition) Act, 1993; (ii) Implementation of the Integrated Low Cost Sanitation Scheme (ILCS); and (iii) Implementation of the National Scheme of Liberation and Rehabilitation of Manual Scavengers and their Dependents (NSLRS). During the implementation of ILCS and NSLRS Schemes, inadequacies of these schemes in achieving the targets were observed. Accordingly, a new Self Employment Schemes in achieving the targets were observed. Accordingly, a new Self Employment Scheme for Rehabilitation of Manual Scavengers (SRMS) was introduced in January, 2007. The ILCS Scheme has also been revised in February, 2008.

Remaining manual scavengers and their dependents are identified for their rehabilitation under SRMS. As per available information there are about 1.23 lakh manual scavengers and their dependents in the country, to be

assisted for rehabilitation, State-wise break-up is given in the Statement enclosed.

Statement

Sl. No.	Name of the State	Updated No. of Manual Scavengers and dependents
1.	Assam	4404
2.	Bihar	15268
3.	Delhi	1085
4.	Gujarat	8740
5.	Himachal Pradesh	3296
6.	Jammu and Kashmir	254
7.	Jharkhand	5750
8.	Karnataka	10
9.	Madhya Pradesh	15213
10.	Maharashtra	13320
11.	Meghalaya	372
12.	Orissa	16386
13.	Pondicherry	190
14.	Rajasthan	1446
15.	Tamil Nadu	22811
16.	Uttar Pradesh	9426
17.	Uttaranchal	525
18.	West Bengal	5265
Total		123761

Subsidy on Fertilizers

912. SHRI RAMJI LAL SUMAN:
SHRI RAJIV RANJAN SINGH "LALAN":
SHRI SHISHUPAL N. PATLE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the fertilizers subsidy is estimated to be around Rs. 1,25,000 crores during the current year in the country;

(b) if so, whether the Fertilizer subsidy was earlier projected to be around Rs. 30,986 crores by the Government;

(c) if so, the factual position in this regard; and

(d) the reasons for such a huge gap between the Government projection and the actual position?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (d) The requirement of fertilizer subsidy for 2008-09 was projected at Rs. 48,379.70 crore in October, 2007 at the time of finalization of B.E 2008-09. Against the above projected requirement, the allocation under BE 2008-09 is Rs. 30,986 crore only. The requirement of fertilizer subsidy was subsequently enhanced to Rs. 1,19,772 crore due to sharp increase in international prices of fertilizers. The balance requirement of subsidy is proposed to be met through allocation under supplementary demand for grants 2008-09.

[English]

Waiting List for LPG Connections

913. SHRI S. AJAYA KUMAR:
SHRI PUNNU LAL MOHALE:
SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI THAWAR CHAND GEHLOT:

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

(a) whether the Government is aware that the waiting list for LPG connections has gone beyond the control throughout the country;

(b) if so, the number of persons in the waiting list for LPG connections in various States particularly in Orissa, Chhattisgarh and Madhya Pradesh as on date; and

(c) the time by which the list is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA

PATEL): (a) to (c) The enrolment of new LPG customers and release of new LPG connections is a continuous process. At present, new LPG connections are made available across the counter as soon as possible.

As on 01.10.2008, Public Sector Oil Marketing Companies (OMCs) have reported a waiting list of 139978 pending with them for release of new LPG connections in the country, including 553 and 5938 in the States of Chhattisgarh and Madhya Pradesh respectively. There is no waiting list pending with the OMCs for release of new LPG connections in the State of Orissa. The State-wise details of waiting list position as on 01.10.2008 are given in the enclosed statement.

Statement

State-wise number of Waiting List as on 01.10.2008

State/U.T.	Figs. (in nos.)
Total	
1	2
Andhra Pradesh	21798
Andaman and Nicobar Islands	360
Assam	2051
Bihar	1061
Chhattisgarh	553
Goa	1206
Gujarat	13171
Haryana	13716
Jharkhand	753
Karnataka	34336
Kerala	500
Madhya Pradesh	5938
Maharashtra	34132
Manipur	746
Meghalaya	183
Mizoram	154

1	2
Nagaland	289
Tripura	1021
West Bengal	8010
All India	139978

Utilisation of Railway Land at Nemam Near Thiruvananthapuram

914. SHRI VARKALA RADHAKRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Southern Railway has any proposal to utilise the land available with the Railways at Nemam near Thiruvananthapuram;

(b) if so, the details thereof;

(c) whether trains are being detained at Thiruvananthapuram Railway Station due to non-availability of platforms;

(d) if so, the details thereof; and

(e) the steps taken/being taken to solve the problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Proposals are being mooted out for setting up satellite coaching maintenance terminal at Nemam for easing the congestion at Thiruvananthapuram.

(c) and (d) Yes, Sir. Detention to train short of Thiruvananthapuram Central Station, at adjacent stations or at the home signals occurs occasionally at the peak time between 08.30 AM to 10.30 AM and from 16.30 PM to 18.30 PM due to bunching of trains arising out of their late running. During the period of 30 days from 16.09.08 to 15.10.08 on 9 days no train was detained for want of platform. On the remaining 21 days on an average 2 trains were detained between 5 to 15 minutes.

(e) To ease the congestion at Thiruvananthapuram Central, Kochuveli as Second coaching Terminal is sanctioned and the work is in progress.

[Translation]

**Non-payment of Prescribed share
capital to NMDFC**

915. SHRI MAHAVIR BHAGORA: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether out of the prescribed share capital provided under the National Minority Development and Finance Corporation (NMDFC) since 8th five year plan till 31.3.2007, the Union Government has provided only 88.84 per cent and the States/UTs have provided only 57.1 percent amount;

(b) if so, the reasons for non-payment of the prescribed amount;

(c) the States/Union Territories wise details of the persons benefited from the loans issued by the corporation during the last three years and the current year;

(d) the plan wise details of the funds approved and released by the Union and State Governments under this head; and

(e) the measures taken by the Government against the defaulting States/Union Territories?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) and (b) The authorized share capital is the maximum limit up to which a company may raise capital and the actual capital that may be issued may be less than or equal to the authorized capital.

The authorized share capital of NMDFC has been raised from time to time since its inception in 1994. As

on 31.3.2007, the authorized and paid up capital were as under:-

	Authorized share capital	Paid up capital
Central Govt	422.50	375.36
State Govts.	169.00	96.50
Institutions/Individuals	58.50	Nil

(c) A Statement is enclosed.

(d) The amounts contributed by the Central Government as well as States/Union Territory the equity of NMDFC during 8th, 9th, 10th and 11th Plan are as below:

	Govt. of India	States/UTs
8th Plan	Rs. 125.00	Rs. 16.06
9th Plan	Rs. 92.26	Rs. 24.63
10th Plan	Rs. 158.10	Rs. 55.81
11th Plan (Upto 30.09.2008)	Rs. 112.14	Rs. 16.56
Total	Rs. 487.50	Rs. 113.06

(e) Efforts are made to persuade State Governments to release their contribution in time through visits/discussions by NMDFC officers. The matter has also been taken up by the Central Government with the State Governments.

Statement

The State wise beneficiaries covered

Sr.No.	State	2005-06 Number of Beneficiaries	2006-07 Number of Beneficiaries	2007-08 Number of Beneficiaries	2008-09 Number of Beneficiaries Till 15/10/2008
1	2	3	4	5	6
1.	Andhra Pradesh	7448	5117	2631	528
2.	Arunachal Pradesh	42	0	0	0

1	2	3	4	5	6
3.	Assam	720	2180	654	0
4.	Bihar	250	700	893	1032
5.	Chandigarh	8	4	13	4
6.	Chhattisgarh	0	137	0	0
7.	Delhi	72	25	107	34
8.	Gujarat	0	925	474	200
9.	Himachal Pradesh	144	127	375	100
10.	Haryana	700	960	1073	752
11.	Jammu and Kashmir	565	740	1350	380
12.	Jharkhand	363	126	218	0
13.	Kerala	6195	8669	10250	6385
14.	Karnataka	1147	0	1234	413
15.	Maharashtra	0	150	1933	1000
16.	Manipur	0	0	80	0
17.	Madhya Pradesh	0	0	0	0
18.	Meghalaya	0	0	62	0
19.	Mizoram	0	400	1000	300
20.	Nagaland	1166	1136	1681	209
21.	Orissa	501	140	0	100
22.	Pondicherry	13	25	57	100
23.	Punjab	963	1050	1875	0
24.	Rajasthan	246	335	626	205
25.	Tamil Nadu	4778	14582	8042	7857
26.	Tripura	50	41	75	0
27.	Uttar Pradesh	2156	0	615	0
28.	Uttaranchal	470	292	0	0
29.	West Bengal	6304	9922	12415	5929
Total		34301	47783	47733	25258

*[English]***Windfall Profit by Private Oil Companies**

916. SHRI GURUDAS DASGUPTA:
SHRI C.K. CHANDRAPPAN:
SHRI SURAVARAM SUDHAKAR REDDY:

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

(a) whether the private oil companies in the country are enjoying windfall profits due to high global crude prices;

(b) whether it is a fact that when the New Exploration Licensing Policy (NELP) was adopted for the private oil companies, the crude oil prices were much below the present global crude prices;

(c) if so, the detail thereof;

(d) whether the Government proposes to revise the NELP or to impose a cess on the windfall profits made by the private oil companies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Private Oil Companies are operating in a Production Sharing Contract (PSC) regime and under New Exploration Licensing Policy (NELP), the terms and conditions are the same for National Oil Companies and private companies including foreign companies. So far, there is no significant crude oil production from NELP PSCs.

*[Translation]***Subsidy on Fertilizers**

917. SHRI KAMLA PRASAD RAWAT: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the quantum of subsidy provided on fertilizers during 2007-08;

(b) whether the Government proposes to increase the subsidy on fertilizers during the current financial year;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) During the year, total fertilizer subsidy disbursed was Rs. 40338 crore.

(b) to (d) The fertilizer subsidy is the difference between the delivered cost of fertilizers at the farmgate level and the notified selling prices of the fertilizers. The estimated requirement of the fertilizer subsidy has risen in the current year to Rs. 1198772 crore, due to sharp increase in international prices of fertilizer, constant selling prices of subsidized fertilizers within the country and an estimated increase in demand for fertilizers in the current year.

Pricing of Steel by SAIL

918. SHRI DANVE RAOSAHEB PATIL:
SHRI SANJAY DHOTRE:

Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Limited (SAIL) had decided not to change the steel prices in the month of July despite the news of increasing prices in the domestic market; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) and (b) The Steel Authority of India Limited (SAIL) had not changed its ex-works list prices for Long products as well as Flat products in July 2008. The details of SAIL's major product prices in the month of July 2008 are given in the enclosed Statements I and II.

Statement I***SAIL Ex-Works List Prices for Representative Flat Products***

Item	Price in Rs/tonne		
	As on 01.06.08	As on 01.07.08	As on 01.08.08
HSM Plates IS 2062 GR AK			
5-10 MM	34500	34500	34500
PM Plates IS 2062 GR A K			
abv 12<20 mm	36500	36500	36500
Chequered Plates IS 3502			
6/7 mm	35500	35500	35500
HR Sheets IS 1079 GR O K			
abv 2.5-3.15	34100	34100	34100
HR Coils: IS 10748 GR 1 K			
2.5-3.15	33100	33100	33100
Skelp IS 10748 GR 1 K			
abv 2.5-3.15	31800	31800	31800
CR Coils IS 513 GR O K			
0.50	38000	38000	38000
0.63	37600	37600	37600
1.0	37000	37000	37000
CR Sheets			
0.63	37900	37900	37900
1.0	37300	37300	37300
GP Sheets IS 277 CL VIII			
0.63	40600	40600	40600
1.0	39800	39800	39800
GC Sheets			
0.63	41300	41300	41300
1.0	40500	40500	40500

Statement II***SAIL Ex-Works List Prices for Representative Long Products***

Category/Items	Price in Rs/tonne		
	As on 01-06-08	As on 01-07-08	As on 01-08-08
Tor/TMT IS 1786 Fe 415			
8mm	32000	32000	32000
Angles			
65x65x6IS2062 Grade A	31000	31000	31000
Channels			
200x75 IS2062 Grade A	33000	33000	33000

Stoppage of Supply of Ordinary Petrol and Diesel

919. SHRI HEMMAL MURMU:
SHRI K.C. PALLANI SHAMY:

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

(a) whether the Governments aware that Oil Marketing Companies (OMCs) have stopped supply of ordinary petrol and diesel to small townships, cities forcing the consumers to buy much costlier premium brands of fuel as reported in 'Dainik Jagam' dated June 17, 2008;

(b) if so, the details alongwith the reasons therefor; and

(c) the steps taken by the Government to restore the supply of the ordinary petrol and diesel?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Oil Marketing Companies (OMCs) have reported that they have not stopped supply of ordinary petrol and diesel to small townships, cities forcing the consumers to buy much costlier premium brands of fuel as reported in 'Dainik Jagran' dated 17th June, 2008 at any point of time.

OMCs have also reported that they ensure the availability of both ordinary and branded variants of petrol

and diesel and Retail Outlets (ROs) in the country at all times. OMCs are supplying ordinary and premium brands of petrol and diesel to the Retail Outlet Dealers as per their indents. The purchase of premium fuels is as per the consumer's choice between ordinary petrol and diesel and premium fuels.

Government has also directed the OMCs to take urgent steps to ensure adequate supply and availability of both unbranded and branded variants of Diesel and Petrol at the ROs across the country.

[English]

Stray Wild Animals on Runway at IGIA

920. SHRI KINJARAPU YERRANNAIDU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether secondary runway at the Indira Gandhi International Airport (IGIA) had to be closed recently for nearly an hour and about 100 flights got delayed after 2-3 feet long Monitor Lizard strolled on the runway and some jackals were sighted;

(b) if so, the details thereof;

(c) whether steps have been taken to stop such incidents in future; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) On 1.6.2008 at 0930 IST, 6 monitor lizards appeared on runway 09/27 at the runway shoulder grass area and the Air Traffic Control immediately closed the said runway for operations. The monitor lizards were trapped and removed from runway and the runway was made operational at 1040 IST. Similarly on 16.06.2008, a jackal was sighted on runway 10/28 at 1049 IST. This resulted in a go-around of Jet Airways flight.

(c) and (d) Yes, Sir. To avoid bird hit cases and entry of stray/wild animals, Airfield Environment Management Committees have been constituted at those airport where scheduled flights operate to identify the sources of stray animals/bird attraction and take remedial steps like proper disposal of garbage, prevention of water logging, coverage of garbage dalaos, establishment of modern abattoirs, scaring and shooting of birds, fencing of airport periphery, etc.

Tour Packages

921. SHRI AMITAVA NANDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Government purposes to provide tour packages to help the middle and lower middle class tourists;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) The tour packages for the tourists are offered by the travel agents and tour operators. However, the Ministry of Tourism, Government of India, to promote tourism, has a voluntary scheme to grant recognition to Travel Agents, Tour Operators, Domestic Tour Operators and Adventure Tour Operator, who offer tour packages to domestic and foreign tourists.

Setting up of Manali-Leh Railway Link

922. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to set up Manali-Leh railway link;

(b) if so, the details thereof;

(c) whether the Railways have initiated detailed survey for the work;

(d) if so, the steps taken so far; and

(e) the details of estimated expenditure, time frame and fund sharing for this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) and (d) A Reconnaissance Engineering-cum-Traffic Survey for construction of new rail line connecting Bilaspur to Leh (via Kullu and Manali) has been sanctioned.

(e) Does not arise at this stage.

Electrification of Railway Tracks in Bihar

923. SHRI RAM KRIPAL YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any plan for electrification of Railway tracks in Bihar during the 11th Five Year Plan;

(b) if so, the details thereof; and

(c) if not, the time by which the said project is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Following sections are planned for electrification during 11th Five Year Plan. The details are as under:

Name of the Project and year of sanction	Total Kilometres	Kilometres in Bihar	Total Project Cost (Rs. in crore)	Outlay 2008-09 (Rs. in crore)	Balance fund requirement (Rs. in crore)
Barabanki-Gonda-Gorakhpur-Barauni 2007-08	729	388	679.96	98.51	581.45
Barauni-Katihar-Guwahati 2008-09	809	250	821.53	25.20	796.33

(c) The dates for completion of projects are dependent on availability of fund in future years. However, most of the project in Bihar will be completed during 11th Five Year Plan.

Setting up of National Aeronautics Commission

924. SHRI BALASHOWRY VALLABHANENI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering a proposal for setting up of National Aeronautics Commission;

(b) if so, the status of proposals; and

(c) the time by which it is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) There is no such move to set up National Aeronautical Commission.

[*Translation*]

Demand for More Jansadharan Express

925. SHRI HEMANT KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to start Nizamuddin-Indore and Nizamuddin-Nagpur trains on the pattern of 'Jansadharan Express' already plying between New Delhi-Patna (Rajendra Nagar);

(b) if so, the details thereof; and

(c) the time by which the train is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Electrification of Railway Tracks

926. SHRI MUNSHI RAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the rail lines where the work of electrification was to be completed by the year 2005;

(b) whether the work of electrification of these rail tracks has been completed according to the schedule of progress by the railways department;

(c) if not, whether the Railways have fixed the responsibility for unnecessary delays and estimated the cost-overruns on account of that; and

(d) the time by which the electrification work of Saharanpur-Lucknow rail line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) 10th Five Year Plan commenced from April 2002. From April 2002 to March 2005, 1279 Route kilometers were electrified whose details are given in the enclosed statement. With this the commutative electrification till March, 2005 became 17280 Route kilometers.

(b) The targets of electrification of rail lines are fixed on year to year basis keeping in view the progress of the works and the availability of resources. However, during 10th Five Year Plan (2002-07), 1810 Route kilometers were electrified against the initial planning of 1800 Route kilometers.

(c) Does not arise.

line is in progress and targeted for completion by December, 2011.

(d) Electrification work on Saharanpur-Lucknow rail

Statement*Routes Electrified During 2002-05*

Sl.No.	Section	Railway	Route Kilometers
1.	Barsat-Hasnabad	Eastern	52
2.	Patna-Gaya	East Central	92
3.	Kusunda-Jamumiatand	East Central	23
4.	Ludhiana-Amritsar	Northern	137
5.	Malhaur-Safedabad-Barabanki	Northern	18
6.	Saharanpur-Roorkee-Dausani	Northern	45
7.	Laksar-Muazzampurain & Tapri bye pass line	Northern	29
8.	Lucknow Passenger Line	Northern	04
9.	Kanchipuram-Takkolam	Southern	22
10.	Tindivanam-Villupuram	Southern	37
11.	Ernakulam-Kottayam-Kayankulam-Kollam	Southern	153
12.	Ernakulam-Alappuzha-Kayankulam	Southern	99
13.	Renigunta-Nandalur	South Central	86
14.	Amrda Road-Balasore-Bhadrak	South Central	96
15.	Vyara-Nandurbar-Dondaicha	Western	130
16.	Bhestan Neyol bypass line	Western	04
17.	Bhubneshwar-Barang- Meramandoli (Talcher)	East Coast	96
18.	Talcher Station Yard	East Coast	03
19.	Rajatgarh-Kapilas Road/Nergundi & Radhakishore-Machapur	East Coast	35
20.	Bhadrak-Cuttack-Barang (Party)	East Coast	77
21.	Khurda Road-Puri	East Coast	41
Total			1279

*[English]***Dormitory Facilities at Delhi Airport**

927. SHRI M. JAGANNATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Delhi Airport Private Ltd. proposes to provide dormitory facilities to the passengers at Indira Gandhi International Airport keeping in view the difficulties being faced by them in spending nights at the airport;

(b) if so, the details thereof; and

(c) the time by which the above facilities are likely to be made available?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Under the Indira Gandhi International Airport modernization project, Delhi International Airport Private Limited is building the new integrated terminal building which will include a 60-room transit hotel to cater to the needs of the passengers. In addition to this, many hotel facilities ranging from budget to 5-Star class are also planned which are likely to be available by the year 2010.

Gauge Conversion of Ankola-Hubli Section

928. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion work of Ankola-Hubli section is pending for the last several years;

(b) if so, the details thereof; and

(c) the steps taken to expedite this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The work of new line from Hubli to Ankola was taken up in the Budget 1997-98 and land acquisition, earthwork and bridge works have been taken up on Hubli-Kirvatti section. The Central Empowered Committee (CEC), constituted by the Hon'ble Supreme Court is hearing a Public Interest Litigation case regarding transfer of Forest Land for this project. As per CEC directions, work on the project has been stopped. Further action on this project would be taken only after the decision of CEC is received in totality for which matter is regularly being pursued.

Development of Sabarimala

929. SHRI P.C. THOMAS: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has any plan to develop Sabarimala in Kerala;

(b) if so, the details thereof;

(c) the funds allocated for the said purpose during the last three years;

(d) whether the Government has recognized this place as a Pilgrim Centre; and

(e) if so, the steps taken by the Government for development of this centre?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (e) The development and promotion of places of tourist interest is primarily undertaken by the State Governments themselves. However, Ministry of Tourism provides funds on the basis of projects prioritized in consultation with the State Governments under various schemes.

The developmental activities of Sabarimala Pilgrim Centre are undertaken by the Travancore Devaswom Board and line Departments in the State of Kerala. However, the Ministry of Tourism has sanctioned a project for Construction of Pilgrim Facilitation Centre at Sabarimala during 1998-99 for an amount of Rs. 104.89 lakh.

Expansion of Dabolim Airport in Goa

930. SHRI FRANCISCO COSME SARDINHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airport Authority of India has started the work of expansion of the existing airport terminal building/new building in Dabolim Airport in Goa;

(b) whether the new runway has been constructed;

(c) if so, the time by which it will be operative; and

(d) the total amount spent for the renovation and expansion of the Dabolim Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Runway at Goa (Dabolim) Airport belongs to Indian Navy. AAI have no plan for construction of new runway at this airport.

(d) Expansion of existing apron at Goa (Dabolim) airport has been carried out with expenditure of Rs. 1200 lacs.

Stoppage of Sale of Janata Food Items

931. SHRI C.K. CHANDRAPAN:
SHRI SURAVARAM SUDHAKAR REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railway Catering and Tourism Corporation (IRCTC) has decided to stop the sale of all low cost food items called as "Janata Food Items" at all important stations including Delhi; and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(d) Does not arise.

[Translation]

Acquisition of Land from Government of Madhya Pradesh

932. SHRI CHANDRABHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has acquired land at free of cost basis from Madhya Pradesh Government for the development of airports;

(b) if so, the area of land acquired so far; and

(c) the status of development work of airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The State Government has, so far, handed over land free of cost to Airports Authority of India (AAI) at the following airports: Bhopal-354.45 acres, Indore-137 acres & Khajuraho-355.66 acres.

(c) The status of development works at airports in Madhya Pradesh is given in the enclosed statement.

Statement

(Rs. in crores)

Sl.No.	Name of Schemes	Amount Sanctioned/ Budget for the project	Progress made upto 30.09.08	The time by which likely to be completed	Remarks
1	2	3	4	5	6
1.	Bhopal				
	Construction of New Integrated Terminal Building	135.04	—	14.09.09	Work recently awarded
	Construction of New Apron and associated works	63.78	—	—	Detailed estimate under process. Press Notice issued for shortlisting of agencies
	Extension of runway and land acquisition runway 12 beginning	10.50	10%	05.04.09	Work in progress
2.	Indore				
	Construction of New Integrated Terminal Building	135.60	—	Oct. 2009	Work recently awarded

1	2	3	4	5	6
	Expansion & strengthening of runway & construction of isolation bay & taxiway.	60.00	23%	06.05.09	Work in progress
3.	Khajuraho				
	Construction of new integrated terminal building	75.32	33%	31.12.08	Work in progress
	Construction of new apron and taxiway	13.47	100%	—	Work completed

Second Opening of Cuttack Railway Station

933. SHRI B. MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of second opening of Cuttack Railway Station has been completed;

(b) if so, the details thereof;

(c) if not, the reason therefor; and

(d) the time by which the said second opening of the station is likely to be made functional?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Second entry on East side of Cuttack station with provision of Booking office and foot over bridge connecting all platforms has been commissioned and opened on 26th July 2008. The second entry at present is accessible through the existing railway Goods Shed road. A link road from second entry to service road of National Highway No. 5 is also planned which could not be completed for want of land. Request for acquisition of land measuring 0.59 acre has been made to the State Government.

(c) and (d) Do not arise.

Expansion of Rail Network

934. SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have identified the districts in different States which are not connected by rail;

(b) if so, the details thereof, State-wise particularly in Uttar Pradesh and Maharashtra;

(c) whether any proposal is under consideration of the Railways for providing rail connectivity to such districts;

(d) if so, the details thereof; and

(e) the time by which the work on this proposals is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There is no such policy as to provide all connectivity to each districts in the country and data in this regard is not maintained.

(c) No, Sir.

(d) and (e) Do not arise.

Company-Owned-Company-Operated Petroleum Retail Outlets

935. SHRI GIRDHARI LAL BHARGAVA:
SHRI NARAYAN CHANDRA BORKATAKY:

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

(a) whether the state-owned oil marketing companies have decided to relinquish their operations on a large number of company-owned-company-operated (COCO) petroleum retail outlets;

(b) if so, whether these outlets will be allotted to individual applicants and certain special category applicants;

(c) if so, the details thereof;

(d) whether the public sector oil marketing companies will still retain a few retail outlets on COCO basis for brand promotion; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) With a view to reduce the number of pending Letter of Intent (LOI) holders, Ministry *vide* letter dated 6th September, 2006, had issued broad guidelines to public sector oil marketing companies (OMCs), *viz.*, Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPCL) and Bharat Petroleum Corporation Limited (BPCL) for operation of Company-Owned-Company-Operated (COCO) retail outlets. As per these broad guidelines, the temporary COCO retail outlets are to be offered to the pending LOI-holders under Special Scheme (Operation Vijay-Kargil), Discretionary Quota Scheme, Corpus Fund Scheme (SCs/STs, widows and unmarried women above 40 years of age without earning parents) and other categories in that order. Permanent COCOs, which are of strategic importance for the OMCs for brand building and training purposes are to be operated permanently by the companies themselves through their own officers. The details of these permanent COCOs is available with Director (Marketing) of OMCs.

Major Civilian Plane Accidents

936. SHRI ADHIR CHOWDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of major civil plane accidents occurred in the country during the last six months;

(b) the number of passengers killed and injured as a result thereof alongwith loss of properties suffered, accident-wise;

(c) the compensation relief paid to the next of kin of the victims;

(d) whether any Committee has been appointed by the Government to examine causes of such accidents;

(e) if so, the details and outcome thereof; and

(f) the steps taken by the Government to avert such accidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There have been two accidents to Indian Civil Registered aircraft in last six months. In the first one a Bell 430 helicopter operated by M/s. Ran Air on 3.8.2008 went missing during flight from Hyderabad-Jagdalpur-Raipur in which 4 persons were on board. In the other case a Cessna 152 aircraft operated by M/s. Andhra Pradesh Aviation Academy crashed immediately after take off on 8.9.2008 in which 02 persons died.

(c) Compensation, if any, is paid by the Operators. Government does not maintain any record regarding compensation paid to the passengers.

(d) and (e) Both the accidents are under investigation by Inspector of accidents appointed under Rule 71 of Aircraft Rules, 1937.

(f) To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA). Safety audits, surveillance inspections etc. are carried out to find out hazards in the operations/engineering departments of the operator. Corrective action is taken to eliminate or reduce the hazards. Safety management system is being introduced with all service providers. Safety Recommendations emanating from the investigations are followed up by Directorate General of Civil Aviation for implementation by the concerned units to prevent recurrence of such accidents. In spite of tremendous increase in Passenger Traffic and number of Aircraft during the last few years, aircraft accident rates has come down due to various safety measures undertaken.

Revival of Durgapur Fertilizer Plant

937. SHRI AJOY CHAKRABORTY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has chalked out any programme to revive the Durgapur Fertilizer Plant;

(b) if so, the details thereof;

(c) whether the plant is going to use gas discovered in nearby Birbhum District of West Bengal; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF

STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) Pursuant to the Government's decision, the feasibility of reviving all the closed units of Hindustan Fertilizer Corporation Ltd. (HFCL) including the Durgapur Unit, is being explored, subject to the confirmed availability of gas. Various options for financing the revival of the unit are being looked into. The details will be worked out once the proposals for revival of each individual units are finalized.

- (c) No such proposal is there at present.
- (d) Does not arise.

[Translation]

Extension of Railway Line from Parasnath to ISRI-Madhuban

938. SHRI TEK LAL MAHTO: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways are considering extension of rail line from Parasnath to ISRI-Madhuban; and
- (b) if so, the details thereof alongwith the time by which the work is likely to commence and the amount of funds proposed for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) A survey for a new BG rail line from Parasnath to Madhuban has been sanctioned.

- (b) Does not arise.

[English]

Construction of Greenfield Airports

939. SHRI DUSHYANT SINGH:
SHRI K.J.S.P. REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government has a proposal to build some Greenfield airports;
- (b) if so, whether private sector participation has been invited for the purpose;
- (c) if so, the details of the places selected for the construction of such airports;
- (d) the views of the Ministry of Environment and Forests thereon; and

- (e) the status of the above proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The Central Government has accorded 'in principle' approval for setting up of Greenfield Airports through Public Private Partnership (PPP) at Navi Mumbai, Sindhudurg (Maharashtra); Mopa (Goa); Bijapur, Simoga, Hassan, Gulbarga (Karnataka); and Kannur (Kerala). In addition to the above, 'in principle' approval has been given for setting up of greenfield airports by Airports Authority of India (AAI) at Pakyong (Sikkim); Itanagar (Arunachal Pradesh) and Chetu (Nagaland).

(d) Clearance from Ministry of Environment and Forests is taken prior to construction of Greenfield airports by the respective project authorities.

(e) In the case of PPP projects the process of section of private entities is in progress. The projects to be implemented by AAI is at planning stage.

[Translation]

Organizing Health Fairs by SAIL

940. SHRI RAJESH VERMA: Will the Minister of STEEL be pleased to state:

- (a) whether funds are being spent by the Steel Authority of India Ltd. (SAIL) and other undertaking in the country for organizing health fairs;
- (b) if so, the details thereof; and

(c) the date-wise and place-wise details of health fairs organized and funds spent during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) to (c) Information is being collected and will be laid on the table of the Lok Sabha.

[English]

Contribution of FPI in GDP

941. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

- (a) the contribution of Food Processing Industries (FPI) to the Gross Domestic Product (GDP) during the Tenth Five Year Plan period;

(b) the percentage of big, medium, small and tiny industries in the food processing sector;

(c) the number of MNCs operating in the Food Processing Industry as on date;

(d) the percentage of their share in the market; and

(e) the steps taken by the Government to increase

the contribution of FPI to the GDP in the 11th Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Gross Domestic Product (GDP) of Agriculture based industry groups comprising meat, fish, fruits, vegetables and oils, dairy products, grain milling, other food products, beverage and their growth during the Tenth Five Year Plan are as below:-

Gross Domestic Product at Current Prices

(Rs. in crores)

Description	2003-04	2004-05	2005-06	2006-07 (Provisional)
Food Products & Beverages	51846	55772	59281	70088
Percentage contribution in GDP	2.0	1.9	1.8	1.8

Gross Domestic Product at constant prices (Base year 1999-2000)

(Rs. in crores)

Description	2003-04	2004-05	2005-06	2006-07 (Provisional)
Food Products & Beverages	46386	47245	49165	53589
Percentage contribution in GDP	2.1	2.0	1.9	1.9

(c) and (d) Some MNCs have set up their units for manufacturing of Processed food. However, the requisite details about MNCs working with Small Scale and Cottage Industries are not centrally maintained in the Ministry. Based on employment, entire industrial sector including food-processing industries can be broadly classified as organized and unorganized sectors. In terms of gross output, share of the unorganized sector is 41% as against 59% contributed by the organized sector upto the year 2006-07. 100% Foreign Direct Investment (FDI), under the automatic route is allowed in the Food Processing Industry.

(e) Government has formulated and implemented several Plan Schemes to provide financial assistance for the establishment and modernization of Food processing units, creation of infrastructure, support of R&D, Human Resource Development besides other promotional measures to encourage development of food processing industries. Moreover, the Government has taken several

steps like tax reduction, waiver/reduction of excise duty, reduction of custom duty on specific food items with a view to encourage the growth of Food Processing Industries and make them more competitive. The Ministry under its Plan Scheme for establishing/upgrading of Food Quality Testing Labs, Implementation of Quality Systems such as Hazard Analysis Critical Control Points (HACCP), International Organization for Standardization (ISO) 9000, Promotion of research and Development, Capacity building and Human Resources Development, provides assistance to food processing industries to enable them to increase the contribution of Food Processing Industries to the GDP in the 11th Five Year Plan.

Deviation in Prices of Medicines/Medical Equipments

942. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the medicines and medical equipments serving the same purpose are having abnormal deviations in prices;

(b) if so, the reasons therefor; and

(c) the measures taken to put an end to such deviations in price?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQU): (a) to (c) Under the provisions of Drugs (Price Control), 1995, the prices of 74 bulk drugs and the formulations containing any of these scheduled drugs are controlled. The Government/NPPA fixes/revises their prices from time to time as per formula provided under DPCO. In respect of drugs, which are not covered under price control (non-scheduled formulations), the manufacturers are free to fix the prices by themselves without seeking approval of Government/NPPA. In the cases of certain non-Scheduled formulations Government/NPPA has observed substantial deviation in prices. Medical equipments are not under price control.

Countries to Soften Petroleum Prices

943. SHRI M.K. SUBBA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Minister of Petroleum and Natural Gas and the Finance Minister of India visited Jeddah to seek cooperation of the Oil producing countries to increase oil and output to soften petroleum prices in the international market;

(b) if so, the precise demands made by India and the response of petroleum producing countries thereto; and

(c) the annual requirements and production of petroleum in the country during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Minister of Petroleum and Natural Gas and Finance Minister attended the Jeddah Energy Meeting on 22 June 2008 to highlight adverse consequences of high crude oil prices on India. India urged the global hydrocarbon community to augment the

crude oil supply, make speedy investments in the hydrocarbon sector to address crude oil supply constraints, make crude oil trading transparent and introduce a Price Band Mechanism for greater predictability of crude oil prices.

(c) Annual requirement and production of crude oil in the country is as under:-

Year	Quantity (Million Metric Tons)	
	Annual Requirement of Crude Oil	Annual Domestic Production of Crude Oil
2005-06	127.0	30.1
2006-07	141.5	31.5
2007-08	150.8	31.4
2008-09 (P) April-August'08	65.7	12.8

Petroleum products refined and their consumption annually in the country is as under:-

Year	Quantity (Million Metric Tons)	
	Quantity of Petroleum products refined annually	Annual consumption of Petroleum Products
2005-06	124.1	113.2
2006-07	140.1	120.7
2007-08	149.9	129.2
2008-09 (P) April-August'08	65.0	54.2

[Translation]

Increase in Fares for Cloak Room and Lockers

944. SHRI SANJAY DHOTRE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to increase fare for cloak rooms and lockers available for passengers at the Railway Stations;

(b) the time by which the Railways propose to revise the amount to be charged from passengers; and

(c) the State-wise details of amount likely to be earned by the Railways from this increase?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no such proposal under consideration at present.

(b) and (c) Do not arise.

[English]

Increase in Prices of Steel

945. SHRI HARIBHAU RATHOD: Will the Minister of STEEL be pleased to state:

(a) whether the Government is aware about the spiralling prices of steel in the country during the last few years;

(b) if so, the actual increase in the prices of materials that are used for manufacture of steel;

(c) the other reasons behind the continuous rise in consumer sale price of steel in the country;

(d) whether the Government is considering ban on export of steel to keep the steel prices in control in the country; and

(e) if so, the time by which a notification in this regard is likely to be issued by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) The retail prices of a representative category of steel items at Delhi from June 2005 to September 2008 are given in the enclosed statement. The data in the table indicates that there is a wide fluctuation in price movement of different steel products.

(b) The increase registered in the raw material spot prices (FOB) of the main steel making raw materials from March 2007 to September 2008 is given on quarterly basis in the table below:

Raw Material Spot Prices (FOB)

Period	NMDC (LTA) Price* (In Rs./tonne)	India Spot Iron Ore 63% Fe CFR China (In \$./tonne)	Australian Spot Hard Coking Coal (In \$./tonne)	China Met Coke 12.5% Ash (In \$./tonne)	Shredded Scrap Rotterdam Export FOB (In \$./tonne)
Mar.-07	1114	92	103	185	340
Jun.-07	1209	104	120	252	310
Sep.-07	1209	170	150	275	295
Dec.-07	1783	190	180	390	300
Mar.-08	1783	205	360	530	445
Jun.-08	1970	185	380	680	670
Sep.-08	1970	121	380+	730	240

(Source: JPC)

(c) The rise in price of steel is attributable to various factors both in the supply side as well as the demand side. While, on the supply side, rise in price of steel can be attributed to a steep rise in the price of critical input materials as indicated in reply to part (b) of the question, on the demand side the mismatch in demand and supply is the main reason for the rise in steel prices.

(d) and (e) Export of steel from India is slightly over 1 per cent of the total finished steel production. The minimal presence that the Indian steel industry has in the global market is necessary to maintain its global competitiveness and also as an alternate market whenever the domestic demand diminishes. However, to stabilize supply and price of steel in the domestic

market, government imposed export duty @ 15% imposed w.e.f. 10.5.08 on Pig Iron, Sponge Iron, Scrap,

Ingots and all categories of non-alloy semi finished steel.

Statement

Trend of Market Prices of Select Steel Items at Delhi

(In Rs./ton)

Period	TMT 10mm	Wire Rods 8mm	Rounds 16mm	Plates 12mm	HR Coils 2.5mm	CR Coils 0.63mm	GP Sheets 0.63mm
2008-09							
Sept., 2008	41934	43664	43788	46250	45327	48700	51662
June, 2008	47451	45925	43875	45200	50045	49492	52986
2007-08							
March 2008	43775	43225	42875	45000	43800	48000	56000
Dec., 2007	32200	32200	29800	35400	34700	38000	42500
Sept., 2007	29900	30500	27000	36175	35500	39550	46750
June 2007	36925	30950	31250	36925	35350	39000	48050
2006-07							
March 2007	29650	29325	28300	35150	33275	38475	48750
Dec., 2006	27250	27050	26525	33275	32750	36925	44500
Sept., 2006	25800	26000	24950	33275	32750	34325	42125
June, 2006	24950	25475	23925	33800	31625	34850	39525
2005-06							
March, 2006	26425	26525	25575	27550	27550	30675	35350
Dec., 2005	23700	23400	22300	25500	25000	30000	31500
Sept., 2005	26600	26600	25900	27800	26700	33100	33000
June, 2005	25500	24000	24000	33000	32000	33500	38500

(Source: JPC)

Setting up of Airport In Kurnool District

946. SHRI K.J.S.P. REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any proposal to set up an airport in Kurnool district;

(b) if so, the details thereof and the target set for the construction of the airport; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) On

the request of the State Government of Andhra Pradesh, Airports Authority of India conducted feasibility study of two sites in Kurnool District (1-Prudidapadu Village Mandal, 2-Orvakul Mandal) and has submitted its report to the Government in June, 2008. Response of the State Government is awaited.

Noise Pollution due to Frequent Flights

947. SHRI PRABHUNATH SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether large number of aircraft fly over the residential areas of R.K. Puram, New Delhi disturbing the peace and tranquility of the residents particularly senior citizens;

(b) if so, is there any proposal to shift Palam and IGI airports away from the populated areas; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (c) For landing on secondary runway 27 at IGI Airport, New Delhi, the aircrafts have to fly over the R.K. Puram area. However, with the commissioning of third runway, the instances of secondary runway 27 being used for landing are expected to become minimal.

(b) No, Sir.

[Translation]

Policy for Conservation of Monuments and Museums

948. SHRIMATI KIRAN MAHESHWARI: Will the Minister of CULTURE be pleased to state:

(a) whether any policy has been made by the Government for the maintenance of Archives/Museums and conservation of Monuments;

(b) if so, the details thereof;

(c) whether the Government has received proposals from various State Governments seeking financial assistance for the preservation of manuscripts of historical and cultural importance of their States;

(d) if so, the details of financial assistance provided during the last three years and the current year; and

(e) the steps taken by the Government in this regard, State-wise?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. Conservation of protected monuments is the primary responsibility of the Archaeological Survey of India (ASI). The ancient Monuments and Archaeological Sites and Remains Act 1958 lays down these responsibilities.

Archival records are collected and conserved by the National Archives of India under the Public Records Act 1993.

The National Museum Institute, New Delhi and the National Research Laboratory for Conservation of Cultural Property (NRLC), Lucknow have been set up with a view to imparting training in the area of conservation. Government maintains important museums like National Museum, Indian Museum, Salarijung Museum, and Allahabad Museum etc. where antiquities are collected, exhibited and conserved. The Ministry of Culture also extends financial and technical help to their Museums.

(c) Yes Sir.

(d) The details are given in the enclosed Statement.

(e) In order to protect and conserve manuscripts, a National Mission for Manuscripts was set up in 2003. The Government has sanctioned funds for designating manuscript Resource Centres and Manuscript Conservation Centre in various States. Financial assistance is also extended for improving storage facilities, better record management and computerisation. Curative and preventive conservation and preservation work is also being conducted.

Statement

List of State/U.T. Archival Repositories, Government Libraries and Museums to whom grant was given during 2005-06.

Sl.No.	Name of the Institution	Government amount given
1	2	3
1.	Assam Rangia Rajj Mel Krishak Swahid, Rangia	Rs. 1,50,000/-
2.	Delhi Delhi State Archives, New Delhi.	Rs. 4,00,000/-
3.	Hardayal Public Library, New Delhi.	Rs. 3,50,000/-
4.	Himachal Pradesh Himachal Pradesh Museum Library, Shimla	Rs. 1,68,750/-
5.	Karnataka Karnataka State Archives. Bangalore	Rs. 4,00,000/- (2nd Installment of 2001-02)
6.	Kerala Kerala Legislature Library. Thiruvananthapuram	Rs. 4,50,000/-
7.	Madhya Pradesh Bhopal	Rs. 7,12,500/-
8.	Manipur Manipur State Archives, Imphal	Rs. 7,46,250/-
9.	Rajasthan Rajasthan State Archives. Bikaner	Rs. 7,50,000/-
10.	Tamil Nadu Government Museum. Chennai	Rs. 3,75,000/-
11.	Uttaranchal State Archives. Uttaranchal, Dehradun.	Rs. 4,12,520/-
12.	Uttar Pradesh Vishamber Dayalu Tripathi Rajkiya Zila Pustakalaya, Unnao	Rs. 4,08,750/-

1	2	3
13.	Rajkiya Sangrahalaya, Jhansi	Rs. 2,27,680/-
14.	Ayodhya Shodh Sansthan, Ayodhya, (Faizabad)	Rs. 3,37,500/-
15.	Rajkiya Bodh Sangrahalaya, Gorakhpur	Rs. 1,50,00/-
16.	Amiruddaula Public Library, Lucknow	Rs. 3,75,000/-
17.	West Bengal Krittibas Memorial Library Cum-Museum, Nadia.	Rs. 1,71,000/-
18.	Information and Cultural Affairs Department Gove of West Bengal, Kolkata	Rs. 6,61,500/-

Total Grant released during 2005-06 to 18 Organizations= Rs. 72,46,430/-

List of State/U.T. Archival Repositories, Government Libraries and Museums to whom grant was given during 2006-07.

Sl.No.	Name of the Institution	Government amount given
1	2	3
1.	Bihar Bihar State Archives, Patna	Rs. 4,12,500/-
2.	Chandigarh Government Museum Art and Gallery, Chandigarh	Rs. 1,08,750/-
3.	Gujarat Government District Library, Bhavnagar	Rs. 1,38,750/-
4.	Government District Library, Amreli	Rs. 1,38,750/-
5.	Shree Bhagat Sinhjee Library, Gondal	Rs. 71,250/-
6.	Himachal Pradesh Bhuri Singh Museum, Chamba	Rs. 2,81,250/-
7.	Karnataka Karnataka State Archives, Bangalore (2005-06)	Rs. 6,75,000/-
8.	Karnataka State Archives, Bangalore	Rs. 4,50,000/-
9.	District Central Library, Karwar	Rs. 1,87,500/-

1	2	3
10.	Rajasthan Rajkiya Sarvajanik Zila Pustakalaya, Jhunjhunu	Rs.56,250/-
11.	Rajkiya Zila Sarvajanik Pustakalaya, Karoli	Rs. 56,250/-
12.	Rajkiya Sarvjanik Zila Pustakalaya, Churu	Rs. 75,000/-
13.	Maulana Abul Kalam Azad Arabic and Persian Research Institute, Tonk	Rs. 1,87,500/- (First Instalment)
14.	Government District Public Library, Dholpur	Rs. 75,000/-
15.	Rajkiya Sarvajanik Pustakalaya, Bhitwada	Rs. 37,500/-
16.	Tamil Nadu Tamil Nadu State Archives, Chennai	Rs. 8,50,000/-
17.	Department of Archaeology, Library, Tamil Nadu Chennai	Rs. 4,53,000/-
18.	Uttar Pradesh Amir-ud-daula Public Library, Lucknow	Rs. 5,00,000/-
19.	West Bengal Photo Archives of Information and Cultural affairs department, Kolkata	Rs. 5,00,000/-
20.	Lady Brabourne College, Kolkata	Rs. 4,50,000/-
21.	Paschim Banga Bangla Academi, Kolkata	Rs. 5,00,000/-
22.	Maulana Azad College Library, Kolkata	Rs. 5,85,000/-
23.	District Library, Murshidabad	Rs. 1,81,725/-

Total Grant released during 2006-07 to 23 Organizations= Rs. 69,51,000/-

*List of State/U.T. Archival Repositories, Government Libraries and Museums to
whom grant was given during 2007-08*

Sr.No.	Name of the Grantee Organizations	Government amount given
1	2	3
1.	Andhra Pradesh A. P State Museum, Office of the Director Archaeology and Museums. Hyderabad	Rs. 2,55,000/-
2.	Arunachal Pradesh Gazetteers Department, Reference Library, Chimpu, Itanagar	Rs. 1,12,506/-

1	2	3
3.	Haryana Library of Financial Commissioners Office. Haryana Revenue (General) Department, Chandigarh	Rs. 30,000/-
4.	Kerala The State Institute of Languages Kerala. Nalanda, Thiruvananthapuram.	Rs. 2,25,000/-
5.	Kerala Sahitya Academi, Thrissur	Rs. 63,750/-
6.	Rajasthan Rajkiya Sarvajanik Mandal Pustakalaya, Udaipur	Rs. 1,00,000/-
7.	Rajkiya Sarvajnaik Zilla Pustakalaya. Sawai Madhopur	Rs. 2,00,000/- (1st installment of Rs. 1,00,000/-released)
8.	Rajkiya Sarvjanik Zilla Pustakalaya, Banswara	Rs. 75,000/-
9.	Rajkiya Sarvjanik Zilla Pustakalaya. Doongarpur	Rs. 75,000/-
10.	Rajkiya Mahatma Gandhi Sarvjanik Pustakalaya, Tonk.	Rs. 63,750/-
11.	Rajkiya Sarvjanik Zilla Pustakalaya, Alwar	Rs. 19,500/-
12.	Government Public District Library, Sikar.	Rs. 37,500/-
13.	Rajkiya Sarvjanik Panchayat Samiti, Jhunjunu.	Rs. 31,950/-
14.	Rajkiya Sarvjanik Panchayat Samiti Pustakalaya, Pratapgarh	Rs. 50,250/-
15.	Tamil Nadu Principal Commissioner of Archives and Historical Research, Chennai.	Rs. 7,50,000/-
16.	Uttrakhand Uttrakhand State Archives Dehradun	Rs. 3,00,000/-
17.	West Bengal Uttarpara, Jaikrishna Public Library. Uttarpara	Rs. 1,50,000/-

Total Grant released during 2007-08 to 17 Organizations= Rs. 24,39,200/-

[English]

Increase in the Price of Petrol/Petroleum Products

949. SHRI REWATI RAMAN SINGH:
SHRI E. DAYAKAR RAO:

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

(a) whether the Government has increased the prices of petrol and petroleum products;

(b) if so, the details and reasons therefor;

(c) the comparative details of prices of petrol and kerosene during the last three years;

(d) the composition of duties and taxes in the price of per litre of petrol in four metropolitan cities; and

(e) the steps the Government would like to protect the interests of common man?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The steep increase in the international oil prices is having a major impact on the financial position of the Public Sector Oil Marketing Companies (OMCs). In June, 2008, the gross under-recoveries of the OMCs on the sale of sensitive petroleum products *i.e.* Petrol, Diesel, PDS Kerosene and Domestic LPG were estimated to be approximately Rs. 2.45 lakh crore during the year 2008-09. In order to provide some relief to the OMCs, the Government has marginally increased the retail selling prices of Petrol, Diesel and Domestic LPG by Rs. 5/- per litre, Rs. 3/- litre and Rs. 50/- per 14.2 kg. cylinder respectively, effective 5th June, 2008.

(c) The comparative details of domestic prices of Petrol and PDS Kerosene during the last three years are given in enclosed Statement-I.

(d) The composition of Duties and Taxes in the price of per litre of Petrol in four metropolitan cities is given in enclosed Statement-II.

(e) To protect the interests of the common man from the high international oil prices, the Government has taken following measures:

(i) Ensured that the burden was equitably shared by all the stakeholders; namely, the Government, the Oil Companies and the consumers in the following manner:-

— Issue of Oil Bonds by the Government to OMCs to compensate them partly for their under-recoveries;

— Sharing of a part of the under recoveries by Upstream Public Sector Oil Companies by offering price discounts;

— Downstream oil companies to bear the remaining under-recoveries;

(ii) Reduction of Custom duty on crude oil to Nil and non Petrol & Diesel to 2.5%;

(iii) Reduction of Excise Duty on unbranded Petrol and unbranded Diesel by Re. 1 per litre; and

(iv) Effecting only a marginal increase in the retail selling prices of Petrol, Diesel and Domestic LPG effective 5th June, 2008 although the OMCs' under-recoveries required a high price increase.

Government is committed to protecting the interests of the common man and vulnerable sections of the society.

Statement I

The comparative details of domestic prices of Petrol and PDS Kerosene during the last three years are given below:

	Petrol (Rs./litre)	PDS Kerosene # (Rs./litre)
01.04.05	37.99	9.05
21.06.05	40.49	
25.07.05		9.08
07.09.05	43.49	
01.04.06***	43.51	
25.05.06		9.09
06.06.06	47.51	
21.06.06@	46.85	
30.11.2006	44.85	
16.02.2007	42.85	
06.06.07@@	43.52	
27.09.07		9.15
15.02.08	45.52	
24.05.08 (Dealer Commission revised)	45.56	
05.06.08	50.56	
18.07.08****	50.62	
12.09.08		9.22

*** & **** Due to increase in Siding & Shunting Charges in Petrol and Diesel.

@ Due to Tax Rebate in VAT on Petrol.

@@ Tax Rebate on VAT for Petrol withdrawn.

* The changes in price have been mainly due to increase in Dealer Commission.

Statement II

Share of Duties and Taxes in the Retail Selling Price of Petrol in four metropolitan cities as on 1st October, 2008 is given below:

		(Rs./Litre)			
Sl.No.	Particulars	Delhi	Mumbai	Chennai	Kolkata
1.	Price without Customs Duty, Excise Duty and Sales Tax components	27.83	27.62	27.46	27.89
2.	Custom Duty (Based on 1st Fortnight of Oct.'08)	0.60 (1%)	0.60 (1%)	0.60 (1%)	0.60 (1%)
3.	Excise Duty (levied @ Rs. 13.35/litre plus 3% education (cess))	13.75 (27%)	13.75 (25%)	13.75 (25%)	13.75 (27%)
4.	Sales Tax including irrecoverable taxes	8.44 (17%)	13.07 (24%)	13.26 (24%)	9.96 (19%)
5.	Total of Customs Duty, Excise Duty and Sales Tax components (2+3+4)	22.79 (45%)	27.42 (50%)	27.61 (50%)	24.31 (47%)
6.	Retail Selling Price at Delhi (1+5)	50.62	55.04	55.07	52.20

Landing and Parking Charges

950. SHRIMATI JHANSI LAKSHMI BOTCHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is contemplating to provide relief to Indian carriers by decreasing landing and parking charges;

(b) if so, the details thereof; and

(c) the time by which the relief is going to be provided?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise.

Increase in Train Fare

951. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of RAILWAYS be pleased to state:

(a) the details of trains fares increased during the last two years;

(b) whether the passengers are required to pay more train fare for journeys in respect of which the tickets are booked from a Place other than the place of journey; and

(c) if so, the details thereof and the reasons for such discrimination?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no increase in the fares for the last two years.

(b) and (c) Yes, Sir. To recover the additional expenditure involved in maintenance and continuous upgradation of a network system, reservation fee for the tickets booked for journeys originating from other than the ticket booking station have increased by (i) Rs. 10/- in second and sleeper and Rs. 15/- in other classes of Passenger, Mail and Express trains, (ii) Rs. 20/- Rajdhani and Shatabdi Express trains, and (iii) Rs. 15/- in Second class and Rs. 20/- in AC Chair Car of Jan Shatabdi Express trains.

Consumption of Chemical Fertilizers

952. SHRI VIJOY KRISHNA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the scenario of consumption of chemical fertilizers per hectare in various States of the country and advanced countries; and

(b) the subsidy burden for chemical fertilizers the Government has to bear annually?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) The scenario of consumption of chemical

fertilizers per hectare in various States of the country and advanced countries is given in the enclosed Statement.

(b) The subsidy disbursed by the Government in last few years is as below:

(Rs. in crore)

Years	Total Subsidy Disbursed
2005-06	18,299
2006-07	25,952
2007-08	40,338

Statement

(i) *Consumption of fertilizers (Kg. per hectare) in various States of the country during 2006-07*

Zone/State	N	P ₂ O ₅	K ₂ O	N+P ₂ O ₅ +K ₂ O
1	2	3	4	5
	(kg/ha)			
East Zone	58.8	22.8	14.8	96.5
Assam	27.2	13.5	13.2	54.0
Bihar	103.7	23.0	10.7	137.4
Jharkhand	44.6	20.3	2.1	67.0
Orissa	29.4	10.8	6.1	46.2
West Bengal	72.2	41.1	32.0	145.2
North Zone	119.3	35.4	5.7	160.4
Haryana	134.3	38.0	2.8	175.1
Himachal Pradesh	31.3	10.4	8.1	49.8
Jammu and Kashmir	50.4	21.5	6.2	78.1
Punjab	161.0	43.8	4.8	209.6
Uttar Pradesh	110.4	34.4	6.6	151.5
Uttaranchal	84.2	19.9	7.0	111.0
South Zone	85.2	42.3	28.5	156.0
Andhra Pradesh	117.1	54.8	26.5	198.4

1	2	3	4	5
Karnataka	59.0	34.2	22.7	116.0
Kerala	29.6	15.2	24.9	69.7
Tamil Nadu	99.5	45.8	45.9	191.2
West Zone	47.2	22.6	7.7	77.6
Chhattisgarh	47.6	20.3	8.4	76.3
Gujarat	83.7	32.6	10.8	127.2
Madhya Pradesh	36.1	20.3	3.2	59.7
Maharashtra	54.1	30.3	16.6	101.0
Rajasthan	31.6	12.3	0.6	44.4
All India	72.1	29.0	12.2	113.4

(ii) Consumption of Fertilizers in few countries (Kg/Ha)

Country	Nutrient Consumption
Brazil	147.90
China	289.10
France	210.50
USA	113.50
Bangladesh	197.60

[Translation]

Institute of Excellence

953. SHRI AJIT JOGI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has decided to set up institutes of excellence in each State with a view to provide educational assistance to the students belonging to Scheduled Castes and OBCs; and

(b) if so, the details thereof alongwith the facilities proposed to be provided therein?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) No, Sir. However, the Central Educational Institutions (Reservation

in Admission) Act, 2006, (CEI Act), provides reservation of seats in the Central Educational Institutions defined under the CEI Act, 2006 for students belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes (OBCs).

[English]

Turkmenistan-Afghanistan-Pakistan-India Pipeline Project

954. SHRI M.P. VEERENDRA KUMAR:
SHRI BADIGA RAMAKRISHNA:

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

(a) whether the Government is not inclined to push through Iran-Pakistan-India (IPI) gas pipeline project but is very keen on Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipeline;

(b) if so, the reasons therefor;

(c) whether it is true that recently the Minister held bilateral talks with Pakistan on TAPI pipeline;

(d) if so, the outcome thereof;

(e) whether China is eagerly waiting to grab IPI pipeline in view of India not showing keen interest in this pipeline project; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) In order to enhance country's energy security, Government is pursuing import of natural gas from Iran through IPI gas pipeline project and from Turkmenistan through TAPI gas pipeline project.

(b) Does not arise in view of (a) above.

(c) and (d) 10th Steering Committee Meeting (SCM) of the Project was held at Islamabad on April 23-24, 2008. During the 10th SCM, Gas Pipeline Framework Agreement was initialled by the Ministers of all the participating countries.

(e) No official communication has been received in this regard.

(f) Does not arise in view of (e) above.

[*Translation*]

Construction of State-of-the-Art Airports

955. SHRI MOHD. TAHIR:
SHRI KAILASH NATH SINGH YADAV:
SHRI SHISHUPAL N. PATLE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the state-of-the-art airports constructed during the current financial year;

(b) the cap on private participation thereon;

(c) the number of such airports whose construction has been delayed; and

(d) the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) A new Greenfield airport called, Bangalore International Airport has been commissioned on 24th May, 2008 at Devanahalli near Bangalore.

(b) The Greenfield airport project has been implemented on Build Own Operate and Transfer (BOOT) basis with Public-Private-Participation (PPP). Government

of Karnataka (GOK) and Airports Authority of India (AAI) together hold 26% equity and a Consortium comprising of Siemens, Germany, Unique Zurich, Switzerland and Larsen & Tubro India Limited, hold the balance 74%.

(c) There has been no delay in the construction of any greenfield airport.

(d) Does not arise.

Railway Crossing Over-Bridges and Under-Bridges in Gujarat

956. SHRI JIVABHAI A. PATEL:
SHRI HARISINH CHAVDA:
SHRIMATI SANGEETA KUMARI SINGH
DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) the State-wise details of number of railway crossings;

(b) the State-wise details of number of over-bridges and under-bridges at these railway crossings;

(c) the other steps taken by the Railways in this regard to solve the problem of traffic jam; and

(d) the success achieved as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A Statement is enclosed.

(c) In addition to general policy of sanctioning works of Road over/under bridges on cost sharing basis in lieu of existing level crossing with traffic density of one lakh or more TVUs (Train Vehicle Units) relaxation in traffic density has been given in case of Level Crossings (LCs) falling in suburban sections, yards etc. General Managers have been empowered to replace unmanned & manned level crossings where feasible by Limited Height Subways costing upto Rs. 50 lakh. This criterion has been further relaxed by providing Normal Height Subways costing Rs. 1.25cr. on single section and Rs. 1.5cr. on double line section.

Existing BOT (Build, Operate and Transfer) scheme has been further modified under PPP (Public, Private Partnership) Scheme wherein Private Entrepreneurs can construct works of ROBs/RUBs in clusters and Viable Gap Fund upto the cost of 40% can be provided to them by Railways and State Govts.

(d) Railways construct Road over/under bridges in lieu of busy LCs being traffic density of one lakh or more TVUs (TVU-A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) proposals for which are sponsored by State Govts. concerned duly fulfilling certain preliminary pre-requisites required under extant rules. Success has been achieved through this effort as at present there are 641 works sanctioned on cost sharing basis which are at different stages of planning and

execution in addition to a large number of those completed in past years.

Success has also been achieved in number of works being constructed under BOT concept by encouraging Private Entrepreneurs to utilize their resources on construction of ROB/RUBs in lieu of which they can utilize space underneath commercially or collect toll for a specific period.

Statement

Crossing Over-Bridges and Under-Bridges in Gujarat.

Sl.No.	States	No. of Railway crossings as on 31.3.2008.	No. of Road over/Under bridges sanctioned	
			Works in Progress	New Works of 2008-09
1	2	3	4	5
1.	Andhra Pradesh	2539	75	22
2.	Assam	1016	1	0
3.	Bihar	2070	60	8
4.	Chhattiegarh	507	12	1
5.	Delhi	58	2	7
6.	Gujarat	4158	14	1
7.	Haryana	955	32	3
8.	Himachal Pradesh	94	0	0
9.	Jammu & Kashmir	30	0	1
10.	Jharkhand	805	8	0
11.	Karnataka	1404	36	1
12.	Kerala	519	57	2
13.	Madhya Pradesh	2189	10	4
14.	Maharashtra	2227	20	1
15.	Manipur	1	0	0
16.	Nagaland	2	0	0

1	2	3	4	5
17.	Orissa	1166	9	0
18.	Punjab	1640	32	0
19.	Rajasthan	2937	14	5
20.	Tamil Nadu	2453	112	25
21.	Tripura	17	0	0
22.	Union Territory	0	0	1
23.	Uttar Pradesh	5414	42	4
24.	Uttaranchal	233	-	-
25.	West Bengal	2278	33	2
26.	Chandigarh	8	-	-
27.	Pondicherry	18	-	-
28.	Goa	9	-	-
Total		34745	569	88

Enhancement of Capacity of Railway Tracks

957. DR. LAXMINARAYAN PANDEY:
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the number of train accidents is increasing due to movement of trains on limited tracks beyond their capacity and failure of automatic signaling system;

(b) if so, the steps taken/being taken by the Railways to enhance the capacity of railway tracks;

(c) whether the Railways also propose to put into use the Technical Protection and Warning System (TPWS) in the Railways so as to prevent rail accidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) and (d) Two pilot projects of Train Protection and Warning System (TPWS) have been sanctioned. The project on suburban section of Southern Railway between

Chennai Central and Gummidipundi has been commissioned and is already operational, and the other project on Delhi-Agra section of Northern and North Central Railways is under progress.

[English]

Registered Commercial Aircraft

958. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of registered commercial aircraft at present;

(b) the increase expected in the number of these aircraft in the coming three years;

(c) whether the number of pilots are less in proportion to the number of flights of the aircraft; and

(d) if so, the action plan formulated by the Government to meet this shortage?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The total number of aircraft registered for commercial operations are 666 out of which 410 are being used for Scheduled Operations and 256 for Non Scheduled Operations.

(b) It is expected that there may be an increase of about 10% in the aircraft fleet for Scheduled operation and 40% for Non Scheduled Operation in the coming three years.

(c) Yes, Sir.

(d) The Government has taken following steps to meet the shortage of pilots:

For the issue of Commercial Pilot License the number of hours of flying has already been reduced from 250 to 200 hours in line with international standards. Rule 28-A of the Aircraft Rules has been amended to enable pilots to exercise the privileges of their license for commercial transport operations up to the age of 65 years under certain condition. Director General of Civil Aviation has issued Civil Aviation Requirement permitting the pilots holding flight instructor rating to impart training up to the age of 65 years under certain conditions. Government has also taken steps for upgradation and modernization of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/ Aero Club of India.

Impact of Spiralling Price of Steel on Railway Projects

959. SHRI BADIGA RAMAKRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) the extent of impact of the spiralling price of steel on the on-going railway projects;

(b) whether some of the contractors are threatening to pull out of railway projects in view of spiralling steel prices;

(c) if so, the details thereof;

(d) the reasons for delay in the execution of work particularly in the South Central railway;

(e) the outcome of the recently held 'Infrastructure Builders Meet'; and

(f) the reaction of the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The abnormal increase in prices of steel has been one of the major reasons adversely affecting progress of ongoing projects.

(b) and (c) The contractors are demanding suitable compensation for such abnormal hike in price of steel in the market.

(d) Targeted projects are not delayed except Jaggayapet-Mallacheruvu where land is yet to be handed over to the Railways. There has been some delay in supply of sleepers for targeted works.

(e) and (f) The Infrastructure Builders' Meet was organized to have interaction with the Construction Industry, to make them aware of Railway Plans and to get their suggestions on Contract Management issue. The suggestions made have been considered and appropriate action has been initiated.

Enhancement of Salaries of Artists of Karnataka

960. SHRI G.M. SIDDESWARA: Will the Minister of CULTURE be pleased to state:

(a) whether the Union Government has received any proposal from the Karnataka Government to enhance the salary grants for another 21 artists and one more Guru to the Shree Shivakumara Kala Sangha, Sanehalli, Hosadurga Taluk, Chitradurga District, Karnataka;

(b) if so, the details thereof;

(c) whether the Government has considered the proposal; and

(d) if so, the time by which the final decision in this regard is likely to be taken?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Shree Shivakumara Kala Sangha, Sanehalli, Hosadurga Taluk, Chitradurga District, Karnataka 577515 submitted a proposal for enhancing the salary grant for an additional 17 Artists, one Guru and 3 Directors under the scheme of Financial Assistance to Professional Groups and Individuals for Specified Performing Arts Projects.

(c) and (d) The proposal was considered by the Expert Committee which recommended salary grants for 4 additional artists. The same has been sanctioned and conveyed to the concerned organisation.

*[Translation]***Status of Historical Monuments in Jharkhand**

961. DR. DHIRENDRA AGARWAL: Will the Minister of CULTURE be pleased to state:

(a) whether the condition of a number of historical monuments in Jharkhand is quite pitiable and these are illegally occupied;

(b) if so, the monument-wise details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) There are eleven monuments/sites declared as of national importance in Jharkhand. These are looked after by the Archaeological Survey of India. The status of these monuments/sites is given in the enclosed Statement.

Statement*Detailed list and status of centrally protected monument/site in Jharkhand*

Sl.No.	Name of Monument/Site	Locality/District	Status of the Monument/Site
1	2	3	4
1.	Benisagar tank and remains of temple and sculptures in survey Plot No. 322	Banisagar Block, Majhgaon, Distt. W. Singhbhum	Monument is well maintained.
2.	Ancient mound locally known as Kulugarha, Basput together with adjacent land, survey plot No. 1095 and 1096	Itagarh, Block Gamharia, Distt. Saraikela Kharswan.	The mound is partly encroached upon by the villagers. The State authorities have been approached for removal of encroachments from Govt. land and acquisition of private land.
3.	Site of an old Fort and ancient tank.	Ruam, Block Musabani, Distt. E. Singhbhum.	The whole site is under encroachment. The matter has been taken up with the State Administration for removing the encroachments.
4.	An ancient stone temple with Shiva Lingam	Khekparta, Block Lohardaga Sadar, Distt. Lohardaga	Monument is well maintained.
5.	Jami Mosque	Hadaf (Mangalhat) Block Rajmahal, Distt. (Sahebganj)	Monument is well maintained.
6.	Baradari building with probably underground cell	Arzimukhimpur (Mangalhat) Block-Rajmahal, Distt. Sahebganj)	Monument is well maintained.
7.	Asura Site	Khuntitola, Block Khunti, Distt. Ranchi	The whole site is private tribal land and is under cultivation. Archaeological Survey of India has taken up the matter for acquisition of land with the State authorities.

1	2	3	4
8.	Asura Site	Kunjala, Block- Murhu, Distt. Ranchi	-do-
9.	Asura Site	Saridkel, Block Khunti, Distt. Ranchi	-do-
10.	Asura Site	Kathartoly, Block Murhu, Distt. Ranchi	-do-
11.	Asura Site	Hansa, Block Murhu, Distt. Ranchi	-do-

[English]

Hovering of Aircraft over Delhi and Mumbai

962. SHRI NAVEEN JINDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large number of aircraft have to hover over busy airports like Delhi and Mumbai waiting for landing signal;

(b) if so, whether it adds to the Aviation Turbine Fuel (ATF) expenses of the airlines;

(c) if so, the extent thereof;

(d) whether any new navigation system is being considered in this regard;

(e) if so, the details thereof;

(f) whether the aircraft can be given time slots so that they take off at the given time and land accordingly to avoid bunching up near Delhi like it is provided in other international airports; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Due to rapid increase in the air traffic, certain infrastructure constraints have been faced at some busy airports like Mumbai and Delhi. However, with the construction of new runway 11/29 and upgradation of ANS infrastructure such as new navigational equipments viz. DVOR, DME & CAT-III B ILS provided for third runway 11/29 at Delhi

airport, the situation is expected to improve substantially. Further, augmentation of Advanced Surface Movement Guidance and Control System (ASMGCS) is in progress, which provides surveillance coverage of all vehicles & aircraft on ground in the movement areas of the airport even during poor visibility. With the help of ASMGCS coupled with ILS, congestion of air traffic over the airfield particularly during low visibility can be reduced. Provision for ASMGCS is also made at Mumbai airport.

(f) and (g) In accordance with the international practice, the time slots for the operation of all flights are proposed by the airlines themselves on the basis of commercial inputs and operational feasibility. These slots are approved after obtaining clearance from the airport operators and ANS service providers who examine the feasibility to handle the flights at that time. It has been the endeavour of the Government to spread the flights to non peak hours so as to avoid bunching of flights.

Railway Projects in Andhra Pradesh

963. SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of on-going, pending railway projects in Andhra Pradesh; and

(b) the status of each project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The details of ongoing railway projects of New Line, Gauge Conversion, Doubling & Railway Electrification falling fully/partly in the State of Andhra Pradesh along with targets wherever fixed, is given as under:-

(Rupees in Crore)

Sl.No.	Plan Head	Name of the Project	KMS	Sanctioned/ Anticipated Cost	Expenditure upto March, 2008	Outlay 2008-09	Present status and targets wherever fixed
1	2	3	4	5	6	7	8
1.	New Line	Gadwal-Raichur	58.8	156	61.35	25.00	Out of 58 km, 51 km land acquired. 35 km. earthwork completed. Physical progress is about 50%.
2.	New Line	Jaggayapeta-Mallacheruvu	19.1	65.95	6.16	29.06	Land acquisition taken-up. Work awarded for earthwork and minor bridges, major bridges and ballast. Targeted for completion by March, 2009.
3.	New Line	Kakinada-Pithampuram	21.5	85.51	0.03	0.01	Awaiting requisite clearances.
4.	New Line	Kotipalli-Narsapur	57.21	695.00	9.41	0.01	Land acquisition taken up.
5.	New Line	Manoharabad-Kotapalli	148.9	378.56	0.17	5.00	Final location survey completed. Detailed estimate prepared.
6.	New Line	Munirabad-Mehbubnagar	246	497.47	4.60	5.00	Land acquisition, earth work, bridges etc. have been taken - up. And over all progress is about 9%
7.	New Line	Nandyal-Yerraguntla	126	198.98	82.82	35.00	Entire 252.4 hectare of land has been acquired. Overall physical progress of the work is 45%. The target for Yerraguntla-Nossam is March, 2009.
8.	New Line	Obulavaripalle-Krishnapatnam	113	697.52	70.00	25.00	The work is under execution through SPV mode by Rail Vikas Nigam Limited. Land acquisition, earthwork, track linking, ballasting have been taken up. Targeted for completion by 2009-10.
9.	New Line	Peddapally-Karimnagar-Nizamabad	177.49	517.63	250.76	15.00	Peddapally-Karimnagar-Jagtlyal completed. On Jagtlyal-Nizamabad (95.62 Km.) section, land acquisition, earthwork and minor bridges etc. taken up.
10.	New Line	Rayadurg-Tumkur	212	0.00	0.00	15.00	Final Location survey, preparation of detailed estimate taken up.
11.	New Line	Vishnupuram-Janapehar	11	52.56	2.00	5.00	Detailed estimate sanctioned and land acquisition taken up.
12.	Gauge Conversion	Dharmavaram-Pakala	227	294.99	165.52	86.93	On Pakala-Madanapalli (82 Kms), work completed and opened for goods traffic. Madanapalle-Dharmavaram section is targeted for completion by 2008-09.

1	2	3	4	5	6	7	8
13.	Gauge Conversion	Gunatur-Guntakal & Guntakal-Kalluru New line from Pendakallu to Gooty	554	554.16	529.73	20.00	Completed.
14.	Gauge Conversion	Naupada-Gunupur	90	78.11	115.37	10.41	Earthwork, bridges etc. taken up. Targeted for completed by March, 2009.
15.	Doubling	Gooty-Renigunta-Patch doubling	151	306.00	40.65		Venkatachalam-Krishnapatnam section is targeted for completion by March, 2009 and whole project by March, 2010.
16.	Doubling	Kottavalasa-Simhachalam North 4th line	16.69	95.00	2.66	60.00	Detailed estimate sanctioned and work taken up.
17.	Doubling	Riachur-Guntakal	81.1	221.93	12.88	100.00	The work is being executed by Rail Vikas Nigam Ltd. (RVNL) Land acquisition, earthwork have been taken up. Targeted for completion by 2009-10.
18.	Doubling	Samalkot-Kakinada Port	15.6	78.27	10.00	65.00	Earthwork, bridges, track linking etc. taken up.
19.	Doubling	Vizianagram-Kottavalasa 3rd line	34.7	208.00	0.02	56.00	Detailed estimate sanctioned.
20.	Doubling & Electrification	Guntur-Krishna Canal	27.12	87.37	82.37	5.00	Completed.
21.	Railway Electrification	Karepalli-Bhadrachalam-Manuguru	88.00	57.54	18.56	37.94	Section energized. Inspection by Commissioner for Safety is yet to be done.
22.	Railway Electrification on	Lingampalli-Vadi	161.00	96.23	8.01	52.75	Targeted for completion by December, 2010.
23.	Railway Electrification on	Renigunta-Guntakal	308.00	182.55	56.15	60.00	Worked completed upto Nandalur. Further work bring taken up by Rail Vikas Nigam Ltd. with doubling. Targeted for completion by March, 2010.

*[Translation]***New Trains and Projects in Ratlam Division**

964. DR. SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state the details of the new trains introduced alongwith the other important works

undertaken in the Ratlam Railway Division of Western Railway and Kota Division of Western-Central Railway during the year 2004-05 to 2008-09, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): The Information is being collected and will be laid on the table of the House.

*[English]***Incidents in Mumbai Suburban Trains**

965. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that more than 20,000 people have been killed in the Mumbai suburban train service over the past five years as reported in the 'Hindu' dated 19 April, 2008;

(b) if so, the reasons therefor, year-wise;

(c) whether the Railways have taken any steps to prevent the recurrence of such incidents and to ensure the safety of the passengers;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. 20,953 persons have been killed during the last five years *i.e.* 2003 to 2008 (upto September) in Mumbai Suburban (Central and Western Railways).

(b) Reasons of casualty are due to accidents, while crossing the Railway track, falling down from running trains while travelling on roof/footboard, hitting with electric/signal polls installed nearby tracks, electrocution with Over Head Equipment wire while travelling on roof of trains, committing suicide etc.

(c) and (d) The following measures are being taken to prevent the recurrence of such incidents:-

(i) On platform area of stations iron fencing are provided between Railway tracks at Mumbai Railway suburban stations.

(ii) Repeated announcements are made through public address system and central announcement system discouraging the commuters from crossing the tracks, travelling on footboard/roof top etc.

(iii) Surprise checks are conducted at locations where passenger cross the track avoiding foot over bridge and the offenders of trespassing the railway tracks are prosecuted under the provisions of the Railways Act.

(iv) Joint drives are being conducted time to time to stop roof-travelling and to stop the passengers to travel on foot-board etc.

(e) Does not arise.

*[Translation]***Construction of Under-Bridges at Railway Crossing, Kota Junction**

966. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the administrative sanction has been accorded for the construction of under-bridge at railway crossing gate No. 108/A towards Mumbai at Kota junction;

(b) if so, the details of the sanction of the project, the amount sanctioned and efforts made in this regard;

(c) whether there are many lines in the said railway crossing and the contractors are not coming forward because of extended length of the lines;

(d) if so, the details thereof; and

(e) the number of other such railway under-bridges functioning in the country having the similar number of rail lines at railway crossing?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Work was sanctioned in the year 2004-05 at an abstract cost of Rs. 1.80cr. Detailed Estimate was sanctioned for Rs. 2.60cr. Tenders were invited 7 times since June 2005 but could not be finalized due to higher rates and poor participation, etc. At present tender has been opened on 15.7.2008 which is under finalization.

(c) and (d) Yes, Sir. The location of under bridge is in Kota Yard having 8 tracks. This is also one of the reasons for poor participation of eligible tenderers.

(e) There are quite a few station yards in the Country with several lines crossings above, and road under bridge below.

Export of Natural Gas

967. SHRI SHRIPAD YESSO NAIK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantum of natural gas being exported to certain countries, company-wise, country-wise during the last three years and the current year; and

(b) the foreign exchange earned therefrom by the Government during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No export of natural gas has been made from India during the last three years and the current year.

(b) Does not arise in view of (a) above.

[English]

Cargo Complexes by CONCOR

968. SHRI L. RAJAGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Container Corporation of India Limited is planning to build two air cargo complexes in the country;

(b) if so, the details thereof alongwith the places where it is planning to set up cargo complexes; and

(c) the planning of CONCOR to capture air cargo which is growing @ 20% a year in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Container Corporation of India Limited (CONCOR) is establishing Centres for Perishable Cargo (CPC) at different air cargo complexes and Air Freight Stations (AFSs) at different Inland Container Depots/Container Freight Stations to capture air cargo. CONCOR also operates the Air Cargo Complex at Janori, District Nasik in Joint Working Arrangement with Hindustan Aeronautics Limited.

[Translation]

New Railway Station at Ganpur

969. SHRI TUKARAM GANPAT RAO RENGE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to set up a new railway station at Ganpur in Nizamabad-Manmad railway section of South Central Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) In view of the heavy density of traffic in the section, it is not feasible at present to provide this halt station.

Details of Domestic and International Airports

970. SHRI ANURAG SINGH THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of existing domestic and international airports in the country which are in operation as also the number of those under construction and the time by which these are likely to be constructed;

(b) whether the future requirement of the number of domestic and international airports has been assessed keeping in view the increasing number of domestic and international tourists;

(c) if so, the details thereof; and

(d) if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 98 operational airports in the country out of which 81 are domestic and 17 are international airports. Non-operational airports at Mysore in Karnataka and Cuddapah in Andhra Pradesh are under instruction.

(b) Yes, Sir.

(c) In order to meet the growing demand of air passengers, it has been decided to upgrade 35 Non Metro Airports. 13 more airports in smaller cities have also been taken up for upgradation. Moreover, in principle approval for the construction of 8 new greenfield airports namely at Navi Mumbai, Kannur in Kerala, Bijapur, Simoga, Hassan and Gulbarga airports in Karnataka, Sindhudurg in Maharashtra and MOPA near Goa, have been accorded. In addition, it has also been 'in-Principle' decided to construct 3 new airports in North East Region namely, Pakyong in Sikkim, Itanagar in Arunachal Pradesh and Cheitu in Nagaland.

(d) Does not arise in view of (c) above.

Statement I

[English]

*State-wise number of food testing laboratories
in the country*

Food Testing Laboratories

971. SHRI K.C. PALLANI SHAMY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the number of food testing laboratories located in the country, State-wise;

(b) whether the Government has any proposal to set up 350 labs to ensure food quality in next three years; and

(c) if so, the details thereof particularly for the State of Tamil Nadu and the time by which the laboratories are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) As per the study got conducted by the Ministry of Food Processing Industries (MFPI), 312 food testing laboratories are functioning in Public and Private sector in the country. State-wise details are given in the enclosed Statement-I.

Although MFPI does not set up food testing laboratories on its own, it provides financial assistance for setting up/up-gradation of food testing laboratories under its Plan Scheme to various stakeholders such as Central/State Government organizations IITs, Universities, private sector organizations. The schemes operated by MFPI are not State specific. The proposals received from States and other stakeholders for setting up/up-gradation of food testing laboratories are considered as per guidelines of this Ministry. MFPI has approved financial assistance to 36 organizations so far, under its Plan Scheme for setting up/up-gradation of food testing laboratories. Statement-II indicating total number of food testing laboratories state-wise assisted by MFPI is enclosed.

During the 11th Plan, MFPI has a target to set up/upgrade 74 food testing labs in the country. In the state of Tamil Nadu, MFPI has provided financial assistance to 2 organizations for setting up of food testing laboratories.

Sl.No.	Name of the State	Food Testing Laboratories
1.	Andhra Pradesh	19
2.	Andaman & Nicobar Islands	1
3.	Assam	4
4.	Bihar	3
5.	Delhi	27
6.	Goa	1
7.	Gujarat	19
8.	Haryana	10
9.	Himachal Pradesh	6
10.	Jammu and Kashmir	5
11.	Jharkhand	2
12.	Karnataka	21
13.	Kerala	15
14.	Madhya Pradesh	13
15.	Maharashtra	47
16.	Manipur	3
17.	Meghalaya	1
18.	Nagaland	1
19.	Orissa	4
20.	Pondicherry	1
21.	Punjab	7
22.	Rajasthan	16
23.	Tamil Nadu	30
24.	Tripura	1
25.	Uttar Pradesh	31
26.	West Bengal	19
27.	Chandigarh	5
Total		312

Statement II***State-wise number of food testing laboratories approved by MFPI for financial assistance***

Sl.No.	Name of the State	Food Testing Laboratories
1.	Andhra Pradesh	3
2.	Assam	1
3.	Delhi	4
4.	Gujarat	2
5.	Haryana	3
6.	Jammu and Kashmir	1
7.	Jharkhand	1
8.	Karnataka	2
9.	Madhya Pradesh	2
10.	Maharashtra	2
11.	Punjab	2
12.	Tamil Nadu	2
13.	Uttar Pradesh	5
14.	Uttarakhand	1
15.	West Bengal	4
16.	Kerala	1
Total		36

High Cargo Rates for Agricultural Products

972. SHRI E.G. SUGAVANAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the cargo rates charged for agricultural products by State Owned airlines are quite high;

(b) if so, the details thereof alongwith the reasons therefor;

(c) whether the Indian Airlines and Air India propose to convert some of its existing fleet into cargo aircraft;

(d) if so, the details thereof; and

(e) the steps taken to make Government owned airlines more competitive to private airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The cargo rates for agricultural products charged by National Aviation Company of India Limited are very competitive as compared to other airlines.

(b) Does not arise.

(c) and (d) Yes, Sir. NACIL has converted its three A310 and three B737 passenger aircraft into cargo freighters. A fourth converted A310 aircraft will join the fleet in December 2008 and two more B737 aircraft are being converted for freighter operations.

(e) Government owned airlines are already competitive in terms of Cargo rates and availability of cargo freighters.

Prices of Patented Drugs

973. SHRIMATI JAYAPRADA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has formed a panel for negotiating prices of patent drugs; and

(b) if so, the details thereof and the progress made by the panel?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) Yes, Sir. In February, 2007 the Government constituted a Committee on price negotiations for patented drugs to examine and propose a system of reference pricing/price negotiations/differential prices which may be applied for price negotiations of patented drugs and medical devices before their marketing approval in India. The Committee on price negotiations for patented drugs has held six meetings so far with Industry Associations, NGOs and concerned Ministries/Departments.

Prices of Insulin

974. SHRI UDAY SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of insulin required for treatment of diabetes is fixed by the Government on the prices furnished by the importer;

(b) if so, the nature of assistance given by the Government to encourage production of insulin in the country;

(c) whether the superior quality insulin is available in the market and the prices are reasonable;

(d) if so, the details thereof; and

(e) the provisions of regulatory inspections applied on the suppliers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) Insulin is a scheduled drug under DPCO, 95 and its prices are fixed by NPPA/Government as per the paragraph 7 of the DPCO, 95. The price of imported insulin is fixed on the basis of landed price of import allowing MAPE as per the provisions of the DPCO, 95.

(b) No assistance is given to encourage domestic production of insulin by this Department.

(c) and (d) Various insulin preparations of standard quality are available in the market. Analogue insulin which is a superior quality of insulin is imported and is priced at higher rates as compared to traditional insulin.

(e) The suppliers of drugs are subject to regulatory inspection as per the provision of Rule 65(6) of Drugs & Cosmetics Rules.

Cancellation of Late Night Flights

975. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has decided to do away with the flights operating late night and has asked international carriers to offer better timings for the convenience of the Air passengers; and

(b) if so, the details thereof and the response of the other International Airlines in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

Selection of Transporters by BPCL

976. SHRI NIKHIL KUMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the norms for selection of transporters by Bharat Petroleum Corporation Limited (BPCL);

(b) whether these norms have caused hardship to the dealers; and

(c) if so, the corrective action proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Bharat Petroleum Corporation Limited (BPCL) has reported that Public Tenders are floated through newspaper advertisement for engaging transporters for transporting petrol and diesel from the storage locations. As per the norms of the tender document, the tender should offer minimum of 5 to 10 tank lorries depending on the requirement and out which the tenderer should own 30% of the tank lorries offered. Dealers can form a group to participate in the tender so as to meet the tender norms. The technically qualified tenderers are awarded jobs based on competitive rates.

(b) Petrol/diesel is delivered to the dealers through the transporters who have been engaged for the location. There is no hardship to the dealers as the product is delivered to them on the same day on receipt of indent/payment towards the product being supplied to them.

(c) Does not arise.

Hike in Prices of Life Saving Drugs due to Implementation of VAT

977. SHRI MADAN LAL SHARMA:
PROF. M. RAMADASS:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of life saving drugs of AIDS, Cancer and some other diseases are apprehended to go up due to the implementation of Value Added Tax (VAT) recently;

(b) if so, the details thereof and the extent to which VAT is responsible for the hike in prices of drugs along with the names of drugs thereof; and

(c) the steps taken to control the prices of life saving drugs?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K.

HANDIQUE): (a) to (c) The purpose of implementation of VAT was to avoid multiplicity of sales tax and bring uniformity in tax structure. Nearly all State Governments have levied 4% VAT. There is no such apprehension that due to imposition of VAT prices of some of the essential medicines would go up.

Various steps are taken by Government/National Pharmaceutical Pricing Authority (NPPA) to control and regulate prices of essential drugs under Drugs Price Control Order (DPCO), 1995. Prices of various medicines are regularly monitored by NPPA and whereby required corrective action is taken.

Hike in Fare for Haj Pilgrims

978. SHRIMATI MANEKA GANDHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the proposals given to hike Haj fare for pilgrims, from Rs. 12,000 to Rs. 16,000 following the hike in global fuel prices and the imposition of a 50 Riyal per pilgrim tax by the Saudi Arabia Government, have been rejected;

(b) if so, the details thereof;

(c) whether the Government is aware that these fares have been static since 1994;

(d) if so, the details thereof; and

(e) the financial impact in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) While the pilgrims are bearing the added cost of 50 Riyals on account of airport tax, the basic fare has been maintained for the pilgrims at the level of Rs. 12,000/- since 1994.

(e) The Government subsidy on account of Haj operations has increased from Rs. 10.57 crores in 1994 to Rs. 737 crores (Prov.) in 2008.

Civil Aviation Agreement with European Union

979. SHRI PRALHAD JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has entered into any agreement recently with the European Union relating to Civil Aviation;

(b) if so, the salient features of such pact;

(c) whether the pact would encourage more number of flights by various operators from India compared to existing ones; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. India-European Union (EU) Horizontal Agreement (HA) was signed on 28th September, 2008. The HA will bring certain provisions in the bilateral air services agreements between EU member states and India in line with EU law and will restore legal certainty to these bilateral agreements. Most importantly it will remove nationality restrictions in the bilateral air services agreements between EU member states and India and thereby allow any EU airline to operate flights between India and EU member states where it is established and where bilateral agreement/traffic rights exist for such operations.

(c) and (d) The air service operations between India and EU member states will continue to be covered under respective bilateral air services arrangements and the carriers are entitled to operate as per the agreed bilateral traffic rights according to their commercial judgements.

New Trains for Kerala

980. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Kerala has requested to start new trains in the State;

(b) if so, the details thereof;

(c) whether the Railways are considering to start new inter-city express train from Calicut to Mangalore;

(d) if so, the details thereof;

(e) whether the Railways are also considering to start a new local passenger train from Kannur to Mangalore; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (f) With effect from 10.10.2007, 619/622 Kozhikkode (Calicut)-Kannur Passenger has been extended to Mangalore and 624 Mangalore-Kannur Passenger has been extended to Kozhikkode. These extensions have been done on trial basis and are providing additional services for the passengers travelling between Kozhikkode-Mangalore and Kannur-Mangalore.

However, there is no proposal for introduction of Kozhikkode-Mangalore Intercity Express, at present.

Fertilizers Subsidy to Farmers

981. SHRI RANEN BARMAN:
SHRI NARAHARI MAHATO:
SHRI PRABHUNATH SINGH:
SHRI SUBRATA BOSE:
SHRI E. DAYAKAR RAO:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the big farmers and fertilizers manufacturers are largely reaping the benefits of the existing system of grant for fertilizers and small farmers are comparatively deprived of its benefits;

(b) if so, the reaction of the Government thereto;

(c) whether the Twelfth Finance Commission has recommended for change in this procedure;

(d) if so, the details thereof and the steps being taken by the Government in this regard;

(e) whether the Government proposes to provide the subsidy directly to the farmers according to their economic status; and

(f) if so, the details thereof alongwith the steps taken by the Government to safeguard the interests of the small farmers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) The fertilizer subsidy is paid on sale of fertilizers and is transferred to the farmers in the form of subsidised selling prices which are substantially below the normative delivered cost of fertilizers at the farm gate level. The subsidy per tonne of fertilizers is uniform for all the farmers including big and small farmers.

(c) No, Sir.

(d) In view of (c) above, question does not arise.

(e) There is no decision to provide subsidy directly to the farmers according to their economic status.

(f) In view of (e) above, question does not arise.

[Translation]

Increase in the Price of New Cooking Gas Connections

982. SHRI SHISHUPAL N. PATLE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has increased or proposes to increase the price of cooking gas cylinder while giving new connection;

(b) if so, the reasons therefor;

(c) whether the increase in price will result in benefiting all private companies; and

(d) whether the Government has made assessment of the likely financial impact in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Yes, Sir. The Security Deposit on new connection for Domestic LPG has been revised from Rs. 850/- per cylinder to Rs. 1250/- per cylinder for the consumers of the States other than the North-East States and from Rs. 500/- per cylinder to Rs. 900/- per cylinder for the consumers of North-East States with effect from 26.5.2008. This was necessitated on account of a steep rise in the cost of raw material, especially the steel prices, used for manufacturing the cooking gas cylinders. Security Deposit is a one time payment made at the time of issue of new gas connections for the empty cylinder and is refundable to the consumers in case of surrender of the gas connection.

[English]

Impetus for Foreign Tourists

983. SHRI RAYAPATI SAMBASIVA RAO:
SHRI GANESH SINGH:
SHRI PRABHUNATH SINGH:
SHRI AJIT JOGI:

Will the Minister of TOURISM be pleased to state:

(a) the total number of foreign tourists visited the country during the last three years and the current year;

(b) the details of the funds allocated to the Ministry to give much needed fillip to improve inflow of tourists across the globe during the last three years and the current year;

(c) the details of the foreign exchange earned due to the inflow of foreign tourists in the above said period;

(d) whether any special scheme or programme had been implemented during the last three years to draw more foreign tourists to India; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRIMATI KANTI SINGH): (a) and (c)

The number of foreign tourists arrivals (FTAs) and foreign exchange earnings (FEE) from tourism in India during 2005 to 2007 and 2008 (upto September) are given below:

Year	FTAs (in million)	FEE (in Rupees crore)
2005	3.92	33123
2006	4.45	39025*
2007	5.08	44360*
2008 (upto September)	3.87*	36464**

#Provisional, *Revised Estimate, **Advance Estimate.

(b) The Budget Estimates of Ministry of Tourism for 2005-06, 2006-07, 2007-08 and 2008-09 are as under:-

Financial Year	Budget Estimate (Rupees crore)
2005-06	828.20
2006-07	872.82
2007-08	996.62
2008-09	1047.00

(d) and (e) The important schemes/programmes implemented by the Government to attract more foreign tourists to India include integrated development of tourist infrastructure at tourist circuits and destinations, growth of hotel infrastructure particularly budget hotels, augmentation of air capacity, enhancing availability of skilled manpower, according greater focus in emerging markets particularly in the regions of China, North-East Asia and South-East Asia, and international publicity campaigns through the electronic and print media.

Price Control of Medicines

984. SHRI HITEN BARMAN:
SHRI BALASHOWRY VALLABHANENI:
SHRI RANEN BARMAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the National Pharmaceutical Pricing Authority has decided to take benefit of the experience

of other countries in the price control of medicines in the country;

(b) if so, the details of officers belonging to the said authority who have gone on foreign tours for the said purpose alongwith the names of the countries visited by them;

(c) whether the officers have prepared any concrete proposal; and

(d) if so, the outline of the proposals prepared concerning to each country visited by them?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUÉ): (a) to (d) National Pharmaceutical Pricing Authority (NPPA) has started to study the experience of other countries in the field of pricing and regulatory framework for affordable medicines to see whether benefit can be taken from their experience or not. Shri Pradeep Mehra, Ex-Member Secretary, NPPA and L.M. Kaushal, Director (Monitoring), NPPA visited France, United Kingdom and Israel in May 2006 to study pricing and monitoring mechanisms for medicines in these countries. Shri Arun Jha, Member Secretary, NPPA also visited Luxembourg, Brussels and Amsterdam in March, 2007 together with the officials of Department of Chemicals and Petrochemicals for exploring opportunities in the Pharmaceutical and Plastic Sector in these countries. The officers who visited abroad have submitted their tour reports.

Renovation of Abandoned Railway Structures Having Heritage Value

985. SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have sought help of the corporate houses for sustainable development of abandoned railway structures spread across the country which have heritage value;

(b) if so, the details of such abandoned railway structures; and

(c) the response of the corporate houses in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, a letter has been written to the Confederation of Indian Industry (CII) for consideration of mobilization of resources/partnership for adaptive reuse of redundant railway structures/sites.

(b) and (c) Presently, only the Kabini Bridge near Mysore has been identified and an Expression of Interest called for by the South Western Railway. Response is awaited.

[Translation]

Doubling of Railway Line Between Surat-Bhusawal

986. SHRI MANSUKHBHAI D. VASAVA:
SHRI KASHIRAM RANA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any plan for doubling of railway line between Surat and Bhusawal in order to run super-fast and modern trains; and

(b) if so, the details therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Surat-Udhna and Bhusawal-Jalgaon sections are already connected with double Broad Gauge line. Further, doubling of Udhna-Jalgaon section (306.93 kms) with electrification has been included in the Railway Budget 2008-09 at an anticipated cost of Rs. 714.60 crore. Preliminary activities like preparation of plan, estimates, etc. have been taken up.

[English]

Modernisation of Airports

987. SHRI KISHANBHAI V. PATEL:
SHRI NAND KUMAR SAI:
SHRI SUGRIB SINGH:
SHRI PANKAJ CHOWDHARY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to modernize all airports including small airports in the country by 2009;

(b) if so, the details of the funds allocated for the said purpose;

(c) the details of expenditure likely to be incurred in modernization of all airports in the country;

(d) whether the Government has set up an Essential Air Services Funds for the said purpose;

(e) if so, the details in this regard; and

(f) the extent to which such funds will be adequate to assist the said modernization plan?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There is a plan to develop 35 Non Metro Airports in a time bound manner. In addition, 13 other Non Metro Airports are being developed. The development plan is expected to be completed by March, 2010. Works at other airports are taken up from time to time as per requirements.

(b) and (c) Airports Authority of India (AAI) has made a provision of Rs. 12434 crores for development of infrastructure in the 11th Five Year Plan, which includes Rs. 6443.53 crores for development of Non Metro Airports in the country.

(d) No, Sir.

(e) and (f) Do not arise.

Unutilized/Encroached Land in Durgapur Steel Township Area

988. SHRI BANSAGOPAL CHOUDHURY: Will the Minister of STEEL be pleased to state:

(a) the total area of unutilized land in Durgapur Steel Township Area;

(b) the total area of land encroached; and

(c) the future plan of Steel Authority of India Ltd. to utilize the said land?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) The total unutilized land in Durgapur Steel Township Area is about 2400 acres.

(b) Out of the total 2400 acres of unutilized land, the area encroached is about 850 acres.

(c) The future plan for utilization of land is given in the statement.

Statement

1. As per the present Expansion Plan approved by SAIL Board, the production capacity of Hot Metal is planned to be enhanced from existing levels to 3.5 million tonnes per annum (MTPA). In the next phase, DSP is expected to grow to levels of about 7 MTPA of Hot Metal as a part of SAIL's growth plans in consonance with the National Steel Policy to maintain/enhance market share. This growth will be implemented partially through up-gradation/modernization of the existing Blast Furnaces and addition of new Blast Furnaces in green field with appropriate upstream and downstream facilities. Thereafter, DSP is expected to further grow to the level of about 13.5 MTPA of Hot Metal by 2035 as per expansion project of SAIL. Expansion of Alloy Steels Plant (ASP) is also slated to take place in the near future which would require additional land.

2. At this level of growth, a lot of supporting and enabling facilities will need to come up in the vicinity of Township. This may include:

- Stock Yards to cater to the need of DSP and ASP for steel products.
- Services Centres for further value additional of DSP and other SAIL products.
- Non-pollution Finishing mills.
- LPG Plant to meet fuel requirement after Expansion.
- Augmentation of Power Sub-station of NTPC.
- Service Centres for suppliers of major equipment *viz.* Earth moving equipment, cranes etc.

Many facilities may also come up in the form of partnership and JVs *viz.* Oxygen Plant, Sponge Iron units, Cement plants to gainfully utilize Slag etc.

3. Since DSP has limited free land at Plant site, it may have to manage such requirements for expansion by relocating existing storehouses, warehouses, office buildings, certain services/non-works departments etc. presently within the plant premises/site to the available land at the Township etc. As such the available land both in the Plant and the Township site is expected to be fully utilized by 2035.

Railway Quarters in Tamil Nadu

989. SHRI M. APPADURAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that condition of many railway quarters in Tamil Nadu is in bad shape which may collapse at any time during rainy season;

(b) if so, the steps being taken by the Railways for proper maintenance of these quarters;

(c) whether the Railways have any plan to demolish all these old Railway quarters in Tamil Nadu and reconstruct these quarters with required amenities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Maintenance of railway quarters is carried out regularly. Colony care committees comprising representatives of recognized unions and senior officials of Railways monitor the work of maintenance of colonies at major stations. At smaller stations the maintenance is monitored through regular inspection at various levels. Any irregularities/complaints as and when noticed are addressed suitably. Minor and urgent repairs are undertaken through departmental maintenance. Zonal contracts are placed for short term maintenance work. Special proposals are also framed and executed under General Managers power to improve the condition of quarters. Proposals are also considered in Railway Board and approved proposals are implemented in the zonal railways. There are no railway quarters which may collapse during rainy season for want of maintenance.

(c) and (d) Railways are engaged in a continuous exercise to replace old quarters on age-cum-condition basis by new quarters, subject to availability of funds and relative priorities.

Merger of BRPL with IOC

990. SHRI KIRIP CHALIHA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the status of merger of Bongaigaon Refinery and Petrochemicals Ltd. (BRPL) with Indian Oil Corporation (IOC); and

(b) the time by which the merger process is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The shareholders and creditors of both Bongaigaon Refinery & Petrochemical Limited (BRPL) and Indian Oil Corporation Limited (IOC) have overwhelmingly approved the proposal for the merger of BRPL with IOC. Necessary applications have been filed by both companies with the Ministry of Corporate Affairs for final approval of the proposed merger.

Energy Security

991. SHRI ANANDRAO VITHOBA ADSUL:
SHRI MOHD. TAHIR:
SHRI KAILASH NATH SINGH YADAV:

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

(a) whether the Government and public sector oil companies have agreed to take steps to enhance energy security in the country;

(b) if so, the steps taken by them in this regard;

(c) the details of the explorations made under New Exploration Licensing Policy (NELP) in different blocks so far; and

(d) the extent to which the energy security of the country has enhanced?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. The Government has taken the following steps to enhance the energy security in the country:

- (i) Carving out more and more areas of exploration for offer under various rounds of New Exploration Licensing Policy (NELP).
- (ii) Quicker development of discovered reserves for enabling commencement of production.
- (iii) Use of stimulation techniques for increasing production from existing fields.
- (iv) Application of Enhanced Oil Recovery (EOR)/ Improved Oil Recovery (IOR) techniques for increasing recovery from existing fields.
- (v) Arresting decline from ageing fields.

(vi) Acquisition of exploration acreages and oil producing properties overseas to bring in equity oil.

(vii) Substitution of oil in the transport sector through use of alternative fuels such as Bio-diesel, ethanol, blended-petrol etc.

(viii) Diversification of the sources for procurement of crude. The Oil Marketing Companies (OMCs) are now importing crude oil from about 25 countries either on term contract or through spot purchase basis.

(ix) Construction of a Strategic Storage of crude oil of 5 MMT capacity at three locations viz. Visakhapatnam, Mangalore and Padur for meeting unforeseen situations arising out of short term supply disruptions etc.

(c) and (d) Under New Exploration Licensing Policy, 66 Oil/gas discoveries have been made so far. A total 650 MMT (oil+oil equivalent of Gas) has been accrued and development plans for 6 oil/gas discoveries have been approved. Some of the Oil & Gas discoveries are already on production. The additional production from new oil/gas discoveries under NELP will enhance the energy security of the country.

World Heritage Status to Majuli Island

992. DR. ARUN KUMAR SARMA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has assessed the basic reason for deferring the world Heritage Status to Majuli Island of Assam for the second time;

(b) if so, the details thereof;

(c) the conditions laid by the World Heritage Commission on such deferment along with time limit fixed, if any;

(d) the manner and time by which the Government proposes to meet those conditions;

(e) whether the Government proposes for taking up the issue of Majuli again during 2009; and

(f) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) While deferring a decision on inscription of Majuli Island, the World Heritage Committee to UNESCO recommended the following actions:-

- (a) Assemble a complete inventory of the 31 surviving Sattras on the island as a preliminary to considering which Sattras might have the potential to demonstrate Outstanding Universal Value and be nominated as the property;
- (b) Allow on ICOMOS evaluation mission to visit the property to consider the extent and scope of the Sattras;
- (c) Undertake an appraisal of the overall river basin in which Majuli lies and the potential impact of upstream development, deforestation and the building of dams, in order to ascertain whether managed retreat is the only realistic approach to the flooding and erosion processes. No time limit has been fixed by the World Heritage Committee.

(d) to (f) A fresh nomination dossier is required to be prepared by an inter-disciplinary team taking into account the recommendations of the World Heritage Committee. At this stage, it is not possible to indicate a definite time frame for renominating Majuli Island.

[Translation]

New Railway Line on Banka Sultanganj Section

993. SHRI GIRIDHARI YADAV: Will the Minister of RAILWAYS be pleased to state:

- (a) the status of work of laying new railway line on Banka Sultanganj Section; and
- (b) the time by when the Railways propose to complete the work on this section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Banka-Sultanganj is a part of Deoghar-Sultanganj new line project. On this section, final location survey has been completed and detailed estimate sanctioned. The land acquisition is now proposed to be taken up.

- (b) No target date for completion of the work is fixed.

[English]

Samajik Samata Kendras

994. SHRI ABU AYES MONDAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

- (a) the total number of 'Samajik Samata Kendras' operating in the country and State-wise details thereof; and
- (b) the number of Scheduled Castes persons benefited from the said Kendras and the nature of benefits availed during the year 2007-08?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Presently one Samajik Samata Kendra is operational at Mandsaur in the State of Madhya Pradesh.

- (b) The total number of Scheduled Caste persons benefited from the said Kendra during the year 2007-08 is 19,000 by availing of the community centre facility.

[Translation]

Rail Network in the Country

995. SHRI SUBHASH MAHARIA: Will the Minister of RAILWAYS be pleased to state:

- (a) the State-wise details with regard to rail network in the country; and
- (b) the position of Rajasthan in comparison to other States with regard to rail network?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The State-wise length of rail network (route kilometres) in the country as on 31.3.2007 is given below:

Sl.No.	Name of State	Route Kilometres
1	2	3
1.	Andhra Pradesh	5172
2.	Arunachal Pradesh	1
3.	Assam	2284
4.	Bihar	3411

1	2	3
5.	Chhattisgarh	1186
6.	Delhi	182
7.	Goa	69
8.	Gujarat	5309
9.	Haryana	1540
10.	Himachal Pradesh	285
11.	Jammu and Kashmir	138
12.	Jharkhand	1941
13.	Karnataka	3006
14.	Kerala	1050
15.	Madhya Pradesh	4884
16.	Maharashtra	5519
17.	Manipur	1
18.	Mizoram	2
19.	Nagaland	13
20.	Orissa	2247
21.	Punjab	2133
22.	Rajasthan	5911
23.	Tamil Nadu	4121
24.	Tripura	64
25.	Uttar Pradesh	8575
26.	Uttaranchal	345
27.	West Bengal	3911
Union Territories		
1.	Chandigarh	16
2.	Pondicherry	11
Total		63327

Note: The remaining States/Union Territories have no rail line.

(b) Among all States, Rajasthan has the second largest route length of 5911 kilometres.

Reports of NCDN and SNT

996. SHRI BAPU HARI CHAURE:
SHRI HARIBHAU RATHOD:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Denotified, Nomadic and Semi Nomadic Tribes has submitted its report to the Ministry;

(b) if so, the salient Features of the Report;

(c) whether the Government propose to add a separate Schedule in the Constitution for the overall development of the people of denotified nomadic and semi nomadic tribes;

(d) if so, the details thereof; and

(e) if not, the details of the hurdles in its way?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) to (e) The recommendations of the Commission are under consideration of the Government.

[English]

Construction of New Airport at Jalgaon

997. SHRI VASANTRAO MORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal for construction of new airport at Jalgaon, Maharashtra has been sanctioned by the authorities; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

Credit Facilities by NSFDC

998. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether in view of high inflation, there is any proposal lying with the Government to revise the limit for credit facilities being provided by National Scheduled Castes Finance and Development Corporation (NSFDC) to beneficiaries living below poverty line *i.e.* Rs. 40,000/- per annum for rural areas and Rs. 55,000/- per annum for urban areas;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No, Sir.

(b) Does not arise.

(c) Under the Term Loan Scheme of NSFDC projects upto Rs. 30.00 lakh are financed. Since each project is appraised on the basis of prevailing cost parameters, it takes care of the cost escalation on account of inflation.

Increase in Prices of Steel

999. SHRI SARVEY SATYANARAYANA:
SHRI JUAL ORAM:
SHRI P.C. THOMAS:
SHRI K.J.S.P. REDDY:
SHRI HANSRAJ G. AHIR:

Will the Minister of STEEL be pleased to state:

(a) whether the prices of steel have increased;

(b) if so, the reasons therefor;

(c) the consequential profit earned by the Steel Authority of India Limited (SAIL) during the last three years and the current year;

(d) the comparative rates of steel during the said period;

(e) the quantity of steel imported/exported during this period; and

(f) the steps taken by the Government to control the prices of steel?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) The retail prices of representative category of steel items at Delhi from June 2005 to September 2008 are given in the enclosed statement in reply to part (d) of the Question. The data in the table indicates that there is a wide fluctuation in price movement of different steel products.

(b) The rise in price of steel is attributable to various factors both in the supply side as well as the demand side. On the supply side, rise in price of steel can be attributed to a steep rise in the price of critical input materials such as iron ore, coking coal and metcoke in domestic and international markets. On the demand side the mismatch in demand and supply is the main reason for the rise in steel prices.

(c) The profit after tax of Steel Authority of India Ltd., (SAIL) during the last three years and during the first quarter of 2008-09 is given in the table below:-

Period	Amount (Rs. in Crore)
2005-06	4013
2006-07	6202
2007-08	7537
2008-09 (1 st Quarter)	1835

(d) The retail prices of a representative category of steel items at Delhi from June 2005 to September 2008 are given in the enclosed Statement.

(e) The import and export of finished steel in quantitative terms from 2005-06 and up to April-September 2008 is given in the table below:

Year	Total Finished Steel (mt)	
	Import	Export
2005-06	4.31	4.80
2006-07	4.93	5.24
2007-08*	6.92	5.05
April-Sept. 2008-09*	3.08	1.91

Source: JPC; *=provisional

(f) The steps taken by the Government to stabilize steel prices in the country are as follows:

- DEPB on steel products withdrawn w.e.f. 27.3.08.
- Import Duty on all non-alloy steel, Zinc, ferro-alloys and metcoke revised to 'Nil' from 5%, w.e.f. 29.4.08 CVED on TMT bars and rounds modified to 'Nil' from 14%.
- Export Duty @ 15% imposed on 15.5.08 on Pig

Iron, Sponge Iron, Scrap, Ingots and all categories of non-alloy semi finished steel still continues.

- Export Duty @ 10% was imposed on long products such as bars, wire rods, angles etc., on 10.5.08. This was later revised to 15% w.e.f. 13.6.08.
- Ad-valorem export duty of 15% imposed on iron ore of all categories and grades.

Statement

Trend of Market Prices of Select Steel Items at Delhi

Period	(In. Rs./ton)						
	TMT 10mm	Wire Rods 8mm	Rounds 16mm	Plates 12mm	HR Coils 2.5mm	CR Coils 0.63mm	GP Sheets 0.63mm
2008-09							
Sept., 2008	41934	43664	43788	46250	45327	48700	51662
June, 2008	47451	45925	43875	45200	50045	49492	52986
2007-08							
March 2008	43775	43225	42875	45000	43800	48000	58000
Dec., 2007	32200	32200	29800	35400	34700	38000	42500
Sept., 2007	29900	30500	27000	36175	35500	39550	46750
June 2007	36925	30950	31250	36925	35350	39000	48050
2006-07							
March 2007	29650	29325	28300	35150	33275	38475	48750
Dec., 2006	27250	27050	26525	33275	32750	36925	44500
Sept., 2006	25800	26000	24950	33275	32750	34325	42125
June, 2006	24950	25475	23925	33800	31625	34850	39525
2005-06							
March, 2006	26425	26525	25575	27550	27550	30675	35350
Dec., 2005	23700	23400	22300	25500	25000	30000	31500
Sept., 2005	26600	26600	25900	27800	26700	33100	33000
June, 2005	25500	24000	24000	33000	32000	33500	38500

(Source: JPC)

Prices of Non-Scheduled Medicines

1000. DR. RAJESH MISHRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of non-scheduled medicines have sky-rocketed during the last three years on branded generics;

(b) if so, the details thereof and the steps taken by the Government to promote sale of competitive generic medicines; and

(c) the likely cost advantage to the patients if medicines under Government scheme for generic medicines is made operational?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (c) Prices of Non-Scheduled formulations are fixed by the manufacturers themselves keeping in view the various factors like cost of production, marketing/selling expenses, R&D expenses, trade commission, market competition, product innovation, product quality etc. The Government takes corrective measures where the public interest is found to be adversely affected. As per ORG IMS monthly SSA report for the month of July, 2008, increase in price with respect to prices in June, 2008 have been found to be only in respect of 0.05% of packs as against the data available for 55748 formulation packs. In the draft National Pharmaceutical Policy-2006, the Department has proposed, *inter-alia*, to promote Generic Drugs.

Central Pharma Public Sector Undertaking in consultation with the Government are exploring the possibility of opening retain drug outlets for promoting sales of generics in selected States to begin with.

[Translation]

Transportation of Fertilizers

1001. SHRI MOHAN SINGH:
SHRIMATI SANGEETA KUMARI SINGH
DEO:
SHRI JIVABHAI A. PATEL:
SHRI B. MAHTAB:
SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ARJUN SETHI:

(Quantity in LMT)

Year	Urea	DAP	MOP
2005-06	20.57	24.36	45.75
2006-07	47.19	28.41	34.48
2007-08	69.28	29.78	44.31
2008-09 (Kharif-2008)	24.29	34.33	21.78

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the demand, consumption, production and supply of all varieties of fertilizers in the country during each of the last three years and the current year, States/UT-wise;

(b) the reason for not adding the extra capacity in the fertilizer sector during the said period;

(c) the quantity of fertilizers imported and foreign currency spent thereon;

(d) whether the Government has ensured the supply of chemical fertilizers for rabi/kharif seasons during 2008;

(e) if so, the quota of all fertilizers fixed and supplied to various States including Uttar Pradesh, Bihar, Punjab and Haryana;

(f) the subsidy provided on these fertilizers to the said states and the form in which the payment is likely to be made; and

(g) the steps taken to provide the fertilizers as per demands of the State Governments and to increase e subsidy on fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) The State-wise demand (Requirement), supply (Availability) and consumption (Sales) of major fertilizers namely Urea, DAP and MOP during the last three years 2005-06, 2006-07, 2007-08 and also during the Kharif 2008 of current year 2008-09 is given in the enclosed statements-I to IV. State-wise production of Urea and DAP is given in the enclosed statement V and VI.

(b) The non-availability adequate quantity of natural gas, which is the critical feedstock for production of urea.

(c) The imports of Urea, DAP and MOP during last three years and current Kharif 2008 are as under:

(d) Yes, Sir. The availability of major fertilizers in the country during Kharif 2008 has been over and above the assessed requirement and Sales, as under:

Fertilizer	Requirement	(Qty. in LMT)	
		Availability	Sales
DAP	42.75	53.19	52.85
MOP	17.19	22.79	21.55
Urea	137.11	134.66*	127.92

*About 10.4 LMT of Urea was available in the field godowns at the start of the Kharif 2008 season which has not been included. As such there is no scarcity of fertilizers.

(e) Urea is the only fertilizer which is under partial movement and distribution control of the Government. Union Government ensures availability of Urea at State level. State Governments are responsible for its distribution within the State. All other fertilizers viz., DAP, MOP, NPK and SSP etc. are de-controlled/de-canalized since 1992. The availability of these fertilizers is decided by the market forces of demand and supply. Department of Fertilizers monitors the availability of fertilizers namely Urea, DAP, MOP and NPK at district level. State-wise cumulative requirement, availability and sales of Urea, DAP, MOP and complex fertilizers during Kharif 2008 is at Annexure D. For Rabi 2008-09, the Department of Fertilizers will facilitate supplies of fertilizers to various States as per the requirement.

(f) The fertilizers subsidy is transferred to the farmers in the form of subsidized Maximum Retail Price which are notified by the Government. The difference between the subsidized MRPs and the normative delivered cost of fertilizers is reimbursed to manufacturers/importers in the form of fertilizer subsidy. The subsidy is not reimbursed to State Governments. However, subsidy requirement for 2008-09 has been estimated as Rs. 1.19 lakh crores.

(g) The steps taken for smooth distribution of fertilizers are as under;

- (i) Under NPS III, the movement of Urea will be monitored throughout the country by an on-line web based monitoring system.
- (ii) The subsidy on urea will be paid only when urea reaches the district;
- (iii) Department of Fertilizers operates Buffer Stock of Urea through State Institutional Agencies/ fertilizer companies in major consuming states, up to a limit of 5% of the seasonal requirement;
- (iv) The gap between requirement and indigenous availability of Urea is met through imports;
- (v) In so far as decontrolled Phosphatic and Potassic fertilizers are concerned, subsidy is released on sale of fertilizers.

Statement I

Statewise Availability & Sale of Urea, DAP & MOP

2005-06 Name of State	Urea			DAP			MOP (LMTs)		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	23.50	23.53	22.18	7.05	6.12	5.96	3.86	4.61	4.13
Karnataka	9.55	11.03	10.67	4.60	5.00	4.57	2.85	3.79	3.36
Kerala	1.55	1.26	1.18	0.20	0.17	0.16	1.30	1.29	1.19
Tamil Nadu	9.50	9.06	8.78	3.50	3.87	3.64	4.50	3.76	3.67

1	2	3	4	5	6	7	8	9	10
Gujarat	12.50	13.81	13.26	5.20	6.65	5.41	1.30	1.89	1.55
Madhya Pradesh	11.55	10.97	10.20	5.95	5.76	4.66	0.50	0.91	0.57
Chhattisgarh	4.70	4.67	4.45	1.16	1.38	1.27	0.49	0.79	0.49
Maharashtra	16.75	18.19	17.21	5.85	5.84	5.13	2.45	2.92	2.47
Rajasthan	2.30	12.35	11.59	4.90	5.41	4.14	0.20	0.32	0.17
Haryana	16.00	18.00	16.44	5.60	6.64	5.10	0.30	0.55	0.36
Punjab	24.70	24.55	23.72	7.65	9.54	7.32	0.65	1.25	0.85
Uttar Pradesh	52.00	50.36	45.95	15.50	15.89	12.34	2.60	3.01	1.66
Uttaranchal	1.77	2.01	1.75	0.27	0.31	0.23	0.11	0.07	0.05
Jammu and Kashmir	1.20	1.30	1.11	0.70	0.65	0.56	0.17	0.09	0.07
Bihar	14.30	14.24	7.32	3.00	2.12	1.78	1.40	1.64	1.23
Jharkhand	1.75	1.56	1.51	1.16	0.73	0.68	0.26	0.05	0.05
Orissa	4.75	4.31	1.09	0.90	0.92	0.81	1.00	1.16	0.96
West Bengal	11.90	10.97	10.41	4.10	3.53	3.43	3.90	3.06	2.52
Assam	1.95	1.95	1.76	0.43	0.27	0.20	0.75	0.75	0.53
All India	234.25	235.65	221.91	78.02	79.76	67.51	28.89	32.11	28.01

Statement II**Statewise Availability and Sales of Urea, DAP & MOP**

(Qty. in LMTs)

Name of State	Urea			DAP			MOP		
	Req. 1st April, 06 to 31 March 2007	Availability	Sales	Req. 1st April, 06 to 31 March 2007	Availability	Sales	Req. 1st April, 06 to 31 March 2007	Availability	Sales
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	27.00	24.52	22.13	6.69	6.15	5.97	5.21	3.90	3.72
Karnataka	11.20	11.55	10.92	5.00	5.25	4.88	3.90	3.14	2.76

1	2	3	4	5	6	7	8	9	10
Kerala	1.46	1.33	1.27	0.17	0.23	0.23	1.40	1.13	1.12
Tamil Nadu	10.00	9.59	9.18	3.85	3.98	3.84	4.85	3.48	3.48
Gujarat	15.00	15.22	15.03	5.75	5.79	4.56	1.65	1.46	1.42
Madhya Pradesh	12.10	13.89	13.16	6.20	5.76	4.96	0.50	0.75	0.87
Chhattisgarh	4.90	5.93	5.53	1.38	1.59	1.27	0.52	0.67	0.59
Maharashtra	19.00	20.70	19.87	6.25	7.06	6.49	3.00	2.48	2.34
Rajasthan	13.20	12.80	12.26	5.60	4.30	4.05	0.22	0.07	0.07
Haryana	17.50	18.04	17.33	5.60	5.04	4.46	0.40	0.32	0.23
Punjab	25.00	26.16	25.74	7.90	7.60	7.12	0.90	0.52	0.47
Jammu and Kashmir	1.42	1.15	1.05	0.71	0.55	0.51	0.21	0.10	0.10
Uttar Pradesh	50.00	53.50	51.83	14.50	14.42	12.94	2.30	1.34	1.22
Uttaranchal	1.65	2.17	2.10	0.32	0.24	0.23	0.12	0.06	0.04
Bihar	17.50	16.32	16.01	4.50	3.29	2.65	2.50	1.04	0.01
Jharkhand	1.74	1.63	1.60	1.10	0.71	0.68	0.07	0.01	0.01
Orissa	4.70	4.44	4.21	0.98	1.16	1.03	0.92	0.85	0.75
West Bengal	12.00	12.26	11.94	4.10	3.99	3.54	3.58	2.78	2.51
Assam & Other N.E.	3.08	2.67	2.47	0.51	0.27	0.24	0.82	0.59	0.54
Other Total	1.10	0.90	0.90	0.20	0.17	0.12	0.20	0.13	0.13
All India	249.55	254.79	244.52	81.31	77.57	69.75	33.27	24.82	23.17

Statement III**Statewise Availability & Sale of Urea, DAP & MOP**

As per FMS 2007-08 Name of State	Urea			DAP/MAP			MOP (LMTs)		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	27.50	26.84	25.12	8.24	7.16	7.15	5.55	4.52	4.50
Karnataka	12.80	13.63	12.54	5.80	4.54	4.50	4.00	3.70	3.58

1	2	3	4	5	6	7	8	9	10
Kerala	1.40	1.44	1.34	0.28	0.18	0.18	1.40	1.19	1.16
Tamil Nadu	9.85	9.68	9.16	4.25	3.35	3.35	4.90	4.85	4.77
Gujarat	17.25	18.37	17.93	5.80	6.76	6.47	1.70	1.82	1.79
Madhya Pradesh	13.75	14.76	14.31	7.50	6.82*	6.34	1.10	0.76	0.74
Chhattisgarh	5.90	6.17	5.87	1.70	1.38	1.35	0.74	0.69	0.62
Maharashtra	21.20	23.05	21.39	7.05	6.45	6.29	3.05	3.46	3.23
Rajasthan	14.70	13.83	13.21	6.05	5.51*	4.50	0.23	0.23	0.19
Haryana	18.75	19.30	18.47	5.85	6.80*	5.36	0.50	0.34	0.29
Punjab	25.00	26.97	26.46	8.00	9.14*	6.81	0.95	0.58	0.57
Uttar Pradesh	55.00	54.37	52.72	15.50	14.89*	13.20	3.00	1.27	1.14
Uttaranchal	2.30	2.42	2.31	0.32	0.23	0.23	0.18	0.05	0.05
Jammu and Kashmir	1.40	1.19	1.15	0.84	0.33	0.33	0.28	0.07	0.07
Bihar	20.00	19.40	18.56	4.25	3.30	3.07	2.05	1.19	1.07
Jharkhand	2.10	1.67	1.58	0.90	0.75	0.74	0.13	0.08	0.08
Orissa	5.50	5.19	4.58	1.25	1.79	1.72	1.20	1.05	1.01
West Bengal	12.95	12.45	11.56	4.55	3.80	3.89	4.00	2.76	2.73
Assam	2.30	1.99	1.93	0.70	0.08	0.08	0.85	0.04	0.40
All India	271.70	274.26	261.71	89.21	83.40	75.55	36.13	29.28	28.28

*Includes, the stock available with State Federations MP-0.35 LMT, Rajasthan-0.77 LMT, Haryana-1.15 LMT, Punjab-1.96 LMT & UP-1.21 LMT aggregating 5.44 LMT (Sales of which is not available).

Statement IV

Kharif: 2008

Statewise-Cumulative Requirement, Availability & Sales of Fertilizers-Kharif 2008

QTY IN (000) MTs

Product Name of State	Urea			DAP			MOP			NPK		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	1350.00	1420.41	1363.94	425.00	535.27	534.59	250.00	316.66	314.28	1150.00	894.05	883.02
Karnataka	800.00	747.00	738.64	380.00	430.01	429.27	230.00	305.64	291.31	567.00	456.68	452.44

1	2	3	4	5	6	7	8	9	10	11	12	13
Kerala	75.00	102.18	95.96	20.00	12.76	12.32	70.00	94.13	89.40	98.00	90.76	88.92
Tamil Nadu	435.00	453.37	449.40	210.00	191.52	191.46	200.00	272.73	268.66	175.00	129.00	128.17
Gujarat	925.00	895.62	878.65	335.00	399.71	394.92	90.00	111.61	105.61	263.50	252.06	229.71
Madhya Pradesh	625.00	630.83	583.39	400.00	535.30	533.46	70.00	88.58	66.60	300.00	146.35	144.30
Chhattisgarh	450.00	411.38	381.48	135.00	139.80	139.70	60.00	67.41	62.85	99.00	82.44	81.74
Maharashtra	1425.00	1436.12	1399.88	475.00	533.17	532.22	170.00	268.80	261.07	965.00	616.63	612.19
Rajasthan	560.00	608.62	524.39	260.00	337.58	336.87	15.00	19.39	9.54	82.00	45.06	44.35
Haryana	875.00	795.54	755.53	200.00	408.68	407.51	21.00	29.94	25.84	24.50	15.85	14.65
Punjab	1300.00	1244.95	1211.27	260.00	447.32	445.94	60.00	75.55	57.96	31.00	34.94	31.14
Jammu and Kashmir	70.00	61.87	58.29	40.00	22.09	22.04	17.00	3.78	3.72	0.00	0.00	0.00
Uttar Pradesh	2500.00	2503.75	2341.53	500.00	723.48	707.62	100.00	141.73	132.42	400.00	300.90	288.34
Bihar	950.00	890.07	830.87	150.00	186.80	186.43	50.00	109.87	104.36	165.00	113.72	100.21
Jharkhand	130.00	117.83	109.96	70.00	60.65	57.96	8.00	11.80	11.77	20.00	20.86	18.77
Orissa	375.00	365.35	337.73	120.00	118.45	116.58	80.00	97.14	92.46	188.20	162.42	161.24
West Bengal	500.00	483.03	447.95	200.00	210.89	210.46	150.00	219.95	214.90	299.00	287.02	282.19
Assam	120.00	95.49	90.32	58.00	6.38	6.80	58.00	287.45	27.39	15.00	1.15	1.15
All India	13711.33	13466.52	12792.72	4275.84	5319.44	5285.19	1719.99	2279.51	2155.49	4897.69	3700.43	3612.69

*Excludes 10.4 LMT of Urea extra sold in the month of March 2008 (March, 08 Requirement 10.36 LMT, the sale was 22.76 LMT)

Statement V

State-wise Production of Urea for the years 2005-06 to 2007-08 & Kharif 2008

Name of State/Zone	Production			
	2005-06 QTY	2006-07 QTY	2007-08 QTY	Kharif 2008 QTY
1	2	3	4	5
Andhra Pradesh	1379.1	1324.1	1354.4	667.3
Kerala	0.0	0.0	0.0	0.0
Karnataka	399.9	370.1	379.6	173.7
Tamil Nadu	989.1	1118.8	440.5	182.8
Total (South Zone):	2768.1	2813.0	2174.5	1023.8

1	2	3	4	5
West Zone				
Goa	400.5	402.5	395.4	211.6
Madhya Pradesh	1842.3	1849.4	1766.5	862.5
Maharashtra	1684.4	1861.0	1832.3	963.1
Gujarat	3306.0	3154.2	3195.3	1513.3
Rajasthan	2280.4	2286.7	2380.8	1217.0
Total (West Zone)	9513.6	9553.8	9570.3	4767.5
East Zone				
Jharkhand	0.0	0.0	0.0	0.0
Bihar	0.0	0.0	0.0	0.0
Orissa	0.0	0.0	0.0	0.0
West Bengal	0.0	0.0	0.0	0.0
Assam	251.4	307.4	329.3	95.0
Total (East Zone)	251.4	307.4	329.3	95.0
North Zone				
Haryana	503.7	508.7	511.6	249.6
Punjab	998.2	992.9	990.1	547.3
Uttar Pradesh	6062.9	6133.0	6282.4	3230.6
Total (North Zone):	7564.8	7634.6	7784.1	4027.5
Grand Total	20079.9	20308.8	19858.2	9913.8

Statement VI*State-wise Production of DAP for the years 2005-06 to 2007-08 & Kharif 2008*

(000' MT)

Name of Zone/State	2005-06 QTY	2006-07 QTY	2007-08 QTY	Kharif 2008 QTY
1	2	3	4	5
South-Zone				
Andhra Pradesh	673.6	616.1	567.9	233.9
Kerala	0.0	0.0	0.0	0.0

1	2	3	4	5
Karnataka	166.9	203.9	211.4	93.0
Tamil Nadu	379.5	286.4	71.5	0.0
Total (SZ)	1220.0	1106.4	850.8	326.9
West Zone				
Goa	159.9	198.2	212.5	87.8
Gujarat	1988.2	1854.7	1438.0	491.8
Total (WZ)	2148.1	2052.9	1650.5	579.6
East Zone				
Orissa	989.9	1240.4	1473.0	478.8
West Bengal	290.1	452.1	237.6	143.1
Total (EZ)	1260.0	1692.5	1710.6	621.9
Grand Total	4628.1	4851.8	4211.9	1528.4

*[English]***Overbooking in Flights**

1002. SHRI E. DAYAKAR RAO:
SHRI K.C. PALLANI SHAMY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the overbooking is a common phenomenon in the aviation industry especially in Air India;

(b) if so, the reasons therefor;

(c) whether the Government has any proposal to implement stricter norms/rules to compensate the passengers in case of denial of boarding and also last minute cancellation of flights; and

(d) the compensation made to them so far during the last three years where such cases have been reported?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Overbooking is a standard industry practice world over. Almost all airlines overbook flights in line with demand

pattern and individual experience of no shows on flights across their network. This is done to minimise loss of revenues due to last minute no shows, as airline seats are perishable product.

(c) In case of denied boarding except no shows or cancellations, schedule domestic airlines reschedule the passenger to next available flight or give cash compensation, etc. Airlines also refund the tickets as per regulations issued by DGCA.

(d) Details of Denied Boarding compensation paid by NACIL for all the stations-both Indian and Foreign during the last three years are as under:-

2005-06	Rs. 115,713,757.04
2006-07	Rs. 67,747,417.49
2007-08	Rs. 49,843,914.58 (Prov.)

Policy for use of Railway Land

1003. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) the land use policy adopted by the Railways in the recent times;

(b) whether the Railways are aware of the fact that thousands of people have encroached upon and settled themselves on the railway land without having any authorisation; and

(c) if so, the steps taken by the Railways to evict unauthorised occupants and product railway land?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The vacant railway land is required by the Railways for its future development works. However, till such time, the land is required by Railways for its own operational use, the same is put to various short-term uses like commercial licensing, commercial plantation, Grow More Food (GMF) scheme, etc. In addition, where potential exists, it is proposed to undertake commercial development of land through Rail Land Development Authority (RLDA).

(b) and (c) As on 31.3.2008 there are approximately 1.44 lakh encroachments covering an area of 1567 hectare. Railways are engaged in a continuous exercise to remove encroachments on railway land in accordance with the provisions of the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 (PPE Act, 1971) and Railways Act, 1989. Before eviction of encroachers, prior notices are issued and adequate opportunities are granted to the encroachers for voluntarily vacating the land. Removal of encroachment is invariably done in the presence of State Government authorities like Magistrate etc. In the process of removal, efforts are always made to ensure that the encroachers do not face any hardship.

Hike in the Prices of Oil

1004. SHRI SWADESH CHAKRABORTY:
SHRIMATI MINATI SEN:
SHRI VIJOY KRISHNA:

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

(a) whether the prices of oil has gone up internationally at a time when the growth of consumption is lower than the growth of production and the market is full of oil;

(b) if so, the reasons therefor; and

(c) the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Oil prices are influenced by both fundamental factors and market speculation. While fundamental factors such as rising demand, lack of substitute for oil, rising cost of Exploration and Production (E&P) of new oil is geologically difficult and frontier basins, lag in refining capacity, etc., point towards hardening of oil prices, heavy investments by financial players in the commodities markets have also substantially added to the price escalation. However, the price of oil has declined from a high of \$ 142.04 per barrel on 03.07.2008 to \$ 68.81 per barrel on 15.10.2008 for Indian Basket of crude oil.

(c) The Government has taken the following steps to enhance the energy security in the country:

- (i) Carving out more and more areas of exploration for offer under various rounds of New Exploration Licensing Policy (NELP).
- (ii) Quicker development of discovered reserves for enabling commencement of production.
- (iii) Use of stimulation techniques for increasing production from existing fields.
- (iv) Application of Enhanced Oil Recovery (EOR)/ Improved Oil Recovery (IOR) techniques for increasing recovery from existing fields.
- (v) Arresting decline from ageing fields.
- (vi) Acquisition of exploration acreages and oil producing properties overseas to bring in equity oil.
- (vii) Substitution of oil in the transport sector through use of alternative fuels such as Bio-diesel, ethanol, blended-petrol etc.
- (viii) Diversification of the sources for procurement of crude. The Oil Marketing Companies (OMCs) are now importing crude oil from about 25 countries either on term contract or through spot purchase basis.
- (ix) Construction of a Strategic Storage of crude oil of 5 MMT capacity at three locations viz. Visakhapatnam, Mangalore and Padur for meeting unforeseen situations arising out of short term supply disruptions etc.

Allotment of Stalls at Railway Stations

1005. SHRI CHANDRA SHEKHAR DUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the stalls are being allotted to the same contractors repeatedly in the Western Railway;

(b) if so, the names of contractors for books stalls, eatables and other items at various railway stations under Western Railway during the last three years and the reasons for renewal thereof; and

(c) the policy adopted by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no bar in the policy for allotting stalls to the same contractor if his previous track record, along with other criteria for allotment, is satisfactory.

(b) and (c) At 'A', 'B' and 'C' category stations, allotment of catering stalls to general categories is done by Indian Railway Catering and Tourism Corporation (IRCTC) by tender system. On Western Railway, IRCTC have given temporary extensions to the existing general category licensees due to ongoing court cases.

Allotment of catering stalls to reserved categories at 'A', 'B' and 'C' category stations and all categories at 'D', 'E' and 'F' category stations, is done by calling applications by the Divisions. As per policy, the existing contractors of these stalls are allowed to continue subject to satisfactory performance.

As the Bookstall Policy, 2004 is *subjudice* before the Hon'ble Supreme Court of India, *status-quo* is being maintained in regard to allotment and renewal of Bookstall licenses.

The details of such contracts/stalls are not maintained in the Ministry.

Misuse of Excise Duty Exemption by Pharmaceutical Companies

1006. MOHD. MUKEEM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has asked the National Pharmaceuticals Pricing Authority (NPPA) to keep a check on companies which factor in excise component into pricing even when they do not pay the levy as reported in the 'Economic Times' dated 23 August, 2008;

(b) if so, the facts thereof;

(c) whether many large pharma companies have set up their plants in excise duty exempt States and these companies are charging excise duty while calculating their MRP's over the notified ceiling prices but are not depositing the excise duty on the plea that they are operating in tax exempt States;

(d) if so, whether the Government is treating this practice as overcharging;

(e) if so, the names of the companies and the amount to be recovered on account of overcharging; and

(f) the action taken by the Government to stop this practice?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (f) The prices of the formulations notified by NPPA also indicates the equivalent MRP (inclusive of excise duty & taxes) and is subject to actual payment of Government levies/taxes by the companies, keeping in view the fact whether it is manufactured in excise zone or excise free zones. No specific case has come to the notice of NPPA where a company has claimed payment of excise duty and has not deposited it with the Government.

Improving Quality of Life of Populace around Periphery of Steel Plants

1007. SHRI JUAL ORAM: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Ltd. (SAIL) has issued any guidelines to the public sector steel plants to improve the quality of life of the populace around Periphery of Steel Plants;

(b) if so, the details of steel plants which have implemented schemes under the guidelines prescribed by the SAIL;

(c) whether the Rourkela Steel Plant has taken any steps in this regard;

(d) if so, the details thereof; and

(e) the amount spent thereon during each of the last three years and current year?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) Under the Corporate Social Responsibility (CSR) programme of the Steel Authority of India Limited (SAIL), schemes are being implemented in the periphery of the Steel Plants to improve the quality of life of the local population, with a strong focus on the weaker and vulnerable sections of society.

(b) The steel plants of SAIL which have taken measures to improve the quality of life are Bhilai Steel

Plant, Bokaro Steel Plant, Rourkela Steel Plant, Durgapur Steel Plant, IISCO Steel Plant, Alloy Steel Plant (Durgapur), Salem Steel Plant and Visvesvaraya Iron & Steel Plant.

(c) to (e) The details of the measures taken by Rourkela Steel Plant to improve the quality of life of the local population, along with the amounts spent thereon during the last three years and the current year are given in the enclosed Statement.

Statement

Details of Schemes/Projects undertaken during 2005-06 for Rourkela Steel Plant

Sl.No.	Schemes/Projects
1	2
A.	<p>Education</p> <ul style="list-style-type: none"> — Merit award High School boys & girls—Motivational scheme for meritorious students by awarding cash prizes to the 1st, 2nd & 3rd position holders among boys/girls of High School & ME school. — Construction of Girl's Hostel for Gangpur College of Social Works, Bihabandha, Kutra Block, Sundargarh. — Construction of 3 Class rooms for Balanda High School, Balanda.
B.	<p>Health & Sanitation</p> <ul style="list-style-type: none"> — Medical Aid Central/medical camp—Five medical centres in five villages are being operated once a week by RSP medical staff & seven medical centres in seven villages are operated with the help of NGO once a week. — 2 Nos. treatment & counselling centre for disabled children—Run with the help of NGO. Community based rehabilitation workers visit the residence of the affected children on regular basis for assisting in carrying out various excersises & medication. — Operation of Pathological diagnostic centre at Lathikata with the help of NGO.
C.	<p>Infrastructure</p> <ul style="list-style-type: none"> — Construction of market shed with 48 shops (RCC) in Suidhi village. — 3 Nos. of Tube Wells were provided in the villages of Jabapanposh, Pahartola & Gatitangar. — Various training programmes were conducted for the villagers on various modules of farm & non-farm based economic activities, live-stock development & management, water harvesting, enterprenureship development etc. at Institute for Peripheral Development, RSP, Rourkela.

1.	2
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- Construction of Culverts/Road/Drain at Lodsara Road.
- Augmentation of Police Training Centre at Rourkela.
- 2.80 KM premix tar road constructed for villagers residing back side of Mandira Dam.
- Renovation of pond & provision of drainage facility in Jalda RS Colony.
- Repair of Tubewells in 57 different slum areas of Rourkela Industrial Town were undertaken & completed.
- Renovation of Swargadwar & beautification of temple premises at Vedvyasa.
- Construction of 2 Nos. Class rooms each of Dumerjore & Salangabhai RS Colony High School, 1 Village Community Centre at Naugaon block, sinking tubewell & repair of road & drain.
- Construction of stage & auditorium at Bhanja Cultural Complex & 1st floor at Bhanja Kala Kendra.

D. Income Generation

- Parswanchal Vikash (Integrated Tribal Development Project - Phase-I). Duration of project for 5 years. Project includes activities like Agro-horty-forestry development, live-stock development, watershed development agro services, & post harvest management, building & strengthening of community based organisation.

TRAINING

- Science & Technology Empowerment of 100 village adolescent girls of 5 villages of Bisra block were trained in 8 modules of income generation.
- Necessary support & facilities provided for production of Low cost sanitary napkin at three different production centres, run by three Self Help Groups for maintaining health & hygiene.
- Nursery raising & cultivation of aromatic plants.

Details of Schemes/Projects undertaken during 2006-07 for Rourkela Steel Plant

Sl.No.	Schemes/Projects
1	2

A. Education

- Merit award High School boys & girls, 1st, 2nd & 3rd position holders among boys & girls of High School & ME School (3 High Schools & 30 ME Schools)
 - Scholarship for professional studies for SC/ST students (10 Nos.) from Bisra, Lathikata, Kuarmunda & Naugaon Block.
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B. Health & Sanitation

- Medical Aid Centre/medical camp in 18 villages operating once in a week. Doctors attend to the patients of general ailments & free medicine given.
- Operation of Pathological diagnostic centre at Lathikata.
- Sanitation awareness programme were conducted, in 10 villages of Kuarmunda, Lathikata & Bisra Block.
- Renovation of water ponds & drainage facility in Jalda & Lachhara Resettlement Colony.
- 20 Nos. Tubewells were provided in the villages of Bisra, Lathikata, Kuarmunda & Nuagaon Block.

C. Infrastructure

- Drug Wells (4 Nos.) for people of Jagda, Hamirpur, Bartoli & Laing villages.
- Construction of balance work of stage & auditorium at Bhanja Cultural Complex & 1st floor at Bhanja Kala Kendra.
- Construction of Steel Toran at Vedavyas.
- Laying of Roads—9 Km at Jalda, Jhirpani, Lachhada, Bangurkela & Usra Villages.
- Construction Anti-extremist Training Centre
- Construction of Village Community centre—4 Nos. at villages of Lathikata & Kuarmunda Block.

D. Income Generation

- Parswanchal Vikash (Integrated Tribal Development Project—Phase-I). Duration of project for 5 years. Project includes activities like Agro-horty-forestry development, live-stock development, watershed development agro services, & post harvest management, building & strengthening community based organisation.
- Construction of Market Complex (10 shops) at Jhirpani.

TRAINING

- Science & Technology Empowerment of 100 village adolescent girls from Bisra block trained in (1) Mushroom cultivation, (2) Vermicompost, (3) Food processing, (4) Improved Chullah, (5) Health care, (6) Animal care.
- Necessary support & facilities provided for production of Low cost sanitary napkin at three different production centres, run by three Self Help Groups for maintaining health & hygiene.
- Nursery raising & cultivation of aromatic plants.
- Training of 30 Mid-wives (Dhai) from different peripheral villages for health care of village population.
- Post training backup support for entrepreneurship development.

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- 347 villagers were trained in various income generation activities like welding & gas cutting, Agr-horti-forestry development, Family health guide & midwives, Sewing & Tailoring, Soil & Water Conservation training programme at Institute for Peripheral Development, RSP, Rourkela.
-

Details of Schemes/Projects undertaken during 2007-08 for Rourkela Steel Plant

Sl.No.

Schemes/Projects

1

2

A. Education

- Merit award High School boys & girls—five boys & five girls from 30 High Schools & 3 boys & 3 girls from 45 ME Schools.
- Scholarship for professional studies for SC/ST students—5 boys & 5 girls.
- Financial assistance for 2 mentally challenged children to participate in World Games at Sanghal, China.
- Construction of Computer & library building in 4 High schools in 3 Nos. peripheral villages.
- Construction of 50 class rooms in 23 schools & one boundary wall in one school villages of Biera, Lathikata, Kuarmunda & Nuagaon Block.
- Scholarship for underprivileged children from RS colonies & Reclamation blocks. 103 Students from class-1 to class-10.
- Running of School for underprivileged children from slum of Rourkela Industrial town & surrounding areas.
- Financial assistance for building 3 Class rooms at Ratnagiri High School, (Distt. Jaipur).
- Extended various financial & non-financial assistance to non-RSP educational institutes operating in Rourkela Township.

B. Health & Sanitation

- Medical Aid Centre/medical camp running at 17 places. At 11 places 2 time in a week & 6 places once in a week. (54029 patients treated during the year).
 - 2 Nos. treatment & counselling centre for disabled children operating once in a month, 2 centre operating twice in a month.
 - Cataract operation were carried out for 120 persons of peripheral villages.
 - Dug Well 5 Nos. & 35 tube well at peripheral villages.
 - Slum Development - Sinking of 2 Nos. tube well, digging of 4 Nos. Dug Well, repair of 116 Nos. tube well, repair of road & drain.
 - 2 Nos. Ambulance vans provided to Orissa State Government for Medical use in the rural areas.
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- Financial assistance to Deepika Mahila Sanghati and Home & Hope for procurement of Ambulance vehicle (1 each) for providing Health care for poor people.
 - Health Camps in two districts of Orissa Bolangir & Kalahandi.
 - RCH & Family Welfare activities in Rourkela Industrial Town & its surrounding areas were under taken.

C. Infrastructure

- Construction of 9 Nos. Village Community Centre in 9 villages constructed in Bisra, Kuarmunda, Naugaon & Lathikata Block.
- Laying of Roads-7.5 KM at Jalda, Jhirpani, Lachhada, Bangurkela & Usra Villages.
- Construction of Market Complex (10 Shops) at Jalda.
- Construction of Health Centre at Jalda Resettlement Colony.

D. MODEL STEEL VILLAGES:- Chikatmati, Jabapanposh, Jabaghat, Bijadihi, Dalposh, Jamsara, Pograhhala, Kapatmunda, Jagdishpur, Usra, Lodsara, Lying RS Colony, Bankibahal, Dumerjore, Baniguni, Jaldega

- Construction of 3 Nos. of Class room in High School—Chikatmati.
- Construction of Community Centre for people of Chikatmati & its surrounding areas.
- Road, drain and Culvert in Chikatmati.
- Deep bore wells, Overhead tank and distribution pipe line network in all 16 Model Steel villages.
- Renovation of Ponds in Chikatmati.
- 2 nos. Tube wells in Chikatmati.
- Fabrication & erection of Bus shed, village gate & sign boards etc. in Chikatmati.
- Development of sports field and facilities in Chikatmati.
- Face lifting and miscellaneous work in Chikatmati.
- Construction of Health Centre Building at Chikatmati for the population of Chikatmai & its surrounding areas.
- Electrification of 2 Model steel village *i.e.* Jagdishpur, Bankibahal.

E. Income Generation

- Parawanchal Vikash (Integrated Tribal Development Project—Phase-I). Duration of project for 5 years. Project includes activities like Agro-horty-forestry development, live-stock development, watershed development agro services & post harvest management, building & strengthening community based organisation.
 - Income generation activity at Model Steel Village Chikatmati.
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1	2
	<ul style="list-style-type: none"> — Science & Technology Empowerment of 300 village adolescent girls from Lathikata, Kuarmunda & Naugaon block. — Post training backup support for entrepreneurship development. — 386 villagers trained during the year in 9 modules for undertaking income generation activities at Institute for Peripheral Development, RSP, Rourkela.
F.	Other Activities
	<ul style="list-style-type: none"> — Assistance in the shape of providing Low density Polyurethane sheets (27 Tonnes) to State Government for flood relief.

Details of Schemes/Projects undertaken during 2008-09 for Rourkela Steel Plant

SI.No.	Schemes/Projects
1	2
A.	Education
	<ul style="list-style-type: none"> — Construction of Hostel building for Shovaniya Sikhyasrama at Lathikata. — Construction of 8 nos. class rooms in 4 schools in Jalda Resettlement colony. — Scholarship for underprivileged children from Resettlement colony & resettlement blocks. — Running of School for underprivileged children of Rourkela Industrial Town & its surroundings. — Learn to Read program undertaken in primary schools of Rourkela in collaboration with State Govt. under Sarva Sikha Abhiyan. — Merit scholarship for meritorious students (5 boys & 5 girls) of 30 High Schools and 3 boys & 3 girls of 45 ME Schools. — Construction of Computer hall 2 Nos. in 2 Nos. village schools. — Financial assistance to Pragati Utkal Sangh - for Library books & reading room, furniture for the benefit of people of Rourkela Industrial Town & its surrounding area.
B.	Health & Sanitation
	<ul style="list-style-type: none"> — Free medical camps in 17 places (10 places 2 times in a week & 7 places once in a week). — Treatment & counselling of disabled children operating in 2 places. (Bandamunda & Kulunga). — Cataract operation (Project Sunayana)- 72 people have been operated from slum & peripheral areas, free of cost. — Running of Health Centre at Jalda for providing health care for people of Jalda Resettlement colony & surrounding areas.

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- 52 Nos. tube wells sank in peripheral villages to Bisra, Kuarmunda, Lathikata & Nuagaon block villages.
- Slum:- 1 No. New tube well, 80 Nos. Repair to tube wells, 3 Nos. new Dug wells & Water harvesting.
- Project- Balijoti-Treatment & operation of 12 Nos. visually impaired (squint, cataract) children of Sundargarh Distt.
- Eye Check up camp organised in different slum areas for detection of cataract & other eye ailment and 1337 Nos. of persons checked.
- Advance Vocational training programme on Nursing Services at Ispat General Hospital.
- Waival of treatment expenses of poor patients of in & around of Rourkela.
- Information Education & Communication activities at Ispat General Hospital were undertaken.

C. Infrastructure

- Construction of 2 Nos. Community centre in peripheral villages—Bijadihi & Dumermunda.
- Construction of 1.9 KM Road & drain at Jalda & Jhirpani RS Colony.

D. Model Steel Village

- Road/drain/culvert constructed in model steel villages—Chikatmati 0.7 KM.
- Renovation of pond for people of Chikatmati & its surroundings - in progress.
- Development of sports field 1 No. for the people of Chikatmati & its surroundings.
- Village gate at Chikatmati village.
- Piped water supply is being carries out in 16 model steel villages.

E. Income Generation & Women Empowerment

- Parswanchal Vikash (Integrated Tribal Development Project—Phase-I). Duration of project for 5 years. Project includes activities like Agro-horty-forestry development, live-stock development, watershed development agro services, & post harvest management, bulding & strengthening community based organisation in 15 villages of Bisra & Kuarmunda block of Sundargarh district.
Sustainable livelihood & income generation activity undertaken at Chikatmati village.
Science & Technology empowerment of 100 adolescent girls of Bisra block & 300 girls in Kuarmunda, Lathikata & Nuagaon block.
- Training of villagers for sustainable livelihood & income generation activities (*i.e.*, Sewing & embroidery training, Food processing, Nursery raising & its management, etc.) conducted at Institute for Peripheral Development, RSP, Rourkela.

F. Other Activities

- Relief material to Orissa flood victims in Baliana & Balipatna block of Khurdha district.
- Financial assistance to Netajee Subhash Chandra Bose birth memorial at Cuttack.

Amount Spent by Flourkela Steel Plant in various schemes/projects to improve the quality of life of the periphery populace during the period 2005-06 to 2008-09

Period	Amount Spent (Rs. in Lakh)
2005-06	169.93
2006-07	267.98
2007-08	431.00
2008-09 (Upto 30.6.2008)	61.76

[*Translation*]

Tatkal Reservation Scheme

1008. SHRI RAMJI LAL SUMAN:
SHRI RAJIV RANJAN SINGH "LALAN":

Will the Minister of RAILWAYS be pleased to state:

(a) whether a tremendous increase has been made in 'tatkal reservation seats' by the Railways during the period 2004-05 to 2007-08;

(b) if so, the number of such seats increased and the details of increased revenue earned during each of the above said years due to the the increase in the number of 'tatkal seats';

(c) whether the normal reservation seat quota was also increased during the above period;

(d) if so, the details thereof; and

(e) the 'tatkal' reservation fee charges fixed during each year of the above mentioned period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) The information is being collected and will be laid on the Table of Sabha.

Bullet Trains

1009. SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to ply high speed bullet trains in the country to make rail service more fast;

(b) if so, the details thereof;

(c) whether essential technique and technology have been made available to run the bullet trains; and

(d) the action taken by the Railways in this regard alongwith rail route selected to run these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) No, Sir. At present, Ministry of Railways has decided only to conduct pre-feasibility studies for construction of high speed passenger corridors equipped with state of the art, signalling and train control system for the following five corridors viz.

(i) Delhi-Chandigarh-Amritsar

(ii) Pune-Mumbai-Ahmedabad

(iii) Hyderabad-Dornakal-Vijayawada-Chennai

(iv) Chennai-Bangalore-Coimbatore-Ernakulam

(v) Howrah-Haldia

The proposed sections will be having dedicated tracks solely for running trains at speed of 300 to 350 km per hour. As per concept, these trains will have state of the art technology, travelling comfort and on board services.

Presently, technology for such trains is not available with Indian Railways. Detailed requirement of technology will be assessed during the course of pre-feasibility study.

Till now, Global Tenders for engaging a Consultant, for Delhi-Chandigarh-Amritsar and Pune Mumbai-Ahmedabad have been invited by Ministry of Railways.

Losses Suffered due to Cancellation of and Delay In Flights

1010. SHRI HEMMAL MURMU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether air traffic operation was hindered several times in the recent past due to negligence of pilots and air crew as well bad weather and wild animals;

(b) if so, the details thereof;

(c) the details of losses suffered due to cancellation of and delay in flight operations during each of the last three years and the current year; and

(d) the effective steps taken so far by the Government to deal with such situations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The information is being collected and will be laid on the Table of the House.

[English]

New Inline Baggage Handling System at Airports

1011. SHRI KINJARAPU YERRANNAIDU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indira Gandhi International Airport Authority has recently introduced a new line baggage handling system under which passengers can now proceed straight to the check-in counter and receive their boarding card while the baggage gets checked and assigned automatically;

(b) if so, the details thereof; and

(c) the names and number of airports where the above system is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Inline baggage screening system has been installed at International Terminal of Indira Gandhi International (IGI) Airport. Passengers now approach check-in counters directly and baggage is screened after check-in process.

(c) In-line XBIS is operational at Chhatrapati Shivaji International Airport, Mumbai. Work for provision of In-line XBIS is in progress at Kolkata, Chennai, Srinagar, Ahmedabad and Calicut Airports. In-line XBIS is planned at 14 additional airports/terminals namely Amritsar, Jaipur, Varanasi, Varanasi, Visakhapatnam, Mangalore, Trivandrum (New International Terminal), Trichy, Madurai, Chennai (New Terminal), Kolkata (New Integrated Terminal), Ahmedabad (New Integrated Terminal), Indore, Bhopal and Raipur airports.

Transportation of Fertilizers

1012. SHRI BASU DEB ACHARIA:
SHRI MADAN LAL SHARMA:
PROF. M. RAMADASS:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Union Government is contemplating to take initiatives to ensure seamless transportation of fertilizers from railway to different districts and eventually to the block;

(b) if so, the details thereof and action taken/proposed to be taken in this regard;

(c) whether the farmers are facing hardship due to delay and inadequate supply of fertilizers;

(d) if so, whether the Union Government has also initiated efforts to monitor demand supply of fertilizers in the country and to ensure smooth distribution, marketing of quality fertilizers and timely availability of fertilizers to the farmers; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) Policy for uniform freight subsidy on all fertilizers under fertilizer subsidy scheme has since been announced on 17th July, 2008 effective from 1.4.2008. According to which the rail freight expenditure for transportation of fertilizers will be paid as per actual expenditure based on actual lead (ii) the road freight towards transportation of fertilizers from nearest railway rake point to block, or from manufacturing unit/put directly by road to block—the element of subsidy will be paid as under:

- the lead distance for each block in the district will be based on the average district lead (average of leads from nearest rail rake point to block headquarters).
- the per KM road freight will be paid on the basis of average of existing per KM rate for each State in the country, being adopted by DOF for reimbursement of freight subsidy for indigenous urea under NPS-III.

(c) to (e) No, Sir. The requirement, availability and Sales of major fertilizers in the country during Kharif 2008 has been as under:

(Qty. in LMT)			
Fertilizer	Requirement	Availability	Sales
DAP	42.75	53.19	52.85
MOP	17.19	22.79	21.55
Urea	137.11	134.66*	127.92

*About 10.4 LMT of Urea was available in the field godowns at the start of the Kharif 2008 season which has not been included. As such there is no scarcity of fertilizers.

Urea is the only fertilizer which is under partial movement and distribution control of the Government. Union Government ensures availability of Urea at State level. State Governments are responsible for its distribution within the State. All other fertilizers viz., DAP, MOP, NPK and SSP etc. are de-controlled/de-canalized since 1992. The availability of these fertilizers is decided by the market forces of demand and supply. Department of Fertilizers monitors the availability of fertilizers namely Urea, DAP, MOP and NPK at district level.

The steps taken for smooth distribution of fertilizers are as under:

- (i) Under NPS-III, the movement of Urea will be monitored throughout the country by an on-line web based monitoring system.
- (ii) The subsidy on urea will be paid only when area reaches the district.
- (iii) Department of Fertilizers operates Buffer Stock of urea through State Institutional Agencies/ fertilizers companies in major consuming states, up to a limit of 5% of the seasonal requirement.
- (iv) The gap between requirement and indigenous availability of Urea is met through imports.
- (v) In so far as decontrolled Phosphatic and Potassic fertilizers are concerned, subsidy is released on sale of fertilizers.

Revival of Fertilizers Factories

1013. SHRI SUBRATA BOSE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether disinvestments in the public sector fertilizers companies and corporations have helped to review and rejuvenate the fertilizer factories like the Paradeep Phosphates Ltd.;

(b) if so, the production and profits/losses after tax incurred by these factories, year-wise since 2003-04; and

(c) the specific steps taken during these years to revive and rejuvenate the fertilizer factories?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) Amongst the Public Sector fertilizer companies, the Government has disinvested its majority shareholding only in respect of Paradeep Phosphates Ltd. (PPL) in February, 2002. The production and profits/losses after tax incurred by PPL year-wise since 2003-04 are as under:-

Year	Production	Profit/Loss
2003-04	DAP 6.18 LMT	(-)46.04 Cr.
	NPK 2.71 LMT	
2004-05	DAP 7.33 LMT	(-)15.08 Cr.
	NPK 2.88 LMT	
2005-06	DAP 8.72 LMT	12.10 Cr.
	NPK 3.86 LMT	
2006-07	DAP 8.22 LMT	109.28 Cr.
	NPK 4.86 LMT	
2007-08	DAP 8.80 LMT	83.56 Cr.
	NPK 4.01 LMT	

(c) Since the company is no more under the control of the Government, it is for the management to take appropriate measures for its revival and rejuvenation.

Extension of Runway at Tirupati Airport

1014. SHRI BALASHOWRY VALLABHANENI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal of strengthening and extension of runway at Tirupati;

(b) if so, the details thereof; and

(c) the status of the proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The strengthening work of existing runway has been completed for AB 321 operation. A Master Plan for extension of runway to 12500 ft. for B-747-400 type of aircraft operation has been sent to the State Government, which involves acquisition of 736 acres of land.

[Translation]

Concession to Male Senior Citizens

1015. SHRI HEMANT KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to provide the concession facility to male senior citizen as being provided to lady senior citizens for travelling in the train;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no proposal under consideration at present.

(b) Does not arise.

(c) Further enlarging the scope of concession would result in extra financial burden on the railways. Moreover, this could lead to similar demands arising from other groups also.

[English]

Emergency Services in the Railways

1016. DR. M. JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to take the services of international companies to provide better emergency services in the country;

(b) if so, the details thereof; and

(c) the time by which such services are likely to be made available in the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Gauge Conversion of Chamaraja Nagara-Mysore Section

1017. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) the status of work on gauge conversion between Chamaraja Nagara and Mysore Section;

(b) if so, the details thereof; and

(c) if not, the time by which the said work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The section from Mysore to Nanajngud (26 Km) has been commissioned for passenger traffic on 7.6.2008. Work on the balance portion *i.e.* Nanajngud to Chamaraja Nagara (35 km) has also been completed. The section has been inspected by Commissioner of Railway Safety (CRS) on 10th & 11th October, 2008. The section will be commissioned to passenger services once the CRS authorization is obtained.

[Translation]

DDRC in Madhya Pradesh

1018. SHRI CHANDRABHAN SINGH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is running District Disability Rehabilitation Centres (DDRC) for the disabled persons in 17 identified districts of Madhya Pradesh and which are inadequate in view of 14 lakh disabled persons in the State;

(b) if so, the details thereof;

(c) the time by which the above centres for the disabled persons are likely to be functional in each district of the State; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) District Disability Rehabilitation Centres (DDRCs) have been sanctioned by Central Government in 22 districts of Madhya Pradesh and 20 DDRCs are funded by the State Government. As such 42 districts are covered by these centres.

(c) and (d) Setting up of DDRCs is an ongoing process based upon the incidence of disability and consequent requirements.

[English]

Restoration of Historical Forts of Orissa

1019. SHRI B. MAHTAB: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has received any proposal from Government of Orissa for restoration of historic Barabati Fort, Khurdha Fort and Sisupal Fort;

(b) if so, the details thereof;

(c) whether there is any proposal to list these Forts in the Heritage List of UNESCO;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) No such proposal has been received from the Government of Orissa. Barabati Fort and Sisupal Fort are centrally protected monuments for which essential conservation and maintenance works are undertaken by ASI. Khurdha Fort is under the protection of the State Government of Orissa.

(c) to (e) No such proposal is under consideration, at present.

Fertilizers Sales Centres and Kisan Sewa Kendras

1020. SHRI RAVI PRAKASH VERMA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of Fertilizers Sales Centres and Kisan Sewa Kendras of Indian Farmers Fertilizer Cooperative Limited (IFFCO) and Krishak Bharati Cooperative Limited (KRIBHCO) in the country, State/Union Territory-wise;

(b) whether the Government proposes to open more such centers in the country during the Eleventh Five Year Plan; and

(c) if so, the details thereof, year-wise and State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) The fertilizer Sales Centres and Kisan Sewa Kendras of IFFCO and KRIBHCO State/Union Territory-wise in the country is as follows:-

State/UT	IFFCO	KRIBHCO
Punjab	40	11
Haryana	33	13
Rajasthan	1	—
Himachal Pradesh	5	—
Madhya Pradesh	6	—
Goa	1	—
Uttar Pradesh	61	36
Uttarakhand	3	—
Bihar	2	—
West Bengal	6	—
Total	158	60

(b) and (c) The opening of the Sales Centres and Kisan Sewa Kendras is not done by the Government. The fertilizer companies open such centres depending upon their requirement. IFFCO and KRIBHCO do not have any plan to open more such Centre during the 11th Five Year Plan.

[Translation]

Construction of Road Overbridge at Gomoh Junction

1021. SHRI TEK LAL MAHTO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to start construction work of road overbridge at Gomoh junction on Kolkata-Delhi rail line during the financial year 2008-09;

(b) if so, the details thereof; and

(c) the time by which the said work is likely to be started alongwith amount allocated for the said work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Does not arise. State Govt. has not sponsored any proposal on cost sharing basis inspite of Railway's request.

[English]

Establishment of Budget Hotels

1022. SHRI DUSHYANT SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of the establishment of budget hotels;

(b) whether the contract has been given for the establishment of these hotels in every State; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Out of the 100 locations identified for setting up of Budget Hotels, Letters of Award have been issued to the successful bidders by Indian Railway Catering & Tourism Corporation Ltd. in respect of 22 locations.

(b) No, Sir.

(c) Does not arise.

Authorisation to Act as Sampling Officer and Lab Test Officer

1023. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that the Oil PSUs have authorized a 'Private Limited' company to act as a Sampling Officer and Lab Test Officer for testing the Market Dopped Kerosene on Petrol Pumps;

(b) if so, whether such authorization and further delegation of its power is permissible under Petroleum Act, Bureau of Indian Standards (BIS) Weights and Measure Act and Essential Commodities Act; and

(c) if not, the action taken/proposed to be taken by the Government against the guilty Oil PSUs?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) To check adulteration in auto fuels, Government has asked public sector Oil Marketing Companies (OMCs) to take various steps, including introduction of marker in adulterants. OMCs have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. Under the new system, Marker is being put in kerosene in all depots. This system heralds the introduction of world class technology to curb and eventually eliminate the menace of adulteration of transportation fuels along the supply chain. With the marker's presence, adulteration even with very low levels of kerosene can be detected.

OMCs have reported that the initial sampling and testing of fuels for presence of 'Marker' at retail outlets is carried out by the authorized agency appointed by them. In case adulteration is suspected at retail outlets, the final testing is done by the officials of OMCs in the presence of retail outlet dealer, transporter and the appointed agency.

OMCs have also reported that the commercial and administrative aspects like sampling are governed by the Agreement subsisting between Retail Outlet dealers and OMCs. The individual contracts with Retail Outlet Dealers by way of an agreement and the provisions of this agreement are the essence of the contractual obligations between them. The agreement clearly states that the Oil Companies, its officials, agents and servants have the right to inspect the retail outlet premises.

OMCs take action against the dealers found indulging in malpractices as per Marketing Discipline Guidelines (MDG)/Dealership Agreement. The MDG also provides for the officials/Mobile labs of the Oil Companies and other agencies authorized/empowered to draw samples/inspect the retail outlets.

Tourism Act

1024. SHRI K.C. SINGH "BABA": Will the Minister of TOURISM be pleased to state:

(a) whether the Government is considering to enact a legislation to control and regulate the vital segments of Tourism Industry with a view to provide hassle free services to foreign and Indian Tourists and to address

environmental concerns, atleast for the Union Territories, so that such Tourism Act may serve as a role model for all the States of the Union;

(b) if so, the details thereof; and

(c) the time by which legislation is likely to be enacted?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRIMATI KANTI SINGH): (a) to (c) Development and promotion of tourism is primarily undertaken by the State Government/Union Territory Administrations. However, Ministry of Tourism regularly advises and issues guidelines to them for better facilitation of tourists to improve the overall quality of tourists' experience.

Protected Monuments in Maharashtra

1025. SHRI HARIBHAU RATHOD: Will the Minister of TOURISM be pleased to state:

(a) whether in 2007-08 the Government has included any ancient structure of Maharashtra in the list of already protected monuments;

(b) if so, the details thereof and the details of already protected monuments located in Maharashtra;

(c) the amount spent on the maintenance of the said monuments during last financial year;

(d) the revenue earned by the Government from the said monuments during last financial year; and

(e) the norms for declaring any structure as protected monuments?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There are 285 monuments/sites declared as of national importance in Maharashtra. No new site was included during 2007-08. The details of centrally protected monuments in Maharashtra are given in the enclosed Statement.

(c) A total amount of Rs. 974.29 lakhs, including Rs. 294.29 lakhs under the Japan Bank of International Co-operation project, was spent on conservation and maintenance of these monuments during the year 2007-08.

(d) There are sixteen ticketed monuments. An amount of Rs. 410.64 lakhs was earned through entrance fee during the year 2007-08.

(e) Under the Ancient Monuments and Archaeological Sites and Remains Act, 1958, ancient monuments which are of historical, archaeological or artistic interest and which have been in existence for not less than 100 years can be declared as monuments of national importance.

Statement

List of Centrally Protected Monuments/Sites in Maharashtra

Sl.No.	Name of Monuments/Sites	Location	District
1	2	3	4
Aurangabad Circle			
1.	Damri Masjid	Ahmednagar	Ahmednagar
2.	Gate near Niyamat Khan's Place	Ahmednagar	Ahmednagar
3.	Kotla of Twelve Imams	Ahmednagar	Ahmednagar
4.	Mucca Masjid	Ahmednagar	Ahmednagar
5.	Old tomb near Changiz Khan's palace	Ahmednagar	Ahmednagar
6.	Tomb of Nizam Ahmedshah	Ahmednagar	Ahmednagar
7.	Hemadpanthi Temple	Bemini	Ahmednagar

1	2	3	4
8.	Dhokeshwar Caves	Dhoke	Ahmednagar
9.	Building known as Faria Bagh	Ghotan	Ahmednagar
10.	Jain Temple	Bhingar Cantonment	Ahmednagar
11.	Temple of Mallikarjuna	Ghotan	Ahmednagar
12.	Cave & Temple	Harishchandra Gad	Ahmednagar
13.	Jarasangh Nagari	Jorve	Ahmednagar
14.	Temple of Mallikarjuna	Karjat	Ahmednagar
15.	Temple of Shiva called Naktchedeul	Karjat	Ahmednagar
16.	Old Temple	Kokamthan	Ahmednagar
17.	Temple of Devi	Mandavagaon Katrabad	Ahmednagar
18.	Salbathan's Tomb	Mohekari	Ahmednagar
19.	Temple of Shiva on the further side of the stream	Paner	Ahmednagar
20.	Baleshwar Temple	Pedgaon	Ahmednagar
21.	Temple of Laxmi Narayan	Pedgaon	Ahmednagar
22.	Temple of Amriteshwar	Ratanwadi	Ahmednagar
23.	Triple shrined temple of Bhavani	Tahakri	Ahmednagar
24.	Five Stone Gates	Tisgaon	Ahmednagar
25.	Temple of Devi	Toka	Ahmednagar
26.	Temple of Siddheshwar Mahadev	Toka	Ahmednagar
27.	Temple of Vishnu & Five Ghats at attached thereto	Toka	Ahmednagar
28.	Ancient sites and remains at Daimabad	Daimabad (Ladgaon)	Ahmednagar
29.	Ancient site locally known as Ladmod	Newasa	Ahmednagar
30.	Dahihanda gate of outer city wall	Akola	Akola
31.	Khirki gate in the outer city wall	Akola	Akola
32.	South-East bastion of the outer city wall together with 10 years of the adjacent wall on each side, variously known as panch Burj Hasrath Yab and containing a Persian inscription.	Akola	Akola
33.	Balapur fort	Balapur	Akola

1	2	3	4
34.	Chhatri near Dak Banglow	Balapur	Akola
35.	Black stone temple of Bhawani	Barsi Takil	Akola
36.	Namala Fort:	Patur	Akola
	(i) Akot Gateway,	(ii) Ambar Mahal,	
	(ii) Delhi Gateway, Guns,	(iv) Large & Two smaller	
	(v) Mahakali Gateway,	(vi) Mendheao Gateway,	
	(vii) Shahapur Gateway,	(viii) Sirpur Gateway,	
	(ix) Small Mosque,	(x) Tank buikt to contain Oil & Ghee.	
37.	Patur Cave (Two Cave)	Patur	Akola
38.	Tank in front of tomb of Lalkhan	Amner	Akola
39.	Tomb of Lakhan	Amner	Amaravati
40.	Gawilagarh Fort (The walls & the whole area contained by them)	Chikalda	Amaravati
41.	City wall of Nawab Ismail Khan	Bilichpur (Achalpur)	Amaravati
42.	Dula Gate	Bilichpur (Achalpur)	Amaravati
43.	Haripura Gate	Bilichpur (Achalpur)	Amaravati
44.	Hauz Katora	Bilichpur (Achalpur)	Amaravati
45.	Jiwanpura Gate	Bilichpur (Achalpur)	Amaravati
46.	Temple of Anandeshwar	Lasur	Amaravati
47.	Ajanta Caves	Ajanta	Aurangabad
48.	Aurangabad Caves	Aurangabad	Aurangabad
49.	Tomb of Rabia Daurani (Bibi-Ka-Maqbara)	Aurangabad	Aurangabad
50.	Daulatabad Fort & Monument therein (<i>i.e.</i> Chand Minar)	Daulatabad	Aurangabad
51.	Ellora Caves	Ellora	Aurangabad

1	2	3	4
52.	Tomb of Aurangazeb	Khutabad	Aurangabad
53.	Tomb of Malik Ambar	Khutabad	Aurangabad
54.	Ancient Site/Mound	Paithan	Aurangabad
55.	Pitalkhora Caves	Paitalkhora	Aurangabad
56.	Ghrishneshwar Temple, chattries & other ancient sites	Verul (Ellora)	Aurangabad
57.	Area containing the old remains of two temples consisting of a collection of Massive stones in two separate heaps, One immediately outside padampur to the north & the other immediately to the south of Ganeshpur	Padampur	Bhandara
58.	Remains of the temple to the North of the Village	Padampur	Bhandara
59.	Remains of the temple of the North-West of the Village	Padampur	Bhandara
60.	Remains of the temple close to the South of the village Ganeshpur	Padampur	Bhandara
61.	Remains of the temple locally known as Nath Bawa	Padampur	Bhandara
62.	Fort	Pratapgarh	Bhandara
63.	All the remains of the circumambulation wall of Pauni Fort	Pauni	Bhandara
64.	Ancient mounds on which the modern temple of jagannath stands	Pauni	Bhandara
65.	Mound known as Hardulala-ki-Tekri	Pauni	Bhandara
66.	Cromleash known as 'Tillota' (Frying Pan)	Pipalgaon	Bhandara
67.	Ukkadeshwar Mahadev Temple	Ukkad Pimpri	Bheed
68.	Moti Samadhi	Deulgaon Raja	Buldhana
69.	Three old Temples	Dhotra	Buldhana
70.	Mosque	Fathekheyda (Sakharkheda)	Buldhana
71.	Two old Temple	Kothali	Buldhana
72.	Dhamasala locally called chhatri	Lonar	Buldhana
73.	Fifteen Temple	Lonar	Buldhana
74.	Gaimukha Temple & Tank	Lonar	Buldhana

1	2	3	4
75.	Gaimukha Temple No. 1 of Daitya Sudana	Lonar	Buldhana
76.	Square Kunda on the East of the Town	Lonar	Buldhana
77.	Temple of Daitya Sudana	Lonar	Buldhana
78.	Dharmasala at North-East corner of the town	Mehkar	Buldhana
79.	Mosque	Rohinkhed	Buldhana
80.	Temple of Mahadev	Sakegaon	Buldhana
81.	Temple of Vishnu, remains of an old building to the east of that temple and remains of small temple	Satgaon	Buldhana
82.	Tank	Sindhkhed Raja	Buldhana
83.	Temple of Mahadev	Sindhkhed Raja	Buldhana
84.	Lakhuji Jadhavrao's Samadhi	Sindhkhed	Buldhana
85.	Fort Wall	Ballapur	Chandrapur
86.	Fort	Bhandak	Chandrapur
87.	Large high knoll immediately to the east of Bhandranath temple with remains of a temple, with huge stone carved blocks & a figure of Ganapati	Bhandak	Chandrapur
88.	Pandavas caves containing three images	Bhandak	Chandrapur
89.	Achaleshwar Temple & another small temple with an enclosure	Chandrapur	Chandrapur
90.	Enclosure & buildings of the Gond Raja's Tomb just outside the Achaleshwar gate the city	Chandrapur	Chandrapur
91.	Fort Wall	Chandrapur	Chandrapur
92.	Lalpath monoliths consisting of the sixteen colossal stone images. i. Anna Purua, ii. Bhim, iii. Fish, iv. Ganga, v. Ganpati, vi. Hanuman, vii. Hanuman, viii. Kalai, ix. Mahadev, x. Mahadev, xi. Nandi, xii. Rawan, xiii. Snake, xiv. Tortoise, xv. Ganpati, xvi. Ganga	Chandrapur	Chandrapur
93.	Mahadev Temple close to the Municipal office	Chandrapur	Chandrapur
94.	Temple of the Mahakali	Chandrapur	Chandrapur

1	2	3	4
95.	Temple of Keshavanath	Churul	Chandrapur
96.	Ancient Temple	Deotek	Chandrapur
97.	Hemadpanthi Temple containing images of Dattatraya, Mahadev & Laxminarayan	Dhanora	Chandrapur
98.	Old Bridge	Ghutkala	Chandrapur
99.	Old Temple of Chandikadevi	Ghutkala	Chandrapur
100.	Remains of an old Fort	Khatora	Chandrapur
101.	Temple of Mahadev	Mahadwari	Chandrapur
102.	Temple of Mahadev	Neri	Chandrapur
103.	Ramdigi temple & Ramdigi pool	Nimdhela Forest	Chandrapur
104.	Old Hemadpanthi Temple	Palebaras	Chandrapur
105.	Old Temple of Mahadev	Rajgarh	Chandrapur
106.	Math	Balsana	Dhulia
107.	Small Temple on Survey No. 141	Balsana	Dhulia
108.	Temple of Durga	Balsana	Dhulia
109.	Temple of Shiva	Balsana	Dhulia
110.	Temple of the left side of Shiva's Temple in Survey No. 418	Balsana	Dhulia
111.	Temple in front of the above in Survey No. 418	Balsana	Dhulia
112.	Temple between Durga's Temple and Math in Survey No. 141	Balsana	Dhulia
113.	Old gateways in the ruined fort & caves	Bhamer	Dhulia
114.	Seven Mohammedan Tombs	Thalner	Dhulia
115.	Three Mohammedan Tombs	Thalner	Dhulia
116.	Ancient site & remains	Prakasha	Dhulia
117.	Old Temple	Arnor	Gadchiroli
118.	Stone Circle	Arsoda	Gadchiroli
119.	Group of twenty cromlechs or Kistvaens	Chamurshi	Gadchiroli
120.	Rock Caves	Jharapara	Gadchiroli

1	2	3	4
121.	Group of Temple	Markanda	Gadchiroli
122.	Fortress of Tipagarh	Murumgaon	Gadchiroli
123.	Large Temple	Thanegaon	Gadchiroli
124.	Fort wall	Waira	Gadchiroli
125.	Temple of Bhandareashwar	Waira	Gadchiroli
126.	Ancient mound & monument known as Pawar's Gadhi	Bahal	Jaigaon
127.	Temple of Changdev	Changdev	Jaigaon
128.	Temple of Debi & Sambha	Dighi	Jaigaon
129.	Maheswara Temple	Patan	Jaigaon
130.	Temple of Chandika Devi	Patan	Jaigaon
131.	Temple of Nagarjun	Patan	Jaigaon
132.	Temple of Shringer Chavdi	Patan	Jaigaon
133.	Mahadev Temple	Sangameshwar	Jaigaon
134.	Mudhai Devi Temple	Vaghli	Jaigaon
135.	Old Temple of Siddheshwar with three inscriptions slabs	Vaghli	Jaigaon
136.	Ancient site and remains	Tekwada	Jaigaon
137.	Archaeological site & remains	Bhokardan	Jaina
138.	Remains of an old fort on the hill	Bhiwagarh	Nagpur
139.	Fort	Dpnagartal	Nagpur
140.	Temple of Mahadev	Ghogra	Nagpur
141.	Stone Circle	Junapani	Nagpur
142.	Stone Circle	Ghorar	Nagpur
143.	Ancient Buddhist remains comprising monastery, stupas, Rock-cut inscription etc.	Mansar & Kahari	Nagpur
144.	Stone circle	Nidho	Nagpur
145.	Kalimata's Temple	Ramtek	Nagpur
146.	Remains of a very old shrines upon the western ride at the end of the Ramtek hill consisting of a portion of porch of a temple and the mutilated image of Trivikram Avatara of Vishnu	Ramtek	Nagpur

1	2	3	4
147.	Tank and Mandapa opposite to the Dattatraya's Temple	Ramtek	Nagpur
148.	Stone Circle	Takalghat	Nagpur
149.	Brahmanical caves locally known as a Pandevlena	Mahoor Village	Nanded
150.	Hindu Temple	Ambegaon	Nasik
151.	Old Temple	Anjaneri	Nasik
152.	Caves	Ankal	Nasik
153.	Hindu Temple	Deothan	Nasik
154.	Old Matichi-Gadhi	Nasik	Nasik
155.	Pandev Lena Caves	Pathardi	Nasik
156.	Temple of Aashwar	Sinnar	Nasik
157.	Temple of Gondeshwar Mahadev	Sinnar	Nasik
158.	Trimbakeshwar Temple	Tringahwadi	Nasik
159.	Jain Temple	Tringahwadi	Nasik
160.	Hemadpanthi Temple of Mahadev	Zodge	Nasik
161.	Fort	Paunar	Wardha
162.	Hemadapanthi Temple of Mahadev	Neir	Yeotmal
163.	Temple of Goddess Pandardevi	Pandhardevi	Yeotmal
164.	Temple of Kamaleshwar	Pathrot	Yeotmal
165.	Mahadev Temple	Rant Swangi	Yeotmal
166.	Mahadev Temple	Rui-Wai	Yeotmal
167.	Hemadpanthi Temple of Shree Mahadev (Taponeshwar)	Tapona	Yeotmal
168.	Mahadev Temple	Yelabara	Yeotmal
Mumbai Circle			
1.	Ancient site at Brahamapuri	Kolhapur	Kolhapur
2.	Panhala Fort i. Ambarkhana, ii. Andhra Vav, iii. Dharna Kothi, iv. Naikinicha Saja, v. Teen Dharwaja, vi. Wagh Darwaja, vii. Tatabani together with bastions	Panhala	Kolhapur

1	2	3	4
3.	Buddhist Caves	Panhala	Kolhapur
4.	Whole hill fort of Sion together with all ancient Portuguese remains of buildings situated to the north, east and south-east sides of the hill	Sion	Mumbai
5.	Monolithic bass relief depicting Siva	Parel village	Mumbai
6.	Old Portuguese Churches, tower and caves	Mandapeshwar	Mumbai Suburban
7.	Buddhist Caves	Kanheri	Mumbai Suburban
8.	Jogeshwari Caves	Majas	Mumbai Suburban
9.	Kondivate Caves	Kondivate	Mumbai Suburban
10.	Mandapeshwara Caves	Mandapeshwar	Mumbai Suburban
11.	Portuguese Monastery over the cave & the large watch tower on the adjoining hill	Mandapeshwar	Mumbai Suburban
12.	Songad	Achloli	Raigad
13.	Cathedral	Agarkot	Raigad
14.	Chouaburji-Castle or Factory of Cheul	Agarkot	Raigad
15.	Church & Convent of the Augustinians	Agarkot	Raigad
16.	One Dominican Church & Convent	Agarkot	Raigad
17.	Jusuit Monastery	Agarkot	Raigad
18.	Kothi	Agarkot	Raigad
19.	Buruj	Agarkot	Raigad
20.	St. Francis Xavier's Chapel	Agarkot	Raigad
21.	Satkhani St. Barbara's Tower	Agarkot	Raigad
22.	Two gates—Potra Da Mar & Pota da Terra	Agarkot	Raigad
23.	Hirakota old Fort	Agarkot	Raigad
24.	Kolaba Fort Containing (i) Manik Chawada, (ii) Nainisahib's Palace, (iii) North Causeway, (iv) Padmavati Shrine, (v) Reservoir Apsaras, (vi) Sarja Kot, (vii) Shrine of Bhawani, (viii) Shrine of Maruti, (ix) Shrine of Yashwantadari, (x) Talghar, (xi) South causeway, (xii) Temple of Bopdec, (xiii) Temple of anpati-pen-Chyaten, (xiv) Temple of Gulabai or Mahtshuri (xv) Temple of Kanoba, (xvi) Thorela wada, (xvii) Temple of Mahadev, (xviii) Tomb of a Mahammadan saint	Agarkot	Raigad

1	2	3	4
25.	Cave	Ambivli	Raigad
26.	Birwadi Fort	Birwadi	Raigad
27.	Barber's Mahel	Cheul	Raigad
28.	Dader (Stair Case)	Cheul	Raigad
29.	Kaman (Arch)	Cheul	Raigad
30.	Mosque	Cheul	Raigad
31.	Rajkot	Cheul	Raigad
32.	Tomb of Angre	Cheul	Raigad
33.	Wada of Dancing Girls	Cheul	Raigad
34.	Chandragad	Dhavala	Raigad
35.	Elephanta Caves	Gharapuri	Raigad
36.	Gheregad or Surgad Fort	Ghera Surgad	Raigad
37.	Ghosalgad Fort	Ghosale	Raigad
38.	Old Fort containing a temple of the God Kangormel & Two tanks	Kadasari Kangori	Raigad
39.	Buddhist Caves	Gomashi	Raigad
40.	A precipitous hill near Raigad Fort Containing one rock-cut cistern of water. It was formerly used as a Jail for prisoners	Kadasari Lingana	Raigad
41.	Caves	Kol	Raigad
42.	Caves in Survey No. 49 & No. 50	Kol	Raigad
43.	Caves	Kondhane	Raigad
44.	Old Fort	Korlai	Raigad
45.	Awchitgad	Medhe	Raigad
46.	Caves	Kuda	Raigad
47.	Kasa (Kamsa) Fort	Murud	Raigad
48.	Thanala Caves	Nadsur	Raigad
49.	Nagothana Bridge	Nagothana	Raigad
50.	Khadsamal Caves	Nenawali	Raigad
51.	Jijamata's Samadhi consisting of four towers	Pachad	Raigad

1	2	3	4
52.	Jijamata's Wada comprising four dilapidated houses & three wells surrounded by a stone wall	Pachad	Raigad
53.	Caves	Pale	Raigad
54.	Caves Near the Kotali Fort	Peth	Raigad
55.	Kotali Fort with two iron guns and one bronze gun	Peth	Raigad
56.	Janjira Fort	Rajapuri	Raigad
57.	Tombs at Kholkar Najik Ghumaj (Khokeri Ghumaj)	Rajapuri	Raigad
58.	Fort of Raigad	Raigad	Raigad
59.	Tala Fort	Tala	Raigad
60.	Ancient Bricks stupa at Elephanta Island	Gharapuri	Raigad
61.	Kondane caves	Khapoli	Raigad
62.	Aga Khan Palace Building	Pune	Pune
63.	Cave Temple of Bhamburada	Poona	Pune
64.	Old Citadel known as Shaniwar Wada	Poona	Pune
65.	Old European Tombs	Poona	Pune
66.	Fort	Rajmarchi	Pune
67.	Excavations & Inscriptions	Shelarwad	Pune
68.	Fort	Visapur	Pune
69.	Small Dargah near Habsi Gumaz	Agar	Pune
70.	Cave Temple and Inscription	Bedsa	Pune
71.	Cave Temple and Inscription	Bhaja	Pune
72.	Caves and inscription at the Nana Pass (Naneghat)	Ghatghar	Pune
73.	Caves, Temple and Inscription	Junnar	Pune
74.	Fort of Shivneri	Junnar	Pune
75.	Habsi Gumbaz	Junnar	Pune
76.	Caves, Temple and inscription	Karla	Pune
77.	Ancient dam with lock and sluice gates	Khed	Pune
78.	Dilawar Khan's Masjid	Khed	Pune
79.	Dilawar Khan's Tomb	Khed	Pune

1	2	3	4
80.	Lohagad Fort	Lohagad	Pune
81.	Bhuleshwar Mahadeo Temple	Maleiras	Pune
82.	Mohammed Tughlak's Mosque	Khanapur	Sangli
83.	Mosque	Dabhol	Ratnagiri
84.	Rock cut Caves (Ganesh Iena group)	Dapoli	Ratnagiri
85.	Suvarnadurga Fort	Harnai	Ratnagiri
86.	Jaygad Fort	Jaydgad	Ratnagiri
87.	Vijaydrug Fort	Vijaydrug	Ratnagiri
88.	Panta's Kot or Got open space	Karad	Satara
89.	Old Temple of the River Krishna	Old Mahabaleshwar	Satara
90.	Jhabreshwar Mahadev Temple	Phaltan	Satara
91.	Buddhist caves	Jakhinwadi	Satara
92.	Tomb of Begami	Ghodeshwar	Sholapur
93.	Aurangzeb's Fort	Machnur	Sholapur
94.	Old Temple of Sri Siddeshwar (enclosed in a paved court)	Machnur	Sholapur
95.	Covered colonnade (to the south of the well)	Mahalung	Sholapur
96.	Hemadpanthi Temple of Mahadev	Mahalung	Sholapur
97.	Hemadpanthi Temple of Vithoba	Mahalung	Sholapur
98.	Hemadpanthi Well	Mahalung	Sholapur
99.	Mahadev Stones	Mahalung	Sholapur
100.	Temple of Devi (Yamai)	Mahalung	Sholapur
101.	Old Fort	Sholapur	Sholapur
102.	Gateway and old Maruti temple with Viragal stones on either side	Velapur	Sholapur
103.	Old doubled shrined temple	Velapur	Sholapur
104.	Old Temple & Viragalas or sculptural memorial stones	Velapur	Sholapur
105.	Old Temple of Sarkarvada locally known as Parasnath temple	Velapur	Sholapur
106.	Temple of Haranarishwar & Ardhanarineshwar, one Hemadpanthi tank (small square kunda) & Vinagal stone kept in the compound	Velapur	Sholapur

1	2	3	4
107.	Sindhurg Fort	Malvan	Sindhurg
108.	Temple of Ambarnath	Ambarnath	Thane
109.	Fort	Arnala	Thane
110.	Fort and portuguese remains	Bassein	Thane
111.	Tank by the west side of the road from Umarale village to Bolinj	Bolinj	Thane
112.	Mound locally known as "Sonar Bhat"	Gas	Thane
113.	Caves on Burud Hill	Khunwada	Thane
114.	Mahuli Fort	Mahuli	Thane
115.	Mound locally known as "Burud kot" Mardes	Mardes	Thane
116.	Brahmanical Caves	Polu Sonala	Thane
117.	Carved Stones	Vada	Thane

[*Translation*]

Outstanding Dues of AAI

1026. SHRIMATI KIRAN MAHESHWARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many scheduled airlines and foreign airlines owe to Airports Authority of India (AAI) a huge outstanding amount;

(b) if so, the airline-wise details of outstanding amount till date;

(c) the steps being taken to recover the dues from these airlines; and

(d) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The outstanding dues for Airports Authority of India's (AAI) services against scheduled airlines and foreign airlines, as on 30.9.2008, are given in the enclosed statement.

(c) and (d) Persuasive action is taken through reminders and personal level meetings for recovery of dues. In case of sustained default, security deposit available with AAI is adjusted against dues.

As far as foreign airlines are concerned, billing and recovery of overflying operations is being done through International Air Transport Association (IATA) by way of specific agreement with effect from January, 2007. For overflying operations prior to January, 07, supplementary agreement has been signed with IATA for persuasion and realisation. Some outstanding dues of National Carrier are also being pursued through arbitration.

Statement

Outstanding Dues Against Scheduled Airlines and Foreign Airlines as on 30.9.2008

(a) Dues Against Scheduled Domestic Airlines

Sl.No.	Name of Airlines	Dues
1	2	3
1.	Nacil	653.10
2.	Kingfisher-Air Deccan	255.58
3.	Jet Airways-Jet Lite	36.63
4.	Spice Jet	21.39
5.	Indigo	5.46

1	2	3
6.	GO Airlines	7.98
7.	Paramount	10.62
8.	Blue Dart	0.78
9.	Others	20.31
Total (A)		1011.86

(b) Dues Against Foreign Airlines

Sl.No.	Names of Airlines	Dues
1	2	3
1.	Air Asia	0.70
2.	Air Europe	4.33
3.	Air France	2.37
4.	Air Maldives	0.43
5.	Aeroflot Russian Intl AL	0.33
6.	Air Arabia	2.91
7.	Air Nepal Intl	0.86
8.	Alitalia Airlines	0.89
9.	Atlas Air	0.78
10.	Atlantic Icelandic	0.26
11.	British Airways	2.04
12.	Britania Airways	1.81
13.	Bangladesh Biman	0.93
14.	BP Amoco PIC	0.41
15.	Cargolux Airlines	1.11
16.	China Airlines	0.31
17.	Cosmic Air	0.28
18.	Cathay Pacific	2.27
19.	Druk Air	0.54
20.	Eurofly SPA	0.82

1	2	3
21.	Eva Air	1.83
22.	Egypt Air	0.28
23.	Emirates Airlines	7.40
24.	Etihad Airways	3.63
25.	Ethiopian Airlines	1.24
26.	Expo Viation Pvt. Ltd.	0.31
27.	Finn Air	0.62
28.	First Choice Airways	0.29
29.	Freedom Aero Services Ltd.	0.47
30.	Federal Express Corpn.	0.43
31.	Gulf Air	4.43
32.	Garuda Indonesia AL	2.52
33.	Kenya Airways	0.60
34.	Kazakistan Airways	0.25
35.	KLM Royal Dutch Airlines	1.58
36.	Korean Airlines	0.31
37.	Krasnoyarsk Air	0.52
38.	Kuwait Airways	0.36
39.	Lauda Air	0.65
40.	Lufthansa German AL	2.19
41.	Lufthansa German Cargo	0.51
42.	Livingston SPA	0.66
43.	Malaysia Airlines	2.54
44.	Martinair Holland NV	1.61
45.	Mihin Lanka (PVT) Ltd.	3.61
46.	MIC	0.51
47.	Monarch Airways	0.38
48.	Montiz Aviation	2.05

1	2	3
49.	North West Airlines	0.47
50.	Oman Air	1.53
51.	Olympic Airlines	0.88
52.	Phillippine Airlines	1.15
53.	Pakistan Intl A/L	0.73
54.	Phuket Airlines	1.37
55.	Qantas Airlines	0.43
56.	Qatar Airways	2.92
57.	Rak Airways	0.27
58.	Royal Jordanian Airlines	0.51
59.	Royal Nepal Airlines	0.30
60.	Saudi Arabian Airlines	1.62
61.	Scandinavian Airlines	1.15
62.	Scan Air Ltd.	0.53
63.	Shahara	0.25
64.	Singapore Airlines	4.63
65.	Singapore Airlines Cargo	1.86
66.	Srilankan Airlines	8.82
67.	Thai Jet Inter Group Co.	0.88
68.	Turkmenistan Airlines	0.79
69.	Turkish Airlines	2.12
70.	Tarom Romanian Airlines	0.36
71.	ransaero Airlines	1.49
72.	Thai Airways	6.30
73.	United Aviation Services	2.02
74.	United Parcel Service	0.32
75.	Vietnam Airlines Corpon.	0.43

1	2	3
76.	VPBEL	0.53
77.	Others**	48.40
Total (B)		158.90
Grand Total (A) + (B)		1170.77

* Others comprise of small cases less than 25 lacs, Court Cases and non-operative airlines.

**Cases where dues are less than Rs. 25 lacs.

[English]

Ombudsman for Civil Aviation Industry

1027. SHRIMATI JHANSI LAKSHMI BOTCHA:
SHRI MILIND DEORA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry is planning to appoint an Ombudsman for the entire airline industry with whom harassed passengers can lodge their complaints against airlines;

(b) if so, the details thereof;

(c) the role expected to be assigned to the Ombudsman and the power and the functions of the Ombudsman; and

(d) the prevailing system with regard to the complaints received and disposed thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) With reference to passengers complaints regarding refund of tickets, charges being levied for wheel chairs etc., the Airlines had been advised to appoint an ombudsman which can be for a group of airlines or region wise as a self regulatory mechanism.

(d) Whenever such complaints are received, those are sent to the concerned airlines asking for their comments. On receipt of their comments, these are conveyed to the complainants. As regulator of airline operations, if required, DGCA asked the concern airline to take corrective measures.

High Speed Rail Projects

1028. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to set up high speed rail projects;

(b) if so, the investment likely to be involved in these projects;

(c) whether any collaboration is proposed to be made with any overseas country to set up such high speed rail projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. At present, Ministry of Railways has decided only to conduct pre-feasibility studies for construction of high speed passenger corridors equipped with state of the art, signalling and train control system.

(b) to (d) Do not arise.

Maintenance and Welfare of Senior Citizens Act, 2007

1029. SHRI PRABHUNATH SINGH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether till date only seven States have notified the Maintenance and Welfare of Senior Citizens Act, 2007 and only one State has set up a maintenance tribunal;

(b) if so, action taken to ensure implementation of the Maintenance and Welfare of Senior Citizens Act, 2007 by all the States and Union territories without fail;

(c) the total population of senior citizens in the country and number of them living below poverty line; and

(d) the number of old age homes together with their locations being operated by the Government and details of facilities available therein and steps taken to enhance/improve the existing facilities?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) So far, 16 States and 3 Union Territories have notified the Act. Implementation of the Act falls within the purview of the State Governments.

(c) As per the Census 2001, the population of the senior citizens aged 60 years and above is 7,66,22,321. No specific data is available with regard to number of senior citizens living below poverty line.

(d) The Central Government does not operate any old age home directly. However, this Ministry provides financial assistance to non-governmental organizations under the scheme "Integrated Programme for older Persons" for running 463 old age homes, which offer shelter, food, medical assistance and recreational facilities to its inmates. The scheme has since been revised w.e.f. 1.4.2008 to enhance the existing facilities.

Reduction In Crude Oil Prices

1030. SHRI VIJOY KRISHNA:
SHRI S.K. KHARVENTHAN:

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

(a) whether the Committee headed by Shri Caturvedi has submitted its Report on the issue of subsidy on petroleum products;

(b) if so, the details thereof;

(c) whether the Government has studied its impact on the common man on its implementation;

(d) if so, the action taken by the Government thereon; and

(e) the steps taken by the Government to reduce the burden on the common man on the phasing out of subsidy on petroleum products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) A High Power Committee under the Chairmanship of Shri B.K. Chaturvedi, constituted to examine the financial position of Oil Companies, has submitted its Report on 31.07.2008.

(b) The main recommendations of the Committee are as under:

(i) The change of pricing at the refinery gate from the current Trade Parity (for Petrol and Diesel) and Import Parity (for Kerosene and LPG) to Free on Board (FOB) Export Parity basis.

(ii) The price of Petrol be adjusted to fully reflect international prices by March, 2009 and the price of Diesel be adjusted to fully reflect international prices in 24 months time.

- (iii) Sale of Diesel to industrial and commercial users be at market prices to be negotiated on commercial considerations.
- (iv) Once these price adjustments are completed, Government should disengage from the process of pricing of petroleum products, and allow pricing to be an outcome of a competitive market process.
- (v) Subsidies on LPG (Domestic) and SKO (PDS) should be restricted to BPL families only. This subsidy should be delivered through Smart Cards or cash transfer in urban and semi-urban areas and not through supply of products below their market prices.
- (vi) For Domestic LPG, the entitlement to subsidised supply should be reduced to 6 refills in a year, which could be progressively reduced to 4 refills, 2 refills and zero refills in the following years.
- (c) and (d) The recommendations made by the Committee are under consideration of the Government.

(e) The Oil prices in the international market directly impact the cost price of petroleum products in the country. To protect the interests of the common man from high international oil prices, the Government has taken following measures:-

- (i) Ensured that the burden was equitably shared by all the stakeholders; namely, the Government, the Oil Companies and the consumers in the following manner:-

- Issue of Oil Bonds by the Government to OMCs to compensate them partly for their under-recoveries;
- Sharing of a part of the under recoveries by Upstream Public Sector Oil Companies by offering price discounts; and
- Downstream oil companies to absorb the remaining under-recoveries.

- (ii) Reduction of Custom Duty on crude oil to Nil and on Petrol & Diesel to 2.5%;
- (iii) Reduction of Excise Duty on unbranded Petrol and unbranded Diesel by Re. 1 per litre;

- (iv) The Government has extended the existing Subsidy Schemes namely; "PDS Kerosene and Domestic LPG Subsidy Scheme, 2002 and "Freight Subsidy (For Far-Flung Areas) Scheme, 2002 for a period of three more years *i.e.* from 1.4.2007 to 31.3.2010; and
- (v) Marginal increase in the retail selling prices of Petrol, Diesel and Domestic LPG effective 5th June, 2008.

Congestion of Air Traffic at Metro Airports and Passenger Amenities

1031. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether due to steep rise in air traffic there is a congestion for air traffic in all metro airports;

(b) if so, the details thereof;

(c) whether due to lack of infrastructure facilities in the airports, amenities provided to the passengers are also inadequate;

(d) if so, the details of guidelines and procedures followed for permitting new airlines operators to the metro airports; and

(e) if so, the measures taken by the Government to relieve congestion of air traffic and improve the passengers amenities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Due to steep increase in air traffic certain infrastructural constraints have been faced, specially at Mumbai and Delhi airports. Government have restructured these airports, through joint venture route, to modernise and expand them to world class standards. Other metro airports at Chennai and Kolkata have been taken up for modernisation by the Airports Authority of India, whereas new Greenfield airports have been set up at Bangalore and Hyderabad.

(d) In accordance with the international practice, the time slots for the operation of all flights are proposed by the airlines themselves on the basis of commercial inputs and operational feasibility. These slots are approved after obtaining clearance from the airport operators and ANS service provider who examine the feasibility of handling

the flights at the requested time. Endeavour is also made to spread the flights to non peak hours.

(e) With the construction of new runway 11/29 and upgradation of ANS infrastructure such as new navigational equipments viz DVOR, DME & CAT-III ILS provided for third runway 11/29 at Delhi airport, the situation is expected to improve substantially. Further, augmentation of Advanced Surface Movement Guidance and Control System (ASMGCS) is in progress, which provides surveillance coverage of all vehicles & aircrafts on ground in the movement areas of the airport even during poor visibility. With the help of ASMGCS coupled with ILS, congestion of air traffic over the airfield particularly during low visibility can be reduced. Provision for ASMGCS is also made at Mumbai airport.

Upgradation of Chikkajajur Railway Station

1032. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Karnataka has sent a proposal for upgradation of Chikkajajur Railway Station;

(b) if so, whether the Union Government has considered and approved the proposal; and

(c) if so, the time by which these said upgradation, is likely to be completed alongwith amount allocated for these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Food Processing Industries in Jharkhand

1033. DR. DHIRENDRA AGARWAL: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the number of food processing industries working in Jharkhand at present;

(b) industry-wise and quantity-wise details of items exported by these industries and the details of foreign exchange earned during the last three years and the current year; and

(c) the steps taken by the Government to provide financial assistance to these industries so that they may face competition in the international market?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) The data on food processing industries/units and details of foreign exchange earned in the country, including that of Jharkhand, is not centrally maintained. Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to implementing agencies/entrepreneurs @ 25% of the cost of Plant & machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in Difficult areas under the Scheme of Setting up/Modernization/Expansion of food processing industries.

In order to ensure speedy disbursement of financial assistance, the Ministry has decentralized the disbursement procedure through banks under the Scheme of Setting up/Modernization/Expansion of food processing industries with effect from 01.04.2007.

Government has formulated and implemented several Plan Schemes to provide financial assistance for the establishment and modernization of Food processing units, creation of infrastructure, support of R&D, human resource development besides other promotional measures to encourage development of food processing industries. Moreover, the Government has taken several steps like tax reduction, waiver/reduction of excise duty, reduction of custom duty on specific food items with a view to encourage the growth of food Processing Industries and make them more competitive. The Ministry under its Plan Scheme Testing Labs, Implementation of Quality Systems such as Hazard Analysis Critical Control Points (HACCP), International Organization for Standardization (ISO) 9000, Promotion of Research and Development, Capacity building and Human Resources Development provide assistance to food processing to enable them to compete in the international market.

[English]

Tourism Offices

1034. SHRI NAVEEN JINDAL: Will the Minister of TOURISM be pleased to state:

(a) the total number of tourism offices in the country and abroad, location-wise;

(b) whether tourism offices are proposed to be opened at new destinations abroad to attract more tourists to India; and

(c) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) There are 20 India Tourism offices located in India and 14 offices located abroad at the following places:-

India Tourism Office in India	New Delhi, Agra, Jaipur, Varanasi, Kolkata, Patna, Bhubaneswar, Port Blair, Guwahati, Shillong, Imphal, Naharlagun, Mumbai, Aurangabad, Goa, Khajuraho, Chennai, Bangalore, Hyderabad and Kochi.
India Tourism Offices Abroad	New York, Los Angeles, Toronto, Sydney, Singapore, Frankfurt, Paris, Milan, Amsterdam, London, Dubai, Johannesburg, Tokyo and Beijing.

(b) and (c) No, Sir.

[Translation]

Introduction of New Trains Announced In Railway Budget

1035. DR. SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the trains proposed in the Rail Budget of 2007-08 and 2008-09 and the programme regarding introduction of these trains;

(b) the steps taken to run the Indore-Amritsar Express via Ujjain and providing passenger facilities accordingly on the demand of the public; and

(c) the steps taken to link the places of pilgrimage with each other and the special facilities provided to the rail passengers for pilgrimage in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The trains proposed for introduction in the Rail Budget speeches 2007-08 & 2008-09 are as under:

Year	Trains announced for introduction	Train Introduced	Remaining
2007-08	45	43	2 (Due to non-completion of Gauge conversion works between Villupuram and Mayiladuthurai)
2008-09	63	21	42

The trains announced in the Railway Budgets are introduced during the course of the ensuing financial year subject to availability of rolling stock and completion of infrastructural works like gauge conversion, new lines, pit lines etc.

(b) Diversion of 9325/9326 Indore-Amritsar Express (Weekly) via Dewas-Ujjain-Maksi will increase the running time and fare for through passengers, which will be resented by through passengers.

(c) Introduction of new trains including those connecting religious centres & special trains is an ongoing exercise over Indian Railways depending upon traffic pattern, operational feasibility and availability of resources.

Likewise, provision of passenger amenities at stations is also a continuous process and the same is undertaken based on the volume of passenger traffic handled at the station, inter-se priority of works etc. subject to availability of funds.

[English]

Fuel Surcharge from Air Passengers

1036. SHRI S.K. KHARVENTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether fuel surcharge is being levied by the airlines from the passengers irrespective of journey undertaken by them;

(b) if so, the details thereof;

(c) whether the Government has any proposal to streamline the fuel surcharge with respect to the distance of flight journey undertaken by the passengers;

(d) if so, the details thereof; and

(e) the time by which the above proposal is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The fuel surcharge charged by full-service airlines is Rs. 2400/- for sectors less than 750 km and Rs. 3100/- for sectors more than 750 km. However, low cost airlines are charging fuel surcharge Rs. 2250 for sectors less than 750 km and Rs. 2900/- for sectors more than 750 km. MDLR Airlines, a scheduled regional carrier, is charging Rs. 1050/- towards fuel surcharge per person per sector.

(c) to (e) Air fares are not being regulated by the Government. Airlines are free to charge air fares as per the market forces.

Security in Sensitive Railway Stations

1037. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has identified number of railway stations in the country as sensitive;

(b) if so, the details thereof, Division-wise;

(c) whether any Committee has been constituted to study and to upgrade the security system in these sensitive railway stations in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. 185 stations in 45 Divisions, including 17 stations of Kolkata metro Railways, have been identified as sensitive/vulnerable.

(c) and (d) An "Expression of Interest" was published in newspapers on 19.01.2008. A seven member expert committee, constituted by the Railway Board for the purpose, examined the proposals received from the interested firms and formulated the mechanism for implementation of the above system and the same has been approved by the Railway Board.

Railway Board has approved the implementation of Integrated Security System at important railway stations

under BOOT (Build, Own, Operate and Transfer) Model as well as Outright Purchase Model with Annual Maintenance Contract consisting of following broad areas:-

- * CCTV System.
- * Electronic access control.
- * Personal and baggage screening system.
- * Explosive detection and disposal system.

Integrated Security System will be installed under BOOT Model at important railway stations and all suburban stations in the metro cities of Chennai, Delhi, Kolkata and Mumbai.

For other stations, identified as vulnerable and sensitive, out-right purchase model with annual maintenance contract has been approved in 2 phases. BOOT Model and phase-I stations proposals are to be implemented in 2008-09 and phase-II station proposals are to be implemented in 2009-10.

General Managers have been intimated about Board's decision. Guidelines & technical specifications of equipment have also been circulated to the General Managers.

Formation of Separate Pharmaceuticals Research Council

1038. SHRIMATI JAYAPRADA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal to form a separate pharmaceuticals research council on the lines of Indian Council of Medical Research;

(b) if so, the current projects with various Ministries that would be brought under this council alongwith the estimated time frame; and

(c) the extent to which such council would be able to provide quality medicines at reasonable prices to the public?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) No, Sir. The Department has no such formal proposal.

(b) and (c) in view of reply at (a) above, does not arise.

**Construction of Cement Porticoes
at Ajanta Caves**

1039. SHRI MILIND DEORA: Will the Minister of TOURISM be pleased to state:

(a) whether the Archaeological Survey of India (ASI) has put to rest its project to construct cement porticoes at the second century BC Ajanta Caves - a UNESCO World Heritage site;

(b) if so, the reasons for shelving the portico plan and the details thereof;

(c) whether the construction of the porticoes was objected to by the experts and conservations;

(d) if so, the details thereof; and

(e) the time by which the construction of the proposed portico started and the latest position of the dug up portion?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (e) A proposal to reconstruct two pillars of the portico of Cave No. 1 at Ajanta was under preparation in accordance with the recommendation made by Japan Bank of International Cooperation's panel of Experts (PoE) in November 2005 that pillars of structural importance may be suitably reconstructed to provide adequate support.

Reservations were expressed about the proposal to construct a replacement porch in front of Cave No. 1 at Ajanta.

The reconstruction of the portico has not been started. Some portion of concrete in front of Cave No. 1 was removed for locating pillars bases, which has now been covered.

The Panel of Experts (PoE) has not met since 2005. A final decision is expected to be taken in the next PoE meeting.

Allotment of Petrol Pump Dealership by Oil PSUs

1040. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that some oil PSUs have suspended their policy to award RO dealerships to the land owners after December, 2007;

(b) if so, the details and the reasons therefor;

(c) the number of petrol pump dealerships have been awarded to the land owners by all oil PSUs during the year October 2002 to 2007, company-wise and year-wise;

(d) whether it is permissible as per the policy; and

(e) if not, the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Subsequent to the dismantling of the Administered Pricing Mechanism (APM) w.e.f. 1.4.2002, public sector oil marketing companies (OMCs), *viz.*, Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Ltd. (HPC), Bharat Petroleum Corporation Limited (BPC) and erstwhile IBP Co. Limited (now merged with IOC) were given freedom to frame their own guidelines on selection of dealers/distributors of petroleum products with the approval of their respective Boards. Under the guidelines framed by the OMCs, there was a scheme for allotment of Retail Outlets (RO) to the land owners without the route of advertisement. However, when this scheme was brought to the notice of this Ministry, it was felt that the scheme was not in conformity with Ministry initiatives to impart transparency and fairness in the selection process. Therefore, this Ministry, *vide* letter dated 27.12.2004, had advised the OMCs, to temporarily suspend allotment of Retail Outlet (RO) dealerships under the 'Land Owners' category. Further *vide* letter dated 17.02.2005, Ministry clarified that the temporary suspension in the allotment of RO dealerships under the 'Land Owners' category will be applicable only in respect of those cases where allotments were being made without recourse to open advertisements. Subsequently, *vide* letter dated 22.2.2005, this Ministry had advised OMCs that they should, after receipt of direct offers of land, assess the viability of the location and if viable, release advertisements in 2 widely read newspapers in the area stating the fact of having received offer(s) of land for dealerships and that they are inviting similar offers from other locations. Further, the final selection of dealer will be on the basis of evaluation of the lands offered and evaluation of the candidates in respect of other parameters as provided for in the normal selection guidelines.

The company-wise details of RO dealerships awarded to the land owners by OMCs during the period October, 2002 to December, 2007 are as under:-

Year	Number of Retail Outlets (ROs)	
	IOC	BPC
Oct.'02 - Mar.'03	229	0
Apr.'03 - Mar.'04	1422	143
Apr.'04 - Mar.'05	866	262
Apr.'05 - Mar.'06	530	110
Apr.'06 - Dec.'07	131	112
	HPC	
Oct.-Dec., 2002	Nil	
Jan.-Dec., 2003	Nil	
Jan.-Dec., 2004	724	
Jan.-Dec., 2005	Nil	
Jan.-Dec., 2006	1	
Jan.-Dec., 2007	Nil	

(d) and (e) The above allotments of RO dealerships were made in line with the prevailing guidelines of respective OMCs.

Allotment of Permanent COCOs on Adhoc Dealership

1041. SHRI NIKHIL KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware of the fact that oil PSUs specially Indian Oil Corporation Ltd. is still allotting its permanent Company Owned Company Operated (COCOs) on adhoc dealership basis to its existing dealers in violation of Multiple Dealership norms and guidelines issued *vide* policy circular dated 6 September, 2006;

(b) the details of each COCO awarded on adhoc dealership basis after 6 September, 2006, location-wise, division-wise etc.;

(c) the action taken/proposed to be taken against the official responsible for such violation; and

(d) the corrective action proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The Ministry of Petroleum & Natural Gas *vide* letter dated 6.9.2006 had issued broad guidelines on operation of Company-Owned-Company-Operated (COCO) outlets based on which the public sector oil marketing companies (OMCs), *viz.*, Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC) and Bharat Petroleum Corporation Limited (BPC) were advised to frame their own detailed guidelines. These guidelines also provide the broad parameters for operating permanent COCO by OMCs. Pursuant to these guidelines, efforts were made by OMCs to formulate uniform guidelines for operation of permanent COCOs. However, in view of varying mode of operations of permanent COCOs by OMCs, a uniform approach is yet to be finalized. In the absence of any uniform guidelines, OMCs are operating their permanent COCOs as per their existing guidelines which allow operation of permanent COCOs on the basis of ad-hoc dealership. The number of such COCOs run by OMCs on adhoc dealership basis as on date are as under:-

IOC	46
HPC	31
BPC	Nil

The details of the locations of permanent COCOs are available with the Director (Marketing) of the concerned OMCs.

Resumption of Train Services on Gadag and Bagalkot Section

1042. SHRI PRALHAD JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether even after the completion of Gauge Conversion work of the line between Gadag and Bagalkot, there is inordinate delay in starting the train services;

(b) if so, the reasons for delay; and

(c) the details of the measures taken for early start of the train services in this route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Commissioner of Railway Safety (CRS) has authorized introduction of passenger services on Bagalkot-Badami section (27 km) but the remaining Badami-Gadag section (69 km) though complete is awaiting CRS inspection which is likely to be held in the first week of November, 2008. The passenger services on Bagalkot-Gadag section will be introduced after getting the CRS clearance.

New Railway Lines in Kerala

1043. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether surveys have been conducted for new rail lines in the State of Kerala;

(b) if so, the details thereof; and

(c) the status of the new railway lines in Kanjangad-Panathur-Kaniyoor and Angadipuram Calicut section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes Sir. Details of the surveys conducted during last two years for construction of new rail lines falling fully/partly in State of Kerala are as under:-

Sl.No.	Survey conducted	Length in Km.	Cost Rs. in Crore	Rate of Return (In %)
1.	Nilambur Road-Nanjangud	238.40	1742.10	(-)5.907
2.	Tirur-Angadipuram	41	233.27	(-)8.904
3.	Erumeli-Punalur-Trivandrum	135.89	999.12	(-)3.685
4.	Madurai-Kottayam	234.40	1331.06	(-)3.779
5.	Kollengode-Trichur	59	301.21	(-)8.45
6.	Kayankulam-Kottarakara via Adoor, Pattanapuram and Auvneeswaram	48	276.22	(-)5.373
7.	Sabarimala-Chengannur	63.7	612.38	(-)11.89
8.	Thalasserry-Mysore	298.75 (via Kodagu)	2945.56	(-)5.606
		247.50 (via Wayanad)	2533.80	(-)5.928

(c) Surveys for Kanjangad-Panathur and Angadipuram-Kozhikode new lines have been taken up and targeted for completion by March, 2009.

[Translation]

Dilapidated Condition of Historical Monuments

1044. SHRI SHISHUPAL N. PATLE:
SHRI MADHU GOUD YASKHI:
SHRI KAILASH NATH SINGH YADAV:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI JASUBHAI DHANABHAI BARAD:
SHRIMATI NIVEDITA MANE:
SHRI MOHD. TAHIR:

Will the Minister of CULTURE be pleased to state:

(a) whether as per the survey conducted by the Indian National Trust for Art and Cultural Heritage, nearly sixty thousand monuments across the country are at nature's mercy;

(b) if so, the details thereof;

(c) the reasons for the same;

(d) the corrective measures taken by the Government for renovating these monuments and the amount estimated to be spent thereon; and

(e) the time by which such monuments are proposed to be renovated?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) As per information available from Indian National Trust for Art and Cultural Heritage (INTACH) the figure of 60,000 monuments is an estimate based on available literature. INTACH has a catalogue of about 30,000 monuments, largely unprotected.

(d) and (e) No central legislation currently exists for conservation and protection of unprotected heritage. The Archaeological Survey of India (ASI) takes care of 3675 monuments and sites that have been declared as of national importance under the Ancient Monuments and Archaeological Sites and Remains Act, 1958. Besides, the ASI has a scheme for financial assistance for preservation of monuments less than 100 years old. Various State Governments also protect monuments under their respective legislations.

[English]

Memorial of Late Shri Morarji Desai

1045. SHRI HARILAL MADHAVJI BHAI PATEL:
SHRI MAHESH KANODIA:
SHRI BHUPENDRASINH SOLANKI:
SHRI MADHUSUDAN MISTRY:

Will the Minister of CULTURE be pleased to state:

(a) whether the Union Government has received a proposal from the Government of Gujarat for acquiring the land from the Sabarmati Ashram Gaushala Trust, Ahmedabad, as the possession of the land is with CPWD to develop suitable memorial on the Samadhi of late Shri Morarji Desai;

(b) if so, the action taken by the Government of India on the proposal of Government of Gujarat; and

(c) the present status of the proposal?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Yes, Sir. The land for the memorial was given by the Sabarmati Ashram Gaushala Trust, Ahmedabad without any cost. A Memorial of Shri Morarji Desai named 'Abhay Ghat' has been constructed at the bank of river Sabarmati. The construction work started in July, 1997 and was completed

in March, 1999. The memorial is being maintained by CPWD. As such, there is no question of acquiring the land on payment of its cost, at this stage. The Government of Gujarat has been informed accordingly.

As there is no scheme under which this could be considered at this late stage, it is not possible to acquire the land on payment of the cost of the land.

[Translation]

Profit Earned by Public and Private Gas Companies

1046. SHRI MANSUKHBHAI D. VASAVA:
SHRI SWADESH CHAKRABORTY:
SHRI RAMJI LAL SUMAN:
SHRIMATI SANGEETA KUMARI SINGH
DEO:
SHRI RAJIV RANJAN SINGH "LALAN":
SHRI G.M. SIDDESWARA:

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

(a) the break up of net profit earned by the public and private oil companies in the country during the last three years and the current year;

(b) the turnover of these companies during the last three years and the current year;

(c) whether "under recoveries" are being taken into account before deciding dividend in public sector oil companies;

(d) if not, the reason therefor;

(e) whether net profit of these public sector companies can be augmented by curbing their wasteful and non-plan expenditure; and

(f) the remedial steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Net profit earned by the major public sector oil companies during the last three years and first quarter of the current year is as under:

(Rs. in crore)

	2005-06	2006-07	2007-08	2008-09 (1st Quarter)
OIL	1689.93	1639.9	1788.93	846.29
ONGC	14431	15643	16702	6636.00
GAIL	2310.07	2386.67	2601.46	897.00
IOCL	4927	7499	6963	415.13
HPCL	405.63	1571.17	1134.88	(-)888.12
BPCL	291.65	1805.48	1580.56	(-)1066.70

Turnover of the these public sector oil companies during the last three years and first quarter of current year is as under:

(Rs. in crore)

	2005-06	2006-07	2007-08	2008-09 (1st Quarter)
OIL	5550.19	5389.20	6081.94	2327.28
ONGC	61543	59058	49440	20292
GAIL	14459.41	16047.18	18008.20	5731
IOCL	198359	220779	247479	80734.80
HPCL	74844.11	91448.03	103837.43	31255.94
BPCL	85149.62	107452.27	121684.07	41749.87

Since private oil companies are not under the administrative control of the Ministry of Petroleum and Natural Gas, information relating to them is not available.

(c) and (d) Dividend declared by all Oil PSUs is based on the Profit after Tax which takes into account the under recoveries.

(e) and (f) All oil PSUs have in place adequate control system to ensure that no wasteful expenditure is incurred. All oil PSUs have been directed to comply with the economy guidelines issued by the Government from time to time.

[English]

Upkeep of Airports by Private Companies

1047. SHRI KISHANBHAI V. PATEL:
SHRI NAND KUMAR SAI:
SHRI SUGRIB SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the private companies taking over the management of important airports have failed to improve the conditions of such airports;

(b) if so, the details and the reasons therefor;

(c) whether the Government has asked such private companies to make expeditious improvement in the conditions of such airports in view of the ensuring Commonwealth Games-2010;

(d) if so, the details and the reaction of each of such companies thereof; and

(e) the details of the arrangements the Government to make before the commencement of Commonwealth Games-2010 at each of such important airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) No, Sir. Delhi International Airport Ltd. (DIAL) and Mumbai International Airport Ltd. (MIAL) are the Joint Venture Companies (JVCs) set up to modernize and upgrade the IGI airport at Delhi and CSI airport at Mumbai respectively. Airports Authority of India (AAI) has entered into the Operation, Management and Development Agreement (OMDA) with the JVCs. OMDA lays down the terms and conditions under which the JVC has to develop, operate and maintain the project. The JVCs have been implementing the project as per OMDA.

(e) Under the IGI Airport Modernization Plan, Delhi International Airport (P) Ltd. (DIAL) is building new integrated terminal building which is bench marked against the best airports around the world and will be ready for the Commonwealth Games, 2010. This terminal will have capacity of 34 million passengers and will cater to both international and domestic passengers. The airside capacity of the airport has already been significantly improved with the commissioning of the new runway during September, 2008.

Installation of New Security System

1048. SHRI KIRIP CHALIHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to install a new security system initially at New Delhi Railway station;

(b) if so, whether such system involving software and hardware will be acquired from a foreign firm; and

(c) if so, the operational cost of such system when finally installed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways have decided

to install an "Integrated Security System" in all the Railway stations of four metro cities which includes New Delhi Railway Station.

(b) It is proposed to be acquired under BOOT (Build, Own, Operate and Transfer) Model through open competition.

(c) Operational cost of the implementation of the above system will be assessed by the General Manager as per the requirement of the station.

Pricing of SSP

1049. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to rationalize the method for pricing of Single Super Phosphate (SP) fertilizer in order to bring uniformity in the pricing of all phosphate and potash fertilizers;

(b) if so, the details thereof;

(c) the steps taken by the Government in this regard; and

(d) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) to (d) The Government has revised Concession Scheme for Single Super Phosphate (SSP) for 2008-09 w.e.f. 1.5.2008 *vide* notification no. 22011/4/2007-MPR dated 25.8.2008 based on the cost of inputs (rock & sulphur) as against *ad hoc* subsidy given earlier. Accordingly, it has been decided to announce a uniform all India MRP of SSP. The final rates of concession are worked on monthly basis, on the basis of price of imported and indigenous Rock Phosphate, as applicable and imported Sulphur for the preceding month. The monthly final rates are escalated/de-escalated depending upon the rise/fall of the cost of the raw materials.

Commissioning of Namrup-IV Project under BVFCL

1050. DR. ARUN KUMAR SARMA:
SHRI SARBANANDA SONOWAL:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government has finalized the plan for commissioning the new brown field project as Namrup-IV under the Brahmaputra Valley Fertilizers Corporation Ltd. (BVFCL);

(b) if so, the details thereof and the time by which it is likely to be commissioned;

(c) the total outlay, target set for implementation of Namrup-IV project during the Eleventh Plan Period;

(d) the steps initiated by the Government for better health and survivability of the Namrup unit in this global competitive era; and

(e) the steps taken to revamp/restructure and 2nd and 3rd plants and the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) No, Sir.

(b) and (c) Does not arise.

(d) and (e) The production unit of BVFCL have undergone revamp in November 2005. A financial restructuring package for BVFCL is presently being looked into by the Government.

As regards better health and survivability of Namrup units in the global competitive era, the company has been advised to explore all possible options including further revamp of existing units as well as setting up of a new Namrup-IV unit based on modern technology.

Food Processing Industries in Andhra Pradesh

1051. SHRI L. RAJAGOPAL: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has conducted any survey in Andhra Pradesh for assessment and development of food processing industries during the last six months;

(b) if so, the details of potential in the State with regard to food processing sector;

(c) whether any food parks are proposed to be set up in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) The Government has conducted a survey to assess the feasibility of establishing Mega Food Park in Andhra Pradesh in the year 2007-08 which is essentially aimed at attracting entrepreneurs to invest in food processing sector by providing modern infrastructure. Andhra Pradesh has good potential for food processing industries based on the production of raw materials like fruits and vegetables, grains, oilseeds, poultry, fish etc. Based on the above survey, Chittoor District in the State has been identified as location for establishing one Mega Food Park. This Mega Food Park envisages to have an investment of about Rs. 114 crore in common facilities and expected to leverage an investment of about Rs. 218 crore in processing units. It is estimated that an annual turnover of about Rs. 540 crore will be generated by the above Mega Food Park and will create approximately 45,000 employment opportunities (both direct and indirect).

Refunds made for Excess Fares Charged

1052. SHRI ABU AYES MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has revised base fares charges to the senior women citizens effective from 1st April, 2008; and

(b) the details of refunds made on excess fares of the tickets purchased before 01.04.2008 where journey commenced on or after 01.04.2008 by the beneficiaries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

[Translation]

Demand for New Trains for Rajasthan and Tamil Nadu

1053. SHRI SUBHASH MAHARIA:
SHRI K. SUBBARAYAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the norms laid down for introducing a new train service;

(b) the number of proposals for introducing new train services pending with the Railways;

(c) whether Rajasthan and Tamil Nadu Governments have also submitted proposals in this regard;

(d) if so, the details thereof;

(e) the number of proposals approved by the Railways out of the proposals submitted; and

(f) the details of the proposals not approved along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) New trains are introduced taking into account demands from the public representatives and various factors like availability of resources, operational feasibility, traffic justification, completion of gauge conversion works, new lines, development of requisite facilities etc.

(b) 5 pairs of new train services announced in Railway Budgets 2005-06 & 2007-08 are pending at present.

(c) to (f) The following demands were received from Chief Minister/Rajasthan for introduction of new services:-

Jaipur-Pune	Ajmer-Kota	Jaipur-Bhopal
Jaipur-Puri	Jodhpur-Coimbatore	Ajmer-Kanniyakumari
Amritsar-Mumbai via Ahmedabad	Anupgarh-Delhi via Bhatinda	Amritsar-Mumbai via Bikaner
Amritsar-Mumbai via Jodhapur		

These proposals were examined but not found feasible for implementation due to operational and resource constraints.

Impact of Hike in Fuel Prices on Aviation Industry

1054. SHRI MOHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the aviation companies in the country have opposed the increase in the prices of oils being used as fuel for the aircraft;

(b) if so, the steps being taken by the Government in this regard;

(c) the extent of financial burden being borne by the aviation companies of the Government namely the Indian Airlines and the Air India as a result of increasing fuel prices;

(d) the steps taken by the Government to compensate for the said financial burden;

(e) whether the aviation companies in India providing services to the customers at cheaper rates are in a condition of going bankrupt due to increase in fuel prices; and

(f) if so, the amount of loss likely to be suffered by these companies as a whole?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Airlines has been taking up the matter of high fuel prices in India compared to the International markets in various forums.

(b) and (c) State Governments have been requested to consider moderation of the rate of sales tax imposed on Aviation Turbine Fuel (ATF) and align it with the 'Declared Goods' rate. Empowered Committee of State Finance Ministers was also requested to consider moderation of the rate of sales tax imposed on ATF and reduce it to the 'Declared Goods' rate. The matter of ATF was also discussed in the national conference on Civil Aviation held on 18.01.2008 at New Delhi with the representatives of all State Governments and Union Territories. Based on the deliberations held in the Conference, a group of officers has been constituted with a view to present the ATF taxation issues to the Empowered Committee of State Finance Ministers as well as the Ministry of Finance.

Governments of Andhra Pradesh has since reduced the sales tax on ATF to 4%. Government of Rajasthan has also reduced the sales tax on ATF to 4% in certain cases.

Government of Maharashtra has also reduced Sales tax on ATF from 25% to 4% for flights from airports other than Pune and Mumbai.

A committee headed by Cabinet Secretariat has also been constituted to examine various issues relating to the current financial crisis being faced by domestic airlines. The first meeting of the committee was held on 14.08.2008.

(c) The additional financial burden being borne by National Aviation Company of India Limited erstwhile Air India and Indian Airlines due to increase in fuel prices from April to October 2008 would be around Rs. 2310 crores.

(e) and (f) All the domestic airlines are making losses due to increase in fuel prices. Industry sources have placed the combined losses in 2006-07 at Rs. 2000 crore and Rs. 4000 crore in 2007-08. The industry is also heading towards losses in 2008-09. Quantum cannot be assessed at this time of the year.

[English]

Policy for Construction of ROB

1055. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) the policy taken by the Railways for construction of Road Over Bridge (ROB); and

(b) the status of ongoing ROBs under construction, State-wise, particularly in the State of West Bengal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The general policy adopted by the Railways for construction of Road over/under bridges (ROB/RUB) is as follows:

- (i) at the time of laying new tracks and upto 10 years thereof, Road over/under bridges are provided at such locations where necessitated and demanded by the State Government concerned as an accommodation work at the cost of Railways, provided it fulfills the criteria prescribed for construction of ROB/RUBs.
- (ii) after expiry of 10 years of laying of tracks ROB/RUBs are provided in lieu of existing busy level

crossings on cost sharing basis if traffic density at the level crossing reaches at 1 lakh TVUs (Train Vehicle Unit—a unit obtained by multiplying the number of trains to the number of road vehicles passing over the level crossing within 24 hours) otherwise on deposit terms. In both conditions the proposal have to be sponsored by the State Government concerned duly fulfilling certain preliminary pre-requisites required under extant rules *viz.* undertakings to bear their share of cost, closure of level crossing on completion of Road over/under bridge and advance action taken for acquisition of land required for approaches etc.

- (iii) construction of ROB/RUBs under BOT (Build, Operate and Transfer) concept in lieu of which private concessionaire are permitted to commercially utilize the space underneath the approaches and are given tolling rights by State Government on commercial basis for an agreed specified period.
- (iv) the BOT concept has further been modified under PPP (Public Private Partnership) scheme under which the work shall be taken by the private concessionaire in clusters and viable gap funds wherever required to the maximum extent of 40% of the project cost shall be shared by Railways and State Government concerned together.

(b) A Statement is enclosed.

Statement

The details of ROB/RUBs is not maintained State-wise instead it is maintained Zone-wise. At present there are 641 works of ROB/RUBs sanctioned on cost sharing basis falling under different Zones serving different States. However, efforts have been made to compile information in regard to West Bengal. These works are in different stages of planning and execution. List of works of ROB/RUBs sanctioned on Railways serving the State of West Bengal has been compiled and given as under:

Sl.No.	Year of Sanction	Name of Work	Rly's share (in Cr.)	State share (in Cr.)	Present Status
1	2	3	4	5	6
Cost sharing works in West Bengal served by Eastern and South Eastern Railways					
1.	1988-1989	Lituah - ROB in lieu of LIC No. 1/1	4.22	6.90	Completed & commissioned during February 2008.
2.	1992-1993	Bondel Gate - ROB in lieu of LC No. 3/S/T	4.28	7.49	ROB commissioned during May 2006.
3.	1992-1993	Lake Gardens - ROB in lieu of LC No. 3/S/T	5.09	15.13	ROB commissioned on 2.12.04.
4.	1998-1999	Sonarpur - ROB in lieu of LC No. 13/S/T	6.49	10.17	ROB commissioned on 15.12.04.
5.	1999-2000	Birati - ROB in lieu of LC No. 5/A/T	4.24	7.74	Work in advance stage of progress.
6.	2000-2001	Dum Dum - Barasat - ROB in lieu of LC No. 12/T	4.24	5.73	ROB commissioned on 23.03.08.
7.	2000-2001	Madhyamgram - 2 lane ROB in lieu of LC No. 9/T at North 24 Paraganas	4.51	5.68	ROB commissioned on 23.03.08.
8.	2000-2001	Baghajatin-Garia - ROB in lieu of LC No. 9/A/E	4.39	10.87	1st ROB completed. Is not closed it was considered as work on deposit terms. Now Kolkata Municipal Development Authority has submitted a proposal for another ROB in lieu of LC.
9.	2000-2001	Barrackpore - ROB in lieu of LC No. 15A/3T	2.82	4.99	The work has been transferred to Metro Railway for execution.
10.	2000-2001	Barddhaman - ROB in lieu of LC No. 50	8.77	12.27	State Government's consent yet to be received for cost sharing.
11.	2000-2001	Barulpur - ROB in lieu of LC No. 21-B/T	3.77	16.46	Part work done. Contract terminated. Fresh tender called & under finalization.
12.	2000-2001	Durgapur - ROB in lieu of LC No. 113 B/T	6.96	9.35	Work in progress. 7 nos. pile out of 40 casted. State Government is yet to start work on approaches.
13.	2001-2002	Ballygunj - Jadavpur ROB in lieu of LC No. 7-A/E	4.90	8.75	State Government's consent yet to be received for cost sharing.

1	2	3	4	5	6
14.	2001-2002	Sodepur-Khardah - ROB in lieu of LC No. 9-B/3T	4.16	6.36	The work has been transferred to Metro Railway for execution.
15.	2001-2002	Belgharia - Agarpara - ROB in lieu of LIC No. 2-B/2-T	4.16	6.63	State Government's consent yet to be received for cost sharing.
16.	2001-2002	Rishra - Srirampur - ROB in lieu of LC No. 4	4.16	6.63	State Government's consent yet to be received for cost sharing.
17.	2001-2002	Baruipara - Kamarkundu - ROB in lieu of LC No. 27	4.16	6.36	General Arrangement Drawing (GAD) finalized.
18.	2001-2002	Dankuni - ROB in lieu of LC No. 8 Spl.	6.08	7.91	Work in progress, Foundation, substructure & all fabrication of girder completed except launching. State Government yet to start their work.
19.	2001-2002	Jaugram - Masagram - ROB in lieu of LC No. 59	3.33	4.98	State Government's consent yet to be received for cost sharing.
20.	2001-2002	Samudragarh - Nabadwipdham ROB in lieu of LC No. 14	3.33	4.98	State Government's consent yet to be received for cost sharing.
21.	2007-2008	Miapur - ROB at LC No. 23/B/T	7.09	6.59	Estimate sanctioned. Tender finalized. Soil investigation completed.
22.	1995-1996	Bumpur - Asansol- Rebuilding of BNR Bridge (ROB No. 533) on G.T. Road	2.27	15.06	Work completed and being operated:-
23.	2000-2001	Balichak - ROB and LC No. 52 on Village Road	7.74	8.71	State Government has not submitted acceptance to estimate. Decision for provision of leg to Balichak station and Road Diversion Plan not finalized by State Government to allow construction of approaches.
24.	2000-2001	Rangamati - ROB on State Highway in lieu of LC No. KA-7 at Southern end of Midnapure	6.1	7.42	Railway portion: completed. State Portion: Work of approaches is in progress.
25.	2001-2002	ROB between Contai Road- Nikurseni (Belda) and LC No. 26 on PWD Road	7.42	7.92	State Government not interested in taking up this work and wants it to be deferred.
26.	2001-2002	ROB at Jhargram and LC No. 82 on Town Road	6.37	6.57	Revised GAD submitted by State Government and under process. State Government has to submit estimate of approaches.

1	2	3	4	5	6
27.	2003-2004	ROB at Kharagpur (Puri Gate) and LC No. 1	8.88	14.8	Combined work of Bridge proper and approaches transferred to Metro Rly./Kolkata for execution.
28.	2008-2009	Bheduasol-Bankura near Bhadul More on NH-60 (LC No. 89)	14.13	15.63	Revised GAD to be prepared by State Government Detailed estimate under preparation for ROB proper only.
29.	2008-2009	Adra Divn: construction of new ROB between Bankura-Vishnupur in Andra-Midanpur sec.	14.10	15.60	New work sanctioned in 2008-09.
30.		Bagnan - ROB in lieu of LC No. 39	8.29	10.87	Railway portion: Foundation completed. Work completed upto bed block level. Approaches could not be started due to problem of land acquisition and encroachment removal. Road diversion issue pending with State Government.

In addition to above following six works of ROB/RUBs were also sanctioned on cost sharing basis in 2000-01 but State Government has not yet given consent to share the cost:

1. Ranaghat - ROB in lieu of LC No. 57/T.
2. Simlagarh - ROB in lieu of LC No. 19.
3. Memari - ROB in lieu of LC No. 33.
4. Baruipara - ROB in lieu of LC No. 21/B-T.
5. Rasulpur - ROB in lieu of LC No. 38.
6. Nalikul - ROB in lieu of LC No. 14.

White Paper on Cost and Profit Factors of the Price of Oil

1056. SHRI SWADESH CHAKRABORTY:
SHRIMATI MINATI SEN:

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

(a) whether the Government intends to bring out white paper on the cost and profit factors of the price of oil in

view of rising international prices of oil and duties charged both on indigenous and import oil;

(b) if so, the details thereof; and

(c) the steps taken by the Government for more energy conservations in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir.

(b) Does not arise, in view of (a) above.

(c) The Government has taken several initiatives for promoting energy conservation in the country, which include:

(i) Promoting alternative fuels such as bio-fuels, hydrogen & fuel cells and development of electric and hybrid vehicles;

(ii) Subject to commercial viability, the Oil Marketing Companies (OMCs) are committed to selling 5% Ethanol blended Petrol as per Bureau of Indian Standard (BIS) specifications throughout the country except in North-Eastern States, Jammu & Kashmir, Andaman & Nicobar Islands and Lakshadweep w.e.f. 1.11.2006;

- (iii) Government has also announced a Bio-diesel Policy which provides for 20 Purchase Centres to be set up by OMCs all over the country for purchasing bio-diesel; and
- (iv) A National Hydrogen Energy Board and National Hydrogen Energy Road Map have been set up which provides pathways for production, storage and use of Hydrogen Energy in the country upto the year 2020.

**Pending Cases of Over-Charging by
Pharmaceuticals Companies**

1057. MOHD. MUKEEM: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the cases of overcharging are pending against Ranbaxy, Dr. Reddy's, Lupin, Torrent and Sun Pharma;

(b) if so, the details thereof;

(c) whether the Government proposes to hand over these cases to Directorate of Revenue Intelligence (DRI) for further investigation; and

(d) if so, the time by which these cases are likely to be handed over?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) and (b) Yes, Sir. There are case of overcharging pending against M/s Ranbaxy, Dr. Reddy's and M/s Lupin. The details of demand raised and amounts recovered by the NPPA are given in the enclosed Statement. M/s Torrent and Sun Pharma have paid the overcharged amount along with interest and there is no pending case of overcharging against these two companies.

(c) and (d) Action against these companies is being taken as per the provisions of DPCO'95 read with Essential Commodities Act, 1955.

Statement

List of overcharging cases and details of demand raised and amounts recovered by the NPPA from the companies

Sl.No.	Name of the Company (M/s)	Name of Formulation	Estimated Over-charged amount and interest (Rs. in Lakhs)	Recovered Amount (Rs. in Lakhs)
1	2	3	4	5
1.	Ranbaxy Laboratories Ltd., Delhi	Pentazocine Injectoin 30 mg 1 ml Ampoule	259.76	100.00
		Ciprofloxacin based formulations	4694.01	2347.00
		Cloxacilin based formulations	465.08	125.00
		Norfloxacin based formulations	188.00	—
		Norfloxacin based formulations	161.62	—
		Cloxacilin based formulations	26.76	—
		Cefazoline Sodium	454.87	209
		Ciprofloxacin	6171.08	—
		Total	12421.18	2781.27

1	2	3	4	5
2.	Dr. Reddy's Lab	Ciprofloxacin based formulations	28.58	11.44
		Cloxacillin based formulations	214.29	50.12
		Norfloxacin	2849.84	1071.49
		Bio-E	18.69	—
		Total	3111.40	1133.05
3.	Lupin Ltd.	Ethambutol	68.53	—
		Total	68.53	—

MOUs Signed for Setting up of Steel Plants

1058. SHRI JUAL ORAM: Will the Minister of STEEL be pleased to state the details of Memoranda of Understandings (MoUs) signed by the State Governments of Orissa, Chhattisgarh and Jharkhand to set up steel plants in their respective States during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): The details of MoUs signed alongwith the name of companies for setting up of iron and steel plants in Jharkhand, Orissa and Chhattisgarh during the last three years and the present status of projects, state-wise and project-wise are given in the Statement, as per the record of information available in the Ministry of Steel.

Statement

List of Steel Plant Project for which MoUs have been signed with the State Government of Orissa

Sl.No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status & progress
1	2	3	4	5	6	7
1.	M/s Patnaik Steel & Alloys Ltd.	Purunapani, Joda, Keonjhar	0.27	337.42	04.05.2005	Likely to commence production
2.	M/s Rathi Udyog Ltd.	Potapally-Sikridi, Sambalpur	0.30	272.85	04.05.2005	Land acquisition is under progress
3.	M/s Viraj Steel & Energy Ltd.	Gurupali, Pandalo, Sambalpur	0.30	207.00	04.05.2005	Commence production of sponge iron & steel
4.	M/s Deepak Steel & Power Ltd.	Topodih, Barbil, Keonjhar	0.25	196.31	04.05.2005	Commenced production of sponge iron
5.	Ma/ Konark Ispat Ltd.	Hirma, Jharsuguda	0.25	196.50	04.05.2005	Land acquisition is under progress
6.	Ma/ Beekay Steel & Power Ltd.	Uliburu, Barbil, Keonjhar	0.28	319.80	04.05.2005	Commenced production of sponge iron
7.	M/s BRG Iron & Steel Co. (P) Ltd.	Khurunti, Dhenkanal	0.25	228.05	04.05.2005	Commenced production of sponge iron
8.	M/s Jain Sponge (P) Ltd.	Durlaga, Jharsuguda	0.30	251.77	04.05.2005	Likely to commence production

1	2	3	4	5	6	7	
9.	M/s Jindal Stainless Ltd.	Duburi, Jajpur	Phase-I Phase-II	0.8 0.8	1,612.00 5,016.00	09.06.2005	Commenced production of sponge iron
10.	M/s Rungta Mines Ltd.	Kamando, near Koira, Sundargarh and Jharaband, Dhenkanal (1 MTPA each)		2.00	2275.00	3.11.2005	Land acquisition is under progress
11.	M/s Brand Alloys Ltd.	Palaapanga, Keonjhar		0.27	307.54	3.11.2005	Land acquisition is under progress
12.	M/s Eastern Steels & Power Ltd.	Lahandabud, Jharsuguda		0.25	254.00	3.11.2005	Commenced production of sponge iron
13.	M/s Jai Balaji Jyoti Steels Ltd.	Tanisar, near Lathikata, Sundargarh		0.33	321.14	3.11.2005	Commenced production of sponge iron & steel
14.	M/s Welspun Power & Steel Ltd.	Bhadrak district or Cuttack or may other suitable location in the State		3.00	5828.15	01.10.2006	Land acquisition is under progress
15.	M/s Utam Galva Steels Ltd.	Location is yet to be finalized		3.00	6103.80	3.10.2006	Land acquisition is under progress
16.	M/s SSL Energy Ltd.	Nuahata near Banarpal, Angul	Phase-I Phase-II	3.00	4339.00 4270.00	21.12.2006	Land acquisition is under progress
17.	M/s MGM Steels Ltd.	Nimdiha, Motagaon, Dhenkanal		0.25	206.10	22.12.2006	Land acquisition is under progress
18.	M/s Surendra Mining Industries Pvt. Ltd.	Barahamus Nimidiha, Motagaon, Dhenkanal, Bonai, Sundergarh		0.25	221.62	22.12.2006	Commence production of sponge iron
19.	M/s Crackers India (Alloys) Ltd.	Gobardhanpur, Keonjhar		0.25	236.39	22.12.2006	Commence production of sponge iron

List of Mega Steel Plant projects for which MoUs have been signed with the State Government of Orissa

Sl.No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status & progress
1	2	3	4	5	6	7
1.	M/s ESSAR Steel Orissa Ltd.	Paradeep	4.00	10,721	21.04.2005	Land acquisition is under progress
2.	M/s POSCO India Project (P) Ltd.	Paradeep	12.00	51,000	22.06.2005	Land acquisition is under progress
3.	M/s Jindal Steel & Power Ltd.	Beneficiation Plant at Deojar, Keonjhar & Steel Plant at Angul	6.00	13,135.02	3.11.2005	Land acquisition is under progress

1	2	3	4	5	6	7
4.	M/s Bhushan Steel & Strips Ltd.	Meramundali, Dhenkanal	3.00	5,828.15	3.11.2005	Commenced production of sponge iron & steel billets
5.	M/s Mittal Steel Company N.V.	Patna, Keonjhar	12.00	40,000	21.12.2006	Land has been identified. The DPR has not submitted.

List of Iron & Steel Plant project for which MoUs have been signed with the State Government of Jharkhand

Sl.No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status & progress
1	2	3	4	5	6	7
1.	M/s. BMW Industries Ltd.	Chandil	(a) Sponge Iron 0.21 (b) Steel 0.5 (c) Pig Iron - 0.5	591.00	12.04.05	Production not started
2.	M/s. Anindita Traders & Investment Ltd.	Ramgarh	(a) Sponge Iron - 0.334	94.00	12.04.05	1st phase commissioned
3.	M/s. Narbheram Gas Point Pvt. Ltd.	Jamshedpur	(a) Spongore Iron - 0.135 (b) Steel 0.045	200.00	12.04.05	Production not started
4.	M/s. Goel Sponge Pvt. Ltd.	W. Singhbhum	(a) Sponge Iron - 0.115, (b) Steel - 0.09	67.00	12.04.05	Production not started
5.	M/s. Rungta Mines Ltd.	Chaibesa	(a) Sponge Iron 0.51	517.00	12.04.05	Production not started
6.	M/s. Raj Refractories (P) Ltd.	Bundu	(a) Sponge Iron 0.6 (b) Steel 0.06	88.50	12.04.05	Production not started
7.	M/s. Constiteel Limited	Chandil	(a) Sponge Iron 1.2 (b) Steel 1.4 (c) Liquid Steel 1.25	1560.00	18.07.05	Production not started
8.	M/s. Kohinoor Steel Pvt. Ltd.	Buladih near Chandil	(a) Sponge Iron 0.225 (b) Pig Iron 0.12	410.00	18.07.05	1st phase commissioned
9.	M/s. Jindal Steel & Power Ltd.	Ghatahila	(a) Sponge Iron 5.0 (b) Steel 5.0	11500.00	05.07.05	Production not started
10.	M/s. Bhushan Power Steel Limited	Aasbonri, Jamshedpur	(a) Sponge Iron 1.5 (b) Steel 3.0	6510.00	23.07.05	Production not started
11.	M/s. Kalyani Steel Ltd.	Silli, Ranchi	(a) Sponge Iron 0.23 (b) Steel 1.0	1883.00	23.07.05	Production not started
12.	M/s. Tata Steel Ltd. (Green Field Project)	Manohanpur/Chandil	Integrated Steel Plant 12.00	42000.00	08.09.05	Production not started
13.	M/s. Tata Steel Ltd. (Expansion)	Jamshedpur	Integrated Steel Plant 5.0	11000.00	08.09.05	Production not started
14.	M/s. V.S. Dempo & Company Pvt. Ltd.	Manohanpur	Integrated Steel Plant 0.5	1016.00	04.10.05	Production not started

1	2	3	4	5	6	7
15.	M/s. Mittal Steel Co. N.V.	Not decided	Integrated Steel Plant 12.0	40000.00	08.10.05	Production not started
16.	M/s. Jindal South-West Steel Ltd.	Hesalong, Nimdih	Integrated Steel Plant 10.0	35000.00	09.11.05	Production not started
17.	M/s. Ranchi Integrated Steel Limited	Silli, Near Muri	Integrated Steel Plant 1.5	5452.00	30.12.05	Production not started
18.	M/s. Essel Mining Industries Ltd.	Jagnathpur, W. Singhbhum	Integrated Steel Plant 1.0	500	05.05.06	Production not started
19.	M/s. Sesa Goa Limited	Saraikela-Kharawan	Integrated Steel Plant 0.5	300	07.09.06	Production not started
20.	M/s. Mukund Steel	Barlanga, Hazaribegh	Integrated Steel Plant 2.0	1800	07.09.06	Production not started
21.	M/s. Feegrade & Company Pvt. Ltd.	Guraa & Rangamati W. Singhbhum	Integrated Steel Plant 0.3	250	11.09.06	Production not started
22.	M/s. Bonal Industrial Company Limited	Kundubera & Singh Pokharia, W. Singhbhum	Integrated Steel Plant 0.25	300	11.09.06	Production not started
23.	M/s. Rungta Mines Limited	Chaibasa	Integrated Steel Plant 4.5	1050	11.09.06	Production not started
24.	M/s. Vini Iron & Steel Udyog Limited	Lupungdi, Chandil, Saraikela Kharawan	Integrated Steel Plant 0.6	355	14.09.06	Production not started
25.	M/s. Narsingh Ispat Limited	Khunti, Chandil, Saraikela Kharawan	Mini Steel 0.25	150	14.09.06	Production not started
26.	M/s. Core Steel & Power Ltd.	Musabani, Ghataila	Mini Steel 1.0	1000	29.12.06	Production not started
27.	M/s. Ispat Industry Ltd.	Nandpur/Manoharpur	Integrated Steel Plant 2.8	2500	12.01.07	Production not started
28.	M/s. Ma Chand Durga Ispat Ltd.	Neia Block Jamtara	Integrated Steel Plant 1.1	1250	09.02.07	Production not started
29.	M/s. Jagdamba Fiscal Services Ltd.	Raneshwar, Sikaripara, Dumka	Integrated Steel Plant 1.1	1000	09.02.07	Production not started
30.	M/s. Brahmi Impex Ltd.	Ajajpur, Balablock, Jamtara	Integrated Steel Plant 1.1	1000	09.02.07	Production not started
31.	M/s. Adhunik Corporation Ltd.	Kumrabad, Dumka	Integrated Steel Plant 1.1	1250	09.02.08	Production not started
32.	M/s. Traingle Trading Pvt. Ltd.	Pathanmara	Steel Plant 0.24	200	14.02.07	Production not started
33.	M/s. Premier Ferro Alloys & Securities Ltd.	Barlanga	Steel Plant 1.0	750	23.02.07	Production not started
34.	M/s. Pushp Steel & Mining (P) Ltd.	Goridh and Rugri new Chowka	Steel Plant 0.25	150	24.02.07	Production not started
35.	M/s. Sarthak Industries Ltd.	Rajkharwan	Steel Plant 2.2	2000	26.02.07	Production not started

List of Steel Plant projects for which MoUs have been signed with the State Government of Chhattisgarh

Sl.No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status & progress
1	2	3	4	5	6	7
1.	M/s Jindal Steel & Power Ltd.	Raigarh	(a) Steel Melting Shop 1.25 (b) Blast Furnace 1.25 (c) Wire Rod/Rolling Mill 0.7	2595.00	7.1.2005	Partially commissioned
2.	M/s Chhattisgarh Electricity Co. Ltd.	Raipur	(a) Sponge Iron 0.6 (b) Steel Plant 1.0	2010.00	7.1.2005	Production not started
3.	M/s Prakash Industries Ltd.	Champa	(a) Sponge Iron 0.4 (b) Steel Melt Shop 0.9 (c) Pig Iron 0.25 (d) Rolling/Wire Rod Mill 0.6	1017.00	7.1.2005	Partially commissioned
4.	M/s Bigboss Steel & Alloys Ltd.	Janjgir, Champa	—	700.00	7.1.2005	Production not started
5.	M/s Vasundhra Steel & Power Ltd.	Bilaspur	Integrated Steel Plant 0.4	485.00	7.1.2005	Production not started
6.	M/s Rexon Strips Ltd.	Bilaspur	Integrated Steel Plant 0.40	485.00	7.1.2005	Production not started
7.	M/s Chhattisgarh Steel & Power	Janjgir, Champa	Sponge Iron 0.38	464.88	7.1.2005	Production not started
8.	M/s Pushp Steel & Mining Pvt. Ltd.	Borai Growth Centre, Durg	Sponge Iron 0.315	380.00	7.1.2005	Production not started
9.	M/s Salasar Sponge & Power Ltd.	Raigarh	(a) Sponge Iron 0.165 (b) Steel 0.1	287.51	7.1.2005	Partially commissioned
10.	M/s Shri Radhe Industries Pvt. Ltd.	Bilaspur	(a) Sponge Iron 0.26 (b) Steel Melting Shop 0.05	232.50	7.1.2005	Partially commissioned
11.	M/s Satyarth Steel & Power Ltd.	Raipur	(a) Sponge Iron 0.22 (b) Induction Furnace 0.182 (c) Re-rod Products 0.0314	175.00	7.1.2005	Partially commissioned
12.	M/s API Ispat & Powertech Pvt. Ltd.	Raipur	(a) Sponge Iron 0.315 (b) Steel Ingot 0.0864	158.00	7.1.2005	Partially commissioned
13.	M/s Topworth Steel Pvt. Ltd.	Borai Growth Centre, Durg	(a) Sponge Iron 0.21 (b) Steel Melting Shop 0.1	129.00	7.1.2005	Partially commissioned
14.	M/s Shri Shyam Global Pvt. Ltd.	Raipur	(a) Sponge Iron 0.165 (b) Induction Furnace 0.072 (c) Re-rod Product 0.06	124.00	7.1.2005	Production not started
15.	M/s Crest Steel & Power Pvt. Ltd.	Durg	Sponge Iron 0.231	116.5	7.1.2005	Partially commissioned

1	2	3	4	5	6	6
16.	M/s Texas Power Zen	Bilaspur	(a) Sponge Iron 0.72 (b) Induction Furnace 0.216 (c) Rolling Mill 0.216	5550.00	22.5.2005	Production not started
17.	M/s Tata Steel Ltd.	Bastar	Integrated Steel Plant 5.00	10000.00 (Approx)	4.6.2005	Production not started
18.	M/s Essar Steel Chhattisgarh Ltd.	Bastar	Integrated Steel Plant 3.2	7000.00 (Approx)	5.7.2005	Production not started
19.	M/s Ind. Synergy Limited (Expansion Project)	Raigarh	Sponge Iron 0.40	960.00	6.10.2006	Production not started
20.	M/s Shree Bajrang Power and Ispat Limited (Expansion Project)	Raipur	Sponge Iron 0.60 Blast Furnace 0.231	1400.00	6.10.2006	Production not started
21.	M/s SKS Ispat Limited (Expansion Project)	Raipur	Sponge Iron 0.33 Mini Blast Furnace 0.5	1175.00	6.10.2006	Production not started
22.	M/s Raipur Alloys and Steel Limited (Expansion Project)	Raipur	Sponge Iron 0.50 Steel 0.24	720.00	6.10.2006	Production not started
23.	M/s Shree Bajrang Metallics and Power Limited (Expansion Project)	Raigarh	Pig Iron 0.060	109.41	21.12.2006	Production not started
24.	M/s Jindal Steel and Power Ltd. (Expansion Project)	Raigarh	Blast Furnace 3.2	8000.00	4.5.2007	Production not started
25.	M/s Bhushan Power and Steel Ltd.	Rajnandgaon	Integrated Steel Making Facility 1.2	5500.00	4.5.2007	Production not started
26.	M/s Monnet Ispat & Energy Ltd. (Expansion Project)	Raigarh	Steel mill 1.55	1310.00	4.5.2007	Production not started
27.	M/s Vandana Ispat Ltd.	Rajnandgaon	Integrated Steel Plant 0.83	1310.00	4.5.2007	Production not started
28.	M/s Topworth Steels Pvt. Ltd. (Expansion Project)	Durg	Blast Furnace 0.5	1225.74	4.5.2007	Production not started
29.	M/s MSP Steel & Power Ltd. (Expansion Project)	Raigarh	Pig Iron 0.4	850.00	4.5.2007	Production not started
30.	M/s Salasalar Sponge & Power Limited (Expansion Project)	Raigarh	Steel Plant 0.1	230.30	4.5.2007	Production not started
31.	M/s Prakash Industries Limited (Expansion Project)	Janjgir, Champat	Integrated Steel Plant 1.2	2145.00	18.6.2007	Production not started
32.	M/s Singhal Enterprises Pvt. Ltd. (Expansion Project)	Raigarh	Pig Iron 0.24 Steel 0.3	500.00	23.6.2007	Production not started

*[Translation]***Revival of Sick/Closed PSUs**

1059. SHRI JIVABHAI A. PATEL:
SHRI M. RAJA MOHAN REDDY:
SHRI HARISINH CHAVDA:

Will the Minister of HEAVY INDUSTRY AND PUBLIC ENTERPRISES be pleased to state:

(a) the details of public sector units which have been identified as sick as on date;

(b) whether the Government have constituted any new board to prevent Government undertakings from sickness and to revive them;

(c) if so, the details thereof;

(d) whether the Government has formulated any plan to revive them; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) The details of 83 Central Public Sector Enterprises (CPSEs) identified as sick for the purpose of reference to Board for Reconstruction of Public Sector Enterprise (BRPSE) as on 31.3.2007 is enclosed as statement I.

(b) and (c) Government had constituted BRPSE in December, 2004 as a part-time advisory body to advise the Government inter-alia on the revival and restructuring of CPSEs.

(d) and (e) Based on recommendations of BRPSE Government have approved revival packages for 32 CPSEs as given in the enclosed Statement II envisaging total assistance of Rs. 9192.69 crores from Government of India (Cash assistance of Rs. 2013.00 and Non-cash assistance of Rs. 7179.69 crores). Government have also decided "in principle" to examine the possibility of revival of Fertilizer Corporation of India Ltd. (FCIL) and Hindustan Fertilizer Corporation of India Ltd. (HFCL) subject to the confirmed availability of gas.

Statement I

Details of CPSEs identified as Sick for the purpose of making reference to BRPSE as on 31.3.2007

Sl.No.	Name of the Ministry/ Department/CPSE	City/State in which the Registered Office of the PSE is located
1	2	3
Department of Heavy Industry		
1.	Hindustan Salts Ltd.	Jaipur (Rajasthan)
2.	Tyre Corporation of India Ltd.	Kolkata (West Bengal)
3.	HMT Bearings Ltd.	Hyderabad (Andhra Pradesh)
4.	Praga Tools Ltd.	Secunderabad (Andhra Pradesh)
5.	Bharat Pumps & Compressors Ltd.	Allahabad (Uttar Pradesh)
6.	Tungabhadra Steel Products Ltd.	Bellary (Karnataka)
7.	Nagland Pulp & Paper Co. Ltd.	Tuli (Nagaland)
8.	NEPA Ltd.	Nepanagar (Madhya Pradesh)
9.	Bharat Wagons & Engineering Co. Ltd.	Patna (Bihar)

1	2	3
10.	Richardson & Cruddas Ltd.	Mumbai (Maharashtra)
11.	National Instruments Ltd.	Kolkata (West Bengal)
12.	Cement Corporation of India Ltd.	Delhi
13.	Bharat Ophthalmic Glass Ltd.	Durgapur (West Bengal)
14.	HMT Machine Tools Ltd.	Bangalore (Karnataka)
15.	Heavy Engineering Corporation Ltd.	Ranchi (Jharkhand)
16.	Triveni Structural Ltd.	Allahabad (Uttar Pradesh)
17.	Bharat Heavy Plate & Vessels Ltd.	Visakhapatnam (Andhra Pradesh)
18.	Hindustan Cables Ltd.	Kolkata (West Bengal)
19.	HMT Watches Ltd.	Bangalore (Karnataka)
20.	Instrumentation Ltd.	Kota (Rajasthan)
21.	Andrew Yule & Co. Ltd.	Kolkata (West Bengal)
22.	HMT Ltd.	Bangalore (Karnataka)
23.	HMT Chinar Watches Ltd.	Jammu (Jammu and Kashmir)
24.	Burn Standard Company Ltd.	Kolkata (West Bengal)
25.	Hindustan Photo Films Manufacturing Corpn. Ltd.	Ootacamund (Tamil Nadu)
26.	Sambhar Salts Ltd.	Jaipur (Rajasthan)
27.	Braithwaite and Co. Ltd.	Kolkata (West Bengal)
28.	BBJ Construction Co. Ltd.	Kolkata (West Bengal)
29.	Bridge & Roof Co. (India) Ltd.	Kolkata (West Bengal)
Ministry of Textiles		
30.	Bird, Jute & Exports Ltd.	Kolkata (West Bengal)
31.	British India Corporation Ltd.	Kanpur (Uttar Pradesh)
32.	Brushware Ltd.	Kanpur (Uttar Pradesh)
33.	National Textiles Corporation Ltd. & its subsidiaries	Delhi, Ahmedabad (Gujarat), Bangalore (Karnataka), Indore (Madhya Pradesh), Mumbai (Maharashtra), Coimbatore (Tamil Nadu), Kanpur (Uttar Pradesh), Kolkata (West Bengal)

1	2	3
34.	National Jute Manufactures Corporation Ltd.	Kolkata (West Bengal)
35.	Jute Corporation of India Ltd.	Kolkata (West Bengal)
Department of Fertilizers		
36.	Madras Fertilizers Ltd.	Manali (Tamil Nadu)
37.	Fertilizers & Chemicals Travancore Ltd.	Kochi (Kerala)
38.	Fertilizer Corporation of India Ltd.	New Delhi
39.	Hindustan Fertilizer Corporation Ltd.	New Delhi
40.	Pyrites, Phosphates & Chemicals Ltd.	Rohtas (Bihar)
41.	Brahmaputra Valley Fertilizer Corpn. Ltd.	Namrup (Assam)
Department of Chemicals & Petrochemicals		
42.	Hindustan Antibiotics Ltd	Pune (Maharashtra)
43.	Hindustan Organic Chemicals Ltd.	Mumba (Maharashtra)
44.	Hindustan Insecticides Ltd.	Delhi
45.	Bengal Chemicals & Pharmaceuticals Ltd.	Kolkata (West Bengal)
46.	Indian Drugs & Pharmaceuticals Ltd.	Gurgaon (Haryana)
47.	Hindustan Fluorocarbons Ltd.	Hyderabad (Andhra Pradesh)
48.	Orissa Drugs & Chemicals Ltd.	Bhubaneswar (Orissa)
49.	IDPL (Tamilnadu) Ltd.	Chennai (Tamilnadu)
50.	Bihar Drugs & Organic Chemicals Ltd.	Muzaffarpur (Bihar)
Ministry of Coal		
51.	Eastern Coalfields Ltd.	Burdwan (West Bengal)
52.	Bharat Coking Coal Ltd.	Dhanbad (Jharkhand)
Ministry of Steel		
53.	MECON Ltd.	Ranchi (Jharkhand)
54.	Hindustan Steelworks Construction Ltd.	Kolkata (West Bengal)
55.	Bharat Refractories Ltd.	Bokaro (Jharhand)
56.	Jammu and Kashmir Mineral Development Corporation Ltd.	Jammu and Kashmir

1	2	3
Department of Shipping		
57.	Central Inland Water Transport Corporation Ltd.	Kolkata (West Bengal)
58.	Hooghly Dock & Port Engineers Ltd.	Kolkata (West Bengal)
59.	Hindustan Shipyard Ltd.	Delhi
Ministry of Urban Employment & Poverty Alleviation		
60.	Hindustan Prefab Ltd.	Delhi
	Department of Agriculture & Cooperation	
61.	State Farms Corporation of India Ltd.	Delhi
Ministry of Mines		
62.	Mineral Exploration Corporation Ltd.	Nagpur (Maharashtra)
63.	Hindustan Copper Ltd.	Kolkata (West Bengal)
Ministry of Water Resources		
64.	National Projects Construction Corporation Ltd.	Delhi
Ministry of Petroleum & Natural Gas		
65.	Biecco Lawrie Ltd.	Kolkata (West Bengal)
Department of Food & Public Distribution		
66.	Hindustan Vegetable Oil Corporation Ltd.	New Delhi
Ministry of Railways		
67.	Honkar Railway Corporation Ltd.	Delhi
Ministry of Civil Aviation		
68.	Air India Charters Ltd.	Mumbai (Maharashtra)
69.	Airline Allied Services Ltd.	New Delhi
70.	Indian Airlines Ltd.	New Delhi
Department of Telecommunications		
71.	ITI Ltd.	Bangalore (Karnataka)
Ministry of Development of North Eastern Region		
72.	North Eastern Regional Agricultural Marketing Corporation	Guwahati (Assam)
73.	North Eastern Handicrafts & Handloom Dev. Corpn. Ltd.	Shillong (Meghalaya)
Ministry of Environment & Forests		
74.	Andaman & Nicobar ISI. Forest & Plant. Dev. Corp. Ltd.	Port Blair (Andaman & Nicobar)

1	2	3
Ministry of Small Scale Industries		
75.	National Small Industries Corpn. Ltd.	New Delhi
Ministry of Social Justice & Empowerment		
76.	Artificial Limbs Mfg. Corpn. of India	Kanpur (Uttar Pradesh)
Ministry of Tourism		
77.	Assam Ashok Hotel Corpn. Ltd.	Guwahati (Assam)
78.	Madhya Pradesh Ashok Hotel Corpn. Ltd.	Bhopal (Madhya Pradesh)
79.	Pondicherry Ashok Hotel Corpn. Ltd.	Pondicherry
80.	Ranchi Ashok Bihar Hotel Corpn. Ltd.	Patna (Jharkhand)
81.	Utkal Ashok Hotel Corpn. Ltd.	Puri (Orissa)
Ministry of Science & Technology		
82.	Central Electronics Ltd.	New Delhi
Ministry of Information & Broadcasting		
83.	National Film Development Corporation Ltd.	Mumbai (Maharashtra)

Statement II

Details of Cash and Non-cash assistance approved by the Government in respect of BRPSE recommended proposals.

Sl.No.	Name of the CPSE	Assistance (Rs. in Crores)		
		Cash#	Non-Cash@	Total
1	2	3	4	5
1.	Hindustan Salts Ltd.	4.28	73.30	77.58
2.	NTC including its subsidiaries	39.23	—	39.23
3.	Bridge & Roof Co. (India) Ltd.	60.00	42.92	102.92
4.	BBJ Construction Co. Ltd.	—	54.61	54.61
5.	HMT Bearings Ltd.	7.40	43.97	51.37
6.	Praga Tools Ltd.	5.00	209.71	214.71
7.	Braitwaite & Company Ltd.	4.00	280.21	284.21
8.	British India Corporation Ltd.	47.35	—	47.35
9.	Central Inland Water Transport Corporation Ltd.	73.60	280.00	353.60
10.	Heavy Engineering Corporation Ltd.	102.00	1116.30	1218.30

1	2	3	4	5
11.	Cement Corporation of India Ltd.	184.29	1267.95	1452.24
12.	Richardson & Cruddas Ltd.	—	—	—
13.	Hindustan Antibiotics Ltd.	137.59	267.57	405.16
14.	Hindustan Organic Chemicals Ltd.	250.00	NA	250.00
15.	Fertilizers & Chemicals (Travancore) Ltd.	—	670.37	670.37
16.	Tungabhadra Steel Products Ltd.	—	—	—
17.	Hindustan Insecticides Ltd.	—	267.29	267.29
18.	Mineral Exploration Corporation Ltd.	—	104.64	104.64
19.	Central Electronics Ltd.	—	6.02	6.02
20.	Eastern Coal Fields Ltd.	*	*	*
21.	Bharat Pumps and Compressors Ltd.	3.37\$	153.15	156.25\$
22.	Bengal Chemicals & Pharmaceuticals Ltd.	207.19	233.41	440.60
23.	HMT Machine Tools Ltd.	723.00	157.80	880.80
24.	Mecon Ltd.	93.99**	23.08	116.08
25.	Andrew Yule & Co. Ltd.	&	457.14	457.14
26.	Hindustan Copper Ltd.	—	612.94	612.94
27.	Bharat Heavy Plate Vessels Ltd.	—	—	—\$\$
28.	State Forms Corporation of India Ltd.	21.21	124.42	145.63
29.	Bharat Refractories Ltd.	—	479.16	479.16
30.	Tyre Corporation of India Ltd.	—	—	●●
31.	NEPA Ltd.	—	—	●●
32.	Bharat Wagon & Engineering Company Ltd.	50.49	253.73	304.22
Total		2013.00*	7179.69*	9192.69*

* Cash assistance may involve budgetary support through equity/loan/grants

• Non-cash Assistance may involve waiver of interest, penal interest, GOI loan, Guarantee fee, conversion of loan into equity/debentures etc.

^ The issue of infusion of funds by GOI or by Joint Venture or a Strategic Partner will be sorted out by Ministry of Finance and the M/o Heavy Industries.

• The revival plan approved by the Government inter alia envisaged non-cash assistance of Rs. 2470.77 crores and waiver of service charges of Rs. 14 crores per annum from 2004-05 from Coal India Ltd.

§ In addition ONGC and BHEL would extend cash support to the extent of Rs. 150 crores and Rs. 20 crores respectively.

** Excludes continuation of 50% interest subsidy not exceeding Rs. 6.50 crores per annum on VRS loans

§§ Cabinet approved "in principle" the takeover of BHPV by BHEL with the direction that the valuation of BHPV be carried out prudently on the basis of established principles and if the takeover is not found feasible, the matter be brought back before the Cabinet.

●● Parliament had approved the Tyre Corporation of India Ltd. (Disinvestment of Ownership) Bill 2007 for changing the public sector Enterprises Character of the Company.

●● Proposals to revive NEPA Ltd through JV route in the private sector and a Bill seeking Parliamentary approval for induction of such JV has been introduced in Parliament.

NA Not available

Expansion of Refineries

1060. SHRI HANSRAJ G. AHIR:
SHRI GIRDHARI LAL BHARGAVA:
SHRI DUSHYANT SINGH:

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

(a) whether the Government has formulated any action plan for expansion of refineries and enhancement of refining capacity of petroleum products in the country;

(b) if so, the details thereof;

(c) whether Rajasthan Refinery is proposed to be upgraded;

(d) if so, the details thereof;

(e) whether there is a increase in the export of petroleum products due to the enhancement of refining capacity of public sector oil companies; and

(f) if so, the details of the export of petroleum products made during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The refinery sector was delicensed in June, 1998, a refinery can be set up anywhere in India by private or public sector enterprises depending on the promoters' assessment of its viability. Companies in both public and private sector, have proposed to set up new refineries/increase the capacity of existing refineries. Company wise details of the location, capacity/increase in capacity of the refineries are given in the enclosed statement.

(c) and (d) Since there is no refinery in Rajasthan currently, the question of upgradation does not arise.

(e) and (f) Details of refining capacity and export of petroleum products by PSU oil companies for the last three years and for the current year (upto August, 2008) are given as under :

	2005-06	2006-07	2007-08	2008-09
PSU Refining Capacity (MMTPA)*	94.37	99.47	105.47	105.47
PSU Export (MMT)**	10.66	12.76	12.85	4.20 (P) (Apr. Aug.)

*Million Metric Tonnes Per Annum

**Million Metric Tonnes

P-Provisional

Statement

Name	Refineries	Capacity (in *MMTPA)
1	2	3
A.	New	
A New		
Indian Oil Corporation Limited (IOCL)	Pradip (Orissa)	15.00
Hindustan Petroleum Corporation Limited (HPCL) & M/e Mittal Energy Investments Pvt. Ltd., JV	Bathinda (Punjab)	9.00
Bharat Petroleum Corporation Limited (BPCL)	Bina (Madhya Pradesh)	6.00

1	2	3
Reliance Industries Limited	Jamnagar, Gujarat	29.00
Nagarjuna Oil Corporation Limited (NOCL)	Cuddalore, Tamil Nadu	6.00
B.	Expansion of Capacity	Increase in existing refining capacity (In MMTPA)
IOCL	Panipat additional expansion	3.0
IOCL	Haldia Refinery expansion	1.5
Mangalore Refinery and Petrochemicals Limited (MRPL)	Mangalore Refinery	5.31
BPCL	Kochi Refinery, Kochi	2.0
Chennai Petroleum Corporation Limited (CPCL)	Manali Refinery	1.7
HPCL	Mumbai Refinery	2.4
HPCL	Visakh Refinery	7.5
Essar Oil Limited	Vadinar Refinery	3.5
Oil and Natural Gas Corporation Limited (ONGC)	Tatipaka	0.08

*Million Metric Tonnes Per Annum

[English]

Foodgrains Stolen from Trains

1061. SHRI KINJARAPU YERRANNAIDU:
SHRI RAGHUVVEER SINGH KOSHAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is an ongoing issue between the Railways and the Food Corporation of India regarding missing of foodgrains worth crores of rupees in transit;

(b) if so, the details thereof;

(c) whether any complaints/claims in respect of missing foodgrains have been received during the last three years and the current year;

(d) if so, the zone-wise and year-wise details thereof; and

(e) the details of the actions taken and the payments made in the above context?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Food Corporation of India are demanding about Rs. 37 Crore for non-delivery of about 1500 foodgrain wagons to their Depots upto the year 1996.

(c) Yes, Sir.

(d) Number of missing foodgrain wagons for which claims have been received by the railways are as under:-

Railway	Number of missing wagons			
	2005-06	2006-07	2007-08	2008-09 (April'08 to Sep. 08)
1	2	3	4	5
Central	0	0	0	0

1	2	3	4	5
Eastern	94	86	21	0
Northern	0	0	0	0
North Eastern	0	1	0	0
North Frontier	626	0	0	0
Southern	54	50	70	0
South Central	58	39	45	0
South Eastern	0	0	0	0
Western	0	0	0	0
East Central	0	0	0	0
East Coast	0	0	0	0
North Central	2	4	5	0
North Western	0	0	0	0
South East Central	0	0	0	0
South Western	0	0	0	0
West Central	0	0	0	0
Konkan Railway Corporation	0	0	0	0
Total	834	180	141	0

Total Missing Wagons : 1155

(e) If a foodgrain consignment booked on account of FCI is not delivered at the original destination due to diversion, congestion in godowns or because of the consignment getting unconnected, the practice is that the same is delivered to the FCI only at another station. In fact foodgrain consignments booked on private account also when, unconnected are normally delivered to Food Corporation of India. Such diverted movement of wagons are later reconciled and claims for non-delivery are offset against unconnected wagons delivered to FCI to destinations other than the booked destinations. It will thus be seen that reconciliation is a continuous exercise and FCIs diverted wagons are offset by periodical reconciliation only. As the railways have delivered 5966 unconnected foodgrain wagons against their claims of 1155 missing foodgrain wagons for the year 2005-06 to 2007-08 the question of payment of claim does not arise.

Expansion of Vijayawada Airport

1062. SHRI BALASHOWRY VALLABHANENI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal for construction of New Terminal Building and strengthening and extension of runway for operation of A-320 type of aircraft at Vijayawada airport;

(b) if so, the details thereof; and

(c) the present status of the proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) The work for extension and strengthening of existing runway to 7500 ft. within the available land for making it suitable for operation of AB-321 type or aircraft has been taken up with an expected date of completion by July, 2009. Initiation of Work for construction of new Terminal Building depends upon traffic demand etc.

**Elephants Dying due to Accidents
with Speeding Trains**

1063. SHRIMATI MANEKA GANDHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether elephants have died due to accidents with speeding trains in the forest reserves;

(b) if so, the number of elephants losing their lives due to these speeding trains;

(c) whether any instructions have been issued by the Railways to the train drivers to slow down the speed while passing through the elephant territory; and

(d) if so, action taken against drivers who do not slow down their speed through the reserves?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Elephants have died due to sudden crossing of railway track, not due to speeding of trains.

(b) 19 numbers of elephants have lost their lives during the last 5 years due to sudden crossings of railway track, it is not due to speeding of trains.

(c) Yes, Sir. Instructions have been issued time to time for restricting the speed of trains in the forest areas. Warning Boards have also been fixed to guide the train drivers.

(d) Train drivers are following the instructions.

Electrification of Mysore-Bangalore Railway Line

1064. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the electrification work on the Mysore-Bangalore Railway Line has been stopped completely;

(b) if so, the reasons therefor; and

(c) the steps taken by the Railways to expedite the completion of the said work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. Bangalore-

Kengeri rail line is already electrified. Electrification of Kengeri-Mysore section was included in Railway Budget 2007-08 with doubling of Ramanagaram-Mysore rail line. Detailed estimate of doubling with electrification has been prepared and processed for sanction.

[Translation]

Purchase of Aircraft for Air India

1065. SHRI SHRIPAD YESSO NAIK: Will the Minister of CIVIL AVIATION be pleased to state:-

(a) the details of the aircrafts purchased by the Air India during the last three years;

(b) the number of aircrafts acquired by the Government alongwith their cost;

(c) whether all these aircrafts are not being utilized;

(d) if so, the reasons therefor; and

(e) the percentage of number of aircrafts being put in use?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) National Aviation Company of India Limited is acquiring 111 aircraft (68 from Boeing and 43 from Airbus) at a total cost of Rs. 44,169 crores. Out of the total 111 aircraft ordered, 40 aircraft have already been received and the remaining aircraft will be progressively delivered till 2011.

(c) All the aircraft which have been acquired are being utilised.

(d) and (e) Does not arise.

[English]

Grants-in-Aid to Special Schools

1066. SHRI RAVI PRAKASH VERMA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether larger number of applications/recommendations from various State Governments have

been received by the Union Government for release of grants-in-aids to special schools for mentally retarded and the rehabilitation of completely cured leprosy patients;

(b) if so, the State-wise details of proposals approved and pending for approval; and

(c) the time by which all the proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) A statement indicating the State-wise details of proposals received and pending for approval is enclosed.

(c) No specific time frame can be fixed for clearance of all proposals. Consideration and clearance of proposals is an ongoing process and is subject to completeness and admissibility of proposals.

Statement

Proposals received from various State Governments/UTs for the year 2008-09 for release of Grants-in-Aid to Special schools for Mentally Retarded and rehabilitation of completely cured leprosy patients

Sl.No.	States/Union Territory	No. of proposals received and pending for approval			
		States	Special School for Mentally Retarded	Rehabilitation of Completely cured leprosy patients	Total
1.	Himachal Pradesh		3	0	3
2.	Karnataka		14	2	16
3.	Kerala		45	0	45
4.	Madhya Pradesh		22	1	23
5.	Orissa		19	0	19
6.	Punjab		7	0	7
7.	Rajasthan		18	0	18
8.	Tamil Nadu		8	0	8
9.	Uttar Pradesh		3	0	3
10.	West Bengal		25	0	25
	N.E. States				
11.	Assam		3	0	3
12.	Manipur		9	0	9
13.	Meghalaya		3	0	3
14.	Mizoram		2	0	2
15.	Sikkim		2	0	2
	Total		183	3	186

*[Translation]***Construction of Railway Line Between Kodarma-Hazaribagh**

1067. SHRI TEK LAL MAHTO: Will the Minister of RAILWAYS be pleased to state:

(a) the status of railway line from Kodarma to Hazaribagh;

(b) if so, the details thereof alongwith amount allocated under this head;

(c) the time by which the work is likely to be completed; and

(d) the remedial steps to be taken to complete the said work within stipulated time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Kodarma-Hazaribagh is a part of Kodarma-Ranchi new line project. On this project, land acquisition, earthwork, bridges etc. have been taken up and overall progress is about 40%. The anticipated cost of the project has been assessed as Rs. 1099 crore. An expenditure of Rs. 375.44 crore has been incurred upto 31.3.2008 on this project. An outlay of Rs. 35 crore has been provided for the work in the Railway Budget 2008-09.

(c) The target for completion of Kodarma-Hazaribagh section has been fixed as March, 2010.

(d) Due to delay in handing over of land and forestry clearance, the earlier finalized contracts had got into disputes and to be terminated due to unsatisfactory progress. Fresh contracts have been fixed and pace of progress has accelerated. The law and order conditions are adverse in the area and matter is regularly being pursued with the State Government.

*[English]***ROBs/RUBs in Orissa and Maharashtra**

1068. SHRI BRAJA KISHORE TRIPATHY:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of Road Over Bridges (ROBs) Road Under Bridges (RUBs) under construction in Orissa and Maharashtra as on date;

(b) whether the Railways have fixed any target for completion of such bridges;

(c) if so, the details thereof; and

(d) the details of funds allocated for each of these bridges during 2007-08 and 2008-09?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) A statement is attached.

Statement

Position in regard to works of ROBs/RUBs sanctioned on cost sharing basis is as under:—

Sl.No.	Rly.	Year of Sanction	State	Name of Work	Rly's share (In Cr.)	State share (In Cr.)	Outlay for 2007 (In Cr.)	Outlay for 2008	Target for completion	Present Status
1	2	3	4	5	6	7	8	9	10	11
1.	CR	2003-04	MHA	Kalyan ROB in lieu of Lc No. 1-A at Km 54/18-19 in Kalyan-Conevala section	4.94	4.94	1.20	0.8	Jan.'09	General Arrangement Drawing (GAD) approved. The contract terminated due to non commencement of the work. Fresh Tender opened on 16.06.08.
2.	CR	2001-02	MHA	Vikhroli ROB in lieu of Lxing No. 14-C, Kms 22/11-12. Chhatrapati Shivaji Terminus, Mumbai-Kalyan.	2.42	3.37	0.5	0.5	NF	Earlier entire work was to be done by MUTP, now Rly. portion will be executed by Conet. on cost sharing basis & approaches will be done by Municipal Corporation of Greater Mumbai.

1	2	3	4	5	6	7	8	9	10	11
3.	CR	2005-06	MHA	Shegaon ROB in lieu of L Xing No. 27-C. Kms 547/22-24 BSL-Bhusawal-Badnera	5.33	5.33	1.1	0.2	Oct.'09	GAD Approved. Consolidated estimate of Pity portion is prepared and sent to Associate Finance for vetting. But State Government has not furnished Estimate for approaches.
4.	CR	2005-06	MHA	Katol ROB in lieu of Lc No. 283-A at Km 963/22-24 on Nagpur-Amia section	5.35	5.35	0.7	0.4	Dec.'09	GAD approved, estimate sanctioned. Tender reinvited.
5.	CR	2005-06	MHA	Narkhed ROB in lieu of Lc No. 275 at Km 956/4-5 on Amia-NGP section	5.36	5.23	0.7	1	Dec.'09	GAD approved. Detailed Estimate Sanctioned. Tender for design consultancy opened and under finalisation.
6.	CR	2005-06	MHA	Pulgaon ROB in lieu of Lc No. 80 at Km 728/6-8 on Badnera-Nagpur section	6.15	6.15	0.7	0.5	Oct.'09	State Government yet to finalise Approach/location of alignment.
7.	CR	2001-02	MHA	Chunabhatti ROB in lieu of Lxing No. 1-HB. Kms 19/12-13. CSTM-Parvel Sec. BB div.	1.28	1.76	0.4	0.5	Dec.'09	Due to encroachment problem Municipal Corporation of Greater Mumbai (MCGM) has advised that Road alignment requires revision in GAD as per direction of Hon'ble Court. GAD yet to be received from MCGM.
8.	CR	2003-04	MHA	Kalyan ROB (Shahad) in lieu of Lxing No. 47-B. Kms 57/16-58/1. Kalyan-Igatpuri sec. BB Divn.	5.64	5.93	1.20	0.5	Jun'09	GAD approved. Estimate sanctioned. Tender for design consultancy finalised. Tender opened on 16.6.08 & under finalisation.
9.	CR	2006-07	MHA	Mangalwari ROB in lieu of L Xing no. 297/A, Kms 1041/3-5. Itarsi-NGP sec.	4.34	4.34	0.7	1.00	Jun'07	Estimate sanctioned. Tender for construction of ROB awarded on 15.1.08. Work of pilling is in progress.
10.	CR	2006-07	MHA	Warora ROB in lieu of L-xing No. 28 B. Kms 831/13-15. Wardha Jn-Bellarahah Divn.	4.16	4.16	0.5	1.00	Mar.'09	Tender for construction of ROB awarded on 15.1.08. Work not yet started as state PWD has not diverted the Road.
11.	CR	2008-09	MHA	ROB at KM No. 294/A at Mankapur-near Nagpur NH-69	6.16	6.16	—	0.20	Dec.'09	GAD approved. Detailed Estimate Prepared.
12.	CR	2008-09	MHA	Kharigaon ROB near Pity-Xing No. 28C at Km. 36/5-6 between Kaiwa-Mumbra strn.	1.69	1.69	NF	0.50	—	GAD yet to be received from Division.

1	2	3	4	5	6	7	8	9	10	11
13.	WR	1995-96	MHA	Kandivli-Malad ROB in lieu of LC No. 31	6.62	20.25	1.16	1.04	Completed	Railway work completed in all respect on 31.5.07. State Government, portion: the work on east side approach as well as one span on west side has been taken up by Mumbai Municipal Corporation. TDC June 2008.
14.	WR	1995-96	MHA	Santacruz-Vile Parle ROB in lieu of LC No. 21	6.09	25.13	0.65	0.55	NF	GAD & estimate under revision. Status: As per MMRDA authorities revised plan has been finalised and NOC from AAI New Delhi authorities has been received for the new alignment of ROB proposed over Milan Subway, subject to condition. TDC will be given after approval of GAD and after signature of agreement between Rly & State Government.
15.	WR	1999-2000	MHA	Virar-ROB in lieu LC No. 409 at km 60/4-6	5.79	8.03	0.65	2.60	NF	Contract for Railway portion awarded on 15.06.05 substructure and span between RP3 and RP4 completed. Approach work is in progress.
16.	WR	2004-05	MHA	Jogeshwari (South)- Road over bridge in lieu of level crossing No. 24 & 25	3.45	12.60	0.40	0.15	NF	GAD approved. Estimate under preparation. The revised cost with material modification under finance concurrence. A draft agreement for execution with MCGM is under process.
17.	WR	2004-05	MHA	Jogeshwari (North) - Road over bridge in lieu of level crossing No. 26 & 27	2.99	12.46	0.41	0.20	NF	GAD approved. Estimate under preparation. The revised cost with material modification under finance concurrence. A draft agreement for execution with MCGM is under process.
18.	WR	1995-96	MHA	Borivli ROB in lieu of LC No. 33 at North of Stn.	5.83	21.07	Completed	0.01	Completed	ROB commissioned on 2007-08.
19.	WR	1995-96	MHA	Bhayander: ROB in lieu of Lc No. 35 & 5m wide FOB with ramps	4.95	15.60	0.01	0.53	NF	ROB opened to Road traffic in Mar. 04. Subway work is in progress.
20.	SER	2007-08	Orissa	Besanti Colony near Rourkella Rail Station at km 415/11-13	9.74	10.37	0.01	3.00	NF	New work 2007-08. Estimate under preparation. Preparation of GAD delayed as the final alignment of state portion is under finalisation. Work for approaches awarded by State Government and started by State Government.

1	2	3	4	5	6	7	8	9	10	11
21.	ECOR	1999-00	Orissa	Chainpal ROB at Ch 490.60 between Budhpalk-Talcher on NH-23	9.0531	9.05	1.50	2.55	Dec.'09	Railway Portion awarded in January 2008. Land acquisition still awaited from State Government for diversion of Road due to which progress of work is slow.
22.	ECOR	2000-01	Orissa	Haldiapadar-Silapump ROB at km 604/9 between Golanthara and Behampur in lieu of LC No. 196	5.7019	5.80	2.50	2.05	Dec.'09	GAD has been revised for provision of single span of 36M over Railway lines. 13 piles completed out of 19.
23.	ECOR	2000-01	Orissa	Jagannathpur-Bhrampur ROB near tanjipalli at Km. 600/8. L.C. No. 183 on S.H.	3.9372	4.55	0.41	0.63	Oct.'08	Work in progress will be completed by Nov. 07. Work of approaches has been completed except for siabs adjacent to common piers.
24.	ECOR	2003-04	Orissa	Titlagarh-Muribhai ROB at Km 201/14 Km (LC No. RV-159) at NH-217	3.8041	4.00	1.50	0.53	2010-11	Rly's GAD pending with Railway.
25.	ECOR	2003-04	Orissa	Bhadrak-Baudpur Road over bridge in lieu of level crossing at km 293/16-17 (LC No. 121) on SH	6.7977	6.82	4.00	1.51	Dec.'09	Test pile completed and boring of 37 piles completed out of 43 Nos of piles. Diversion road completed. Casting of 3 pile cap completed. 3 pile cap completed out of 6.2 piers under construction.
26.	ECOR	2003-04	Orissa	Berhampur-Gopalpur Rd. 598/28-30 L.C. No. 306 ODR Bypass road.	6.5	6.50	2.50	2.52	Jan. 10	Revised GAD yet to be received from State Government.
27.	ECOR	2003-04	Orissa	Punama Gate ROB between Bhubneshwar-Lingraj temple Rd., at LC No. 189 at km 439/4 on Municipality Road.	6.1182	6.98		0.56	Mar'08 Completed	Work Completed.
28.	ECOR	2005-06	Orissa	Joranda Road-Dhenkanal-Haripur Road: ROB in lieu of level crossing No CT-39 (Simulla) at Km. 442/8-10 on SH	6.248	7.42	1.50	1.42	May 10	Revised GAD for Rly. Portion approved from State Government not yet received.
29.	SCR	2007-08	MHA	ROB in lieu of LC No. 54 between Aurangabad & Chikathana	4.31	4.86	0.05	0.51	NF	Alignment and GAD being finalised.

1	2	3	4	5	6	7	8	9	10	11
30.	SCR	2006-07	MHA	ROB in Nandedyard rebuilding of ROB No. 356A	3.98	5.3	2	0.6	Nov. 09	Crash barrier work and solid state work for branch road are in progress.
31.	ECOR		MHA	ROB in lieu of LC No. 96 between Bhadursha-Manik Section	3.72	4.95	0.8	0.6	NF	Modified GAD necessitated due to stie condition and Estimate for approaches still awaited from State Government.
32.	SECR	2006-07	MHA	ROB in lieu of LC No. 532 near Tumear Railway Station on Howrah - Mumbai Line	6.11	9.89	4.87	3.00	June 10	Work in progress.
					164.56	256.24	32.82	31.6623		

Increase in Production of Steel

1069. SHRI DUSHYANT SINGH: Will the Minister of STEEL be pleased to state:

(a) whether the Government has taken steps to increase the production of steel in the country;

(b) if so, the achievement made in this regard during the Tenth Plan; and

(c) the steps taken to compete globally in steel production and sale?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (KUNWAR JITIN PRASADA): (a) In a de-regulated, liberalized economy, production of steel is influenced primarily by demand conditions (both local and global markets) and also by availability of raw materials to achieve the required level of production. Decisions related to production are taken essentially by the steel producing units. The Government in such a market set-up has the role of a facilitator only - it provides the overall policy environment to promote industry growth.

(b) Data on capacity and production of crude steel in the country during the Tenth Plan period (2002-03 to 2006-07) is given below.

Year	Crude steel (unit: million tonne)		
	Production	Capacity	Capacity utilization (%)
2002-03	34.71	40.41	86
2006-07	50.82	56.82	89
CAGR (%)	9.7	8.1	—

Source: Joint Plant Committee

(c) The Government has released the National Steel Policy, which has laid down the broad roadmap of growth for the Indian steel industry. The long-term goal of the Policy is that India should have a modern and efficient steel industry of world standards, catering to diversified steel demand. The focus of the Policy is to achieve global competitiveness not only in terms of cost, quality and

product-mix but also in terms of global benchmarks of efficiency and productivity.

Leading domestic steel producers - both public sector and private sector plants - have announced plans to expand their existing capacity through both green field and brown field ventures, which are currently at different

stages of implementation. It is estimated that crude steel production capacity is likely to reach around 124 million tonnes by 2012 from the present level of 59.55 million tonnes as at end of 2007-08.

Food Parks

1070. SHRI PRABHUNATH SINGH: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the objects of Mega Food Parks Scheme and the number of food parks that have been approved so far and the number of them are operational;

(b) the criteria for selecting places for establishment of food parks together with the details of the places selected so far for establishment of food parks;

(c) the estimated number of farmers will be benefited from this scheme; and

(d) the major reasons for poor functioning of food parks and action taken to make the scheme successful?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The scheme of Mega Food Parks (MFPs) has been envisaged as the 11th Five Year Plan Scheme for creation of infrastructure for food processing in a comprehensive farm-to-plate supply chain system. These parks would provide state-of-the-art infrastructure for food processing in the country on a pre-identified cluster basis. This is aimed at reducing wastages and ensuring value addition, especially in perishables like fruits and vegetables etc. Some of the major objectives of the scheme are the following:

(i) Establish a sustainable raw material supply chain for each cluster,

(ii) Facilitate induction of latest technology,

(iii) Address issues of small farm size and small and medium nature of processing industries through a cluster approach with stakeholders managing the supply chain,

(iv) Provide an institutional mechanism for producers, processors, retailers to work together to build the supply chain.

Under the earlier Food Park Scheme of this Ministry 56 Food Parks were approved, out of which 35 are operational. The criteria for sanctioning of Food Parks were: (i) Minimum area required for setting up of food park should be 30 acre but the same is relaxable in the case of difficult areas subject to overall viability of the project, (ii) Minimum 20 units should come up in the food park but the same is also relaxable in the case of difficult areas subject to overall viability of the project, (iii) Around the food park, there must be strong agricultural raw material base. The details of approved Food Parks indicating its locations etc. are given in the enclosed Statement.

(c) Each Mega Food Park is expected to provide benefit flowing to about 25-30 thousand farmers over and above around six thousand directly associated farmers.

(d) Most of the Food Parks under the earlier scheme, were promoted by State Government Agencies and those were conceptualized in the traditional industrial estate mode with no forward and backward linkages. The major reasons as identified by evaluation studies, for the inadequate functioning of parks are: (i) poor site selection, (ii) delay in providing basic infrastructure facilities like power, water, road, etc., (iii) absence of strong backward-forward linkages, and (iv) poor management/implementation capabilities. All of these factors have been suitably addressed and restructured in the new scheme of Mega Food Park.

Statement

Sl.No.	States	Location of the Project	Implementation of the project	Year of approval	Project cost	Approved MFPI grant (Rs. in lakhs)	Grant released (Rs. in lakhs)	Remarks
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	Kuppam, Distt.-Chittoor	Andhra Pradesh Industrial Infrastructure Corporation Ltd.	2000-01	1388.00	400.00	200.00	Operational
2.	Assam	Chaygaon, Distt. Kamrup	Assam Small Industries Development Corporation Ltd.	2000-01	546.49	350.00	175.00	Under progress

1	2	3	4	5	6	7	8	9
3.	Bihar	Hajipur, District Vaishali	North Bihar Ind. Area Dev. Authority, C/o Department of Industries	2002-03	1978.30	400.00	—	Under progress
4.	Chhattisgarh	Village Teedesara, Distt-Rajnandgaon	Chhattisgarh State Industrial Development Corporation	2001-02	838.35	400.00	200.00	Under progress
5.	Haryana	Saha, Distt.-Ambala	Haryana State Ind. Dev. Corporation Ltd.	2001-02	731.01	293.00	293.00	Operational
6.	Haryana	Rai, Distt.-Sonapat	Haryana State Ind. Dev. Corporation Ltd.	2001-02	5320.22	400.00	200.00	Operational
7.	Jammu and Kashmir	Khunmoh, Distt.-Srinagar	J&K State Industrial Development Corporation Ltd.	2000-01	725.82	400.00	300.00	Operational
8.	Jammu and Kashmir	Sopore, Baramulla	J&K State Industrial Development Corporation Ltd. (J&K SIDCO)	2002-03	948.30	400.00	200.00	Under progress
9.	Jammu and Kashmir	Jammu	Jammu Agro Industrial Food Park	2001-02	625.00	346.00	273.00	Under progress
10.	Karnataka	Melur, Distt.-Kolar,	Karnataka Industrial Areas Development Board/Food Karnataka Limited	2000-01	1800.00	400.00	200.00	Under progress
11.	Karnataka	Begalot	Karnataka Industrial Areas Development Board/Food Karnataka Limited	2000-01	1859.00	400.00	200.00	Under progress
12.	Karnataka	Jevargi	Karnataka Industrial Areas Development Board/Food Karnataka Limited	2002-03	1793.00	400.00	—	Under progress
13.	Karnataka	Hiriyur	M/s Akshay Food Park Limited	2006-07	1639.00	400.00	—	Under progress
14.	Kerala	Distt. Mallapuram	Kerala Industrial Infrastructure Development Corporation	1996-97	1950.00	400.00	400.00	Operational

1	2	3	4	5	6	7	8	9
15.	Kerala	Aroor, Diest.-Alappuzha	Marine Products Infrastructure Development Corporation Pvt. Ltd. (MIDCON)/Seafood Park India Ltd.	2001-02	1196.19	299.00	265.00	Operational
16.	Kerala	Mazhuvannur, Emakulam	Kerala Industrial Infrastructure Development Corporation (KINFRA)	2002-03	313.00	200.00	200.00	Operational
17.	Kerala	Adoor	Kerala Industrial Infrastructure Development Corporation (KINFRA)	2005-06	1730.00	388.00	—	Under progress
18.	Madhya Pradesh	Jaggakheddi, Diest.-Mandsaur	Madhya Pradesh Audyogic Kendra Vikas Nigam (Indore) Ltd.	2000-01	815.08	381.83	381.83	Operational
19.	Madhya Pradesh	Nimrani, Diest. Khargone	Madhya Pradesh Audyogic Kendra Vikas Nigam (Indore) Ltd.	2001-02	866.36	400.00	300.00	Under progress
20.	Madhya Pradesh	Piparia, Babai, Diest. Hoshangabad	Madhya Pradesh Audyogic Kendra Vikas Nigam (Bhopal) Ltd.	2001-02	820.98	400.00	328.76	Operational
21.	Madhya Pradesh	Borgaon, Diest. Chhindwara	M. P. Audyogic Kendra Vikas Nigam (Jabalpur) Ltd.	2001-02	837.65	400.00	400.00	Operational
22.	Madhya Pradesh	Malanpur, Ghirongi, District Bhind (M.P.)	M. P. Audyogic Kendra Vikas Nigam (Gwalior) Ltd.	2002-03	801.52	400.00	300.00	Operational
23.	Madhya Pradesh	Maneri, Diest. Mandla	M. P. Audyogic Kendra Vikas Nigam (Jabalpur) Ltd.	2002-03	832.64	400.00	200.00	Under progress
24.	Maharashtra	Butibori, Diest. Nagpur	Maharashtra Agro Industries Development Corporation Ltd.	2000-01	1117.50	400.00	300.00	Under progress
25.	Maharashtra	Vinchur, Diest. Nashik	Maharashtra Industrial Development Corporation	2001-02	937.53	400.00	300.00	Operational

1	2	3	4	5	6	7	8	9
26.	Maharashtra	Mouza Gumthala, Bhandra Road, Distt. Nagpur	M/s Haldiram Kriahi Udyog Pvt. Ltd., Distt. Nagpur	2002-03	1400.00	400.00	400.00	Operational
27.	Maharashtra	Village Sangvi, Distt. Satara	M/ Agrifood Informatics (India) Ltd. Pune-411013	2002-03	855.00	400.00	400.00	Operational
28.	Maharashtra	Palus, Distt. Sangli	Maharashtra Industrial Development Corporation	2003-04	1860.50	400.00	124.00	Operational
29.	Maharashtra	Kapsi, Taluka Karntee, Distt. Nagpur	M/s Maa Umiya Audyogic Sahakari Vasahat Maryadit	2005-06	1590.00	387.00	387.00	Operational
30.	Maharashtra	MIDC Industrial Area, Shendra, Aurangabad	M/s Luxmi Nirmal Prattisthan	2006-07	1612.15	400.00	100.00	Under progress
31.	Manipur	Lamphepat, Imphal	Manipur Food Industries Corporation Ltd.	2000-01	651.00	400.00	180.00	Under progress
32.	Manipur	Distt.-Ukhrul	Rishang Keishing Foundation for Management of Tribal Areas	2001-02	755.25	400.00	200.00	Operational
33.	Mizoram	Chhingchip	Mizoram Food and Allied Industries	2001-02	606.00	382.00	382.00	Operational
34.	Nagaland	Bamunpukri, Dimapur	Progressive Rural Development Society	2006-07	1240.00	387.12	96.78	Under progress
35.	Orissa	Khurda	Orissa Indl. Infrastructure Development Corporation	2001-02	990.73	400.00	200.00	Operational
36.	Punjab	Sirhind, Distt. Fatehgarh Sahib	Punjab Agri Export Corporation	2000-01	1087.70	400.00	200.00	Operational
37.	Rajasthan	Ranpur Distt. Kota	Rajasthan State Industrial Development & Investment Corporation Ltd., (RIICO)	2002-03	952.31	283.70	141.85	Operational
38.	Rajasthan	Boranada, District Jodhpur	Rajasthan State Industrial Development & Investment Corporation Ltd., (RIICO)	2002-03	1367.00	387.77	193.88	Operational

1	2	3	4	5	6	7	8	9
39.	Rajasthan	Sri Ganganagar	Rajasthan State Industrial Development & Investment Corporation Ltd., (RIICO)	2003-04	911.56	227.89	100.00	Operational
40.	Rajasthan	Alwar	Rajasthan State Industrial Development & Investment Corporation Ltd., (RIICO)	2006-07	1762.00	351.96	—	Under progress
41.	Tamil Nadu	Virudhunagar, Dist. Madurai	V.P.S. Ayyemperumal Nader & Sons.	2000-01	1112.00	400.00	400.00	Operational
42.	Tamil Nadu	Dindigul District	Nilakottai Food Park Ltd.	2004-05	1300.00	325.00	81.25	Operational
43.	Tripura	Bodhjungnagar, West Tripura	Tripura Industrial Development Corporation Ltd.	2000-01	707.00	400.00	300.00	Operational
44.	Uttar Pradesh	Ghaziabad	Wise Industrial Park Ltd.	1999-00	1775.00	395.00	271.00	Under progress
45.	Uttar Pradesh	Kharkion, Dist. Varanasi	U.P. State Industrial Development Corporation Ltd.	2000-01	2251.31	400.00	200.00	Operational
46.	Uttar Pradesh	Shahajanwa, Gorakhpur	Gorakhpur Industrial Dev. Authority	2004-05	1471.14	323.11	80.77	Operational
47.	Uttar Pradesh	Village Kushalipur, District Saharanpur	M/s Kushal International Limited	2002-03	1100.00	400.00	300.00	Operational
48.	Uttar Pradesh	Kursi Road, Distt.-Barabanki	U.P. State Industrial Development Corporation Ltd.	2000-01	1543.00	400.00	400.00	Operational
49.	West Bengal	Chakgaria, 24 Parganas (South)	State Fishermen's Cooperative Ltd., (BENFISH), Kolkata	1996-99	1494.35	400.00	400.00	Operational
50.	West Bengal	Dankuni, Dist. Hooghly	Modular Consultants Pvt. Ltd.	1996-97	4500.00	400.00	75.00	Under progress
51.	West Bengal	Haldia District Midnapore	Haldia Development Authority, Haldia	2002-03	948.00	400.00	200.00	Under progress
52.	West Bengal	Sultanpur, South 24 Parganas	State Fishermen's Cooperative Ltd., (BENFISH), Kolkata	2003-04	801.13	200.28	200.28	Operational

1	2	3	4	5	6	7	8	9
53.	West Bengal	Malda	Deptt. of Food Processing Industries and Horticulture, Govt. of West Bengal	2003-04	1600.85	387.00	387.00	Operational
54.	West Bengal	Shankarapur, Distt. Purba Medinipur	Department of Fisheries, Aquaculture, Aquatic Resources Govt. of West Bengal	2004-05	715.68	178.92	178.92	Operational
55.	West Bengal	Sankhrail, Howrah	West Bengal Industrial Development Corporation (WBIDC)	2004-05	1898.96	400.00	400.00	Operational
56.	West Bengal	Murshidabad	M/s Pataka Industries Limited	2005-06	1519.52	379.88	—	Under progress

Opening of Government Retail Drug Outlets

1071. SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of life saving drugs have been increased in the country;

(b) if so, whether the Government proposes to open Government retail drug outlets in every district of the country;

(c) if so, the details thereof;

(d) the districts selected for the purpose; and

(e) the time by which the said outlets are likely to be opened?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): (a) The Drugs (Prices Control) Order, 1995 does not distinguish between life saving and other drugs. There are no specific norms or guidelines to determine

as to which drug can be classified as life saving drugs. Every drug in general is considered useful in saving and prolonging of life.

Under the provisions of the Drugs (Price Control) Order, 1995, the prices of 74 bulk drugs and the formulation containing any of these scheduled drugs are controlled. National Pharmaceuticals Pricing Authority (NPPA) fixes or revises prices of Scheduled drugs/ formulations as per the provisions of the DPCO, 1995. As per ORG IMS monthly SSA report for the month of July, 2008, increase in price with respect to prices in June, 2008 have been found to be only in respect of 0.05% of packs as against the data available for 55748.

(b) to (e) Central Pharma Public Sector Undertakings in consultation with the Government are exploring the possibility of opening retail drug outlets for promoting sales of generics in selected States to begin with. The matter is under active consideration/examination.

Price Hike of Petrol, Diesel and LPG

1072. SHRI VIJOY KRISHNA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of additional income to be earned by Oil Marketing Companies (OMCs) as a result of prices hiked by the Government for petrol, diesel and LPG in June, 2008 and the amount of loss to be recovered thereby separately for petrol, diesel and LPG;

(b) the estimated loss still unrecovered inspite of this price hike with details thereof;

(c) the percentage of increase in inflation estimated to take place due to this price hike; and

(d) the number of O.M.Cs earned profit during the last year and the amount of profit earned by them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The additional realisation (net of Sales Tax) of the Public Sector Oil Marketing Companies (OMCs) on account of price increase, effective 5th June, 2008, is as follows:

Petrol	Rs./Litre	4.17
Diesel	Rs./Litre	2.67
Domestic LPG	Rs./Cylinder	48.08

The additional revenue to be earned by the OMCs on account of price increase effective 5th June, 2008 has been estimated at Rs. 7,980 crore for the period from 5th June' 08 to 30th September'08 as per details given below:

(Rs. crore)

	Amount Provisional
Petrol	1990
Diesel	4870
Domestic LPG	1120
Total	7980

(b) The under-recoveries of OMCs on marketing of sensitive petroleum products that remained uncovered despite the price hike are currently estimated at Rs. 1.47 lakh crore, based on the prices of 2nd fortnight of October, 2008. The details are given below:

PDS Kerosene	Rs./Litre	28.07
Domestic LPG	Rs./Cylinder	322.17
Petrol	Rs./Litre	2.37
Diesel	Rs./Litre	6.45

(c) For the week ending 7th June, 2008, the inflation rate was 11.66% for all the commodities, out of which 1.16% was contributed by the increase in the prices of Domestic LPG, Petrol and Diesel.

(d) The Profit after Tax (PAT) earned by the OMCs namely; Indian Oil Corporation (IOC), Bharat Petroleum Corporation (BPC) and Hindustan Petroleum Corporation (HPC) during the last year is given below:

(Rs. crore)

	2007-08
IOC	6962.52
BPC	1580.56
HPC	1134.88
Total	9677.96

Replacement of Old Aircrafts

1073. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of aircrafts with Air India and Indian which have been in use for more than 15 years;

(b) the period as per norms for which an aircraft is considered airworthy; and

(c) the steps being taken by the Government to replace aircrafts which have crossed their usable life period?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) National Aviation Company of India Limited (NACIL) is having 57 aircraft (including 13 leased aircraft) which have been in use for more than 15 years. Out of these 3 aircraft are under return process to Lessor and 6 aircraft are operating as Freighter.

(b) There is no specified age limit for aircraft to be considered airworthy. Aircraft are considered airworthy as long as they are maintained as per approved maintenance programme of DGCA and comply with all mandatory requirements stipulated by the DGCA authorities of the aircraft manufacturing countries. All the aircraft in NACIL's fleet are maintained in airworthy condition and meet all the requirements of the regulatory authorities.

(c) National Aviation Company of India Limited is acquiring 111 aircraft (68 from Boeing and 43 from Airbus). Out of these, 40 aircraft have already been received and the remaining aircraft will be progressively delivered till 2011.

It is planned to phase out the older aircraft as the new aircraft joins the fleet.

Night Landing Facilities at Airports

1074. SHRI S.K. KHARVENTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many of the airports in the country do not have night landing facilities;

(b) if so, the details thereof, State-wise;

(c) whether the proposal is under consideration to provide night landing facilities in the airports in the country particularly in Tamil Nadu in view of the constant increase in the number of passengers;

(d) if so, the details thereof; and

(e) the time by which the above facilities are likely to be provided?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There are thirteen operational airports namely Bhuntar (Kullu), Gaggal (Kangra) and Shimla in Himachal Pradesh; Jabalpur in Madhya Pradesh; Juhu in Maharashtra; Kanpur in Uttar Pradesh; Kargil in Jammu and Kashmir; Keshod, Kandla and Porbandar in Gujarat; Ludhiana in Punjab; Puducherry in Puducherry UT; and Shilling in Meghalaya, where night landing facilities are not available.

(c) to (e) All the operational airports in Tamil Nadu have already been provided with Night Landing Facilities and Airports Authority of India (AAI) has planned to provide night landing facilities at airports at Bhuntar (Kullu), Gaggal (Kangra) and Shimla in Himachal Pradesh; Jabalpur in Madhya Pradesh; Keshod, Kandla and Porbandar in Gujarat; Ludhiana in Punjab; Mysore in Karnataka; Puducherry in Puducherry UT; and Shilling in Meghalaya by March, 2010 at an estimated cost of Rs. 17.84 crores. As and when operational necessity arises, the night landing facilities will be provided at remaining airport.

Awarding of Retail Outlet Dealerships by Oil PSUs

1075. SHRIMATI JAYAPRADA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is true that the result of interviews conducted by oil PSUs for the award of Retail Outlet (R.O.) dealership were/are to be declared within 24 hours in case there is no complaint against the procedure etc.;

(b) if so, the details thereof;

(c) whether the oil PSUs are/aware authorized to stop the declaration of merit panels once the same were/are prepared and LOIs are/were to be issued as per these merit panels in case there is no specific complaint against the selection procedures;

(d) if so, the reasons for not declaring the merit panels of 13 land owners interviewed for the award of dealership during the period of October 22, 2002 to February 2003 by IBP Company Limited; and

(e) the corrective steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) The merit panels of the 13 landowners interviewed by the erstwhile IBP Company (IBP), now merged with Indian Oil Corporation Limited (IOC), were not declared by IBP as requisite statutory approvals for commissioning of Retail Outlets (ROs) on the selected locations were not obtained before Ministry issued advice to the company in February, 2003 to put a ban on commissioning of Retail Outlet (RO) dealership allotted to landowners without the route of open advertisement. Further, during the period when the 13 landowners were interviewed, the company did not have any guidelines that stipulated the timeframe for declaration of merit panel/ results.

Subsequently, w.e.f. 18.9.2003 in case of IOC and 7.10.2003 in case of IBP, it was made mandatory to display the names of the first three candidates after completion of interviews. The policy has been made more transparent w.e.f. 1.11.2004 when it was made mandatory to display the result along with detailed mark-sheets of all candidates who had appeared in the interviews, except in cases where the difference of marks between the first and second candidate is less than 5% of the marks scored by the second candidate, and in cases where the difference of marks scored by the first candidate and the

minimum qualifying marks is less than 5%. In such cases, matter is referred to Screening Committee for review.

Bird Hit Accident at Delhi Airport

1076. SHRI UDAY SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Air Mauritius plane caught fire after being hit by a bird just after taking off from Delhi Airport on July 24, 2008;

(b) if so, the details thereof;

(c) whether the Government has taken any steps to prevent such incidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) An incident of bird hit had occurred to Air Mauritius Flight MAU745, A-330 aircraft at Indira Gandhi International (IGI) airport while operating flight Delhi to Mauritius on 24.07.2008. During take off roll bird hit occurred and pilot rejected take off at high speed and applied brake. Due to application of sudden braking, wheel assembly got heated and emitted smoke. Full emergency was declared by ATC. There were total 252 persons on board. All passengers were evacuated through emergency slide chute on taxiway. 53 passengers sustained minor injury.

(c) and (d) Yes, Sir. Airfield Environment Management Committee have been constituted at those airports where scheduled flights operate to identify the sources of bird attraction and take remedial steps for prevention of such incidents. Various specific steps such as proper disposal of garbage, prevention of water logging, coverage of garbage bins, establishment of modern abattoirs, scaring of birds etc. have also been taken to reduce the incidence of bird hits.

Scrapping of Flights on Some Routes

1077. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry has contemplated scrapping of flights on some routes;

(b) if so, the details thereof;

(c) whether it is due to hike in the prices of air travel in the recent past; and

(d) if so, the reasons therefor and the corrective steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) No, Sir. Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability.

However, some Scheduled domestic airlines have curtailed some flights on their respective network mainly due to overcapacity in the market and higher input cost.

Complaints against Private Airlines

1078. SHRI KISHANBHAI V. PATEL:
SHRI NAND KUMAR SAI:
SHRI SUGRIB SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received complaints of substandard services being provided by the private airlines in the country;

(b) if so, the number of such complaints received during the last three years and the current year, airlines-wise;

(c) the action taken against such complaints;

(d) whether the Government has any mechanism to check the services being provided by various airlines to the passengers;

(e) if so, the details thereof; and

(f) if not, the steps taken by the Government in this direction?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Passenger complaints are received on various issues like missing/lost baggage, refund of tickets in case of delays/cancellation, denial of facilities like wheel chair, meals/snacks in case of delayed flights. etc.

Number of complaints received during the year 2005-2008 (upto September, 2008) are as follows:

Airlines	Number of Complaints Received			
	2005	2006	2007	2008 (upto September)
NACIL	02	03	17	05
Jet Airways	04	12	11	14
Jet Lite	—	19	27	18
Air Deccan	06	68	105	36
Kingfisher Airlines	01	02	07	03
Spicejet	01	14	18	16
Go Air	—	05	15	08
Paramount	—	01	03	01
Indigo	—	05	13	12
MDLR	—	—	02	—
Total	14	129	218	113

The complaints as and when received are taken up with the airlines for redressal.

All the Scheduled Domestic airlines have been advised to display on their websites facilities offered to the passengers, both in terms of free and chargeable, in a conspicuous manner so that passengers are aware of these before booking air tickets.

(d) to (f) All the scheduled domestic airlines have displayed on their respective websites Citizen Charter which elaborates various facilities offered to the public and also conditions pertaining to refund of air fares in the event of cancellation of air tickets by passengers and/or cancellation of flights by the airlines with stipulated time frame of refund.

Development and Promotion of Tourism in States/UTs

1079. SHRI ANANDRAO VITHOBA ADSUL:
SHRI ASADUDDIN OWAISI:
SHRI RAVI PRAKASH VERMA:

SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI RAGHUVVEER SINGH KOSHAL:

Will the Minister of TOURISM be pleased to state:

(a) whether funds are allocated by the Government to State Governments for development and promotion of Tourism;

(b) if so, the details of funds allocated during the last three years and the current year, State-wise;

(c) the names of the schemes being run by the State Governments with the Central assistance in this regard;

(d) the details of achievement in respect of these schemes so far;

(e) whether the State Governments have reported difficulties in the implementation of these schemes; and

(f) if so, the steps taken by the Union Government to resolve these problems?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (f) Development and promotion of tourism is primarily undertaken by the State Governments/Union Territory Administrations. Ministry of Tourism, however, provides financial assistance to States/Union Territories for tourism projects based on the complete proposals received from them subject to availability of funds and *inter-se* priority. State-wise details of projects sanctioned during the last three years and the current financial year (up-to September, 2008) are given in the enclosed Statements-I and II respectively.

Financial assistance is provided to States/Union Territories for the following schemes:

- (i) Product/Infrastructure Development of Destinations and Circuits.

(ii) Promotion of Fairs, Festivals and Events.

(iii) Computerisation and Information Technology.

Tourism Infrastructure created with Central Financial Assistance has been helpful in promoting domestic and international tourism in the country. Foreign Tourist Arrivals (FTAs) in India increased from 2.73 million in 2003 to 5.08 million in 2007. Foreign Exchange Earnings (FEEs) from Tourism in India increased from US\$ 4.46 billion in 2003 to US\$ 10.73 billion in 2007.

Implementation of the projects is the responsibility of the State Governments/Union Territory Administrations. Ministry of Tourism, however, monitors the progress of implementation through site visits and review meetings.

Statement I

Projects Sanctioned by Ministry of Tourism from 2005-06 to 2007-08

(Rs. in Lakh)

Sl.No.	State/UT	2005-06		2006-07		2007-08	
		No. of Projects Sancd.	Amount Sancd.	No. of Projects Sancd.	Amount Sancd.	No. of Projects Sancd.	Amount Sancd.
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	7	2615.82	3	1540.56	9	2629.48
2.	Assam	10	2,140.00	9	2453.39	5	1271.90
3.	Arunachal Pradesh	10	2240.16	12	1887.80	10	3330.12
4.	Bihar	3	1212.23	2	1937.29	3	1194.75
5.	Chhattisgarh	7	1775.59	16	3540.17	4	1274.09
6.	Goa	1	10.00	0	0.00	0	0.00
7.	Gujarat	5	2011.58	7	443.65	5	576.58
8.	Haryana	7	639.71	5	1836.16	11	2260.27
9.	Himachal Pradesh	6	1645.00	8	1871.00	12	2286.22
10.	Jammu and Kashmir	22	6,656.01	29	5233.82	36	6851.15
11.	Jharkhand	5	1227.27	3	956.35	7	1130.47

1	2	3	4	5	6	7	8
12.	Karnataka	8	1706.52	4	1323.89	5	2004.71
13.	Kerala	13	4858.88	18	4474.02	10	3124.31
14.	Madhya Pradesh	12	3047.39	10	3668.47	16	3952.66
15.	Maharashtra	9	2075.04	13	2839.05	5	1279.44
16.	Manipur	2	49.80	9	939.35	5	1110.77
17.	Meghalaya	1	5.00	9	1435.29	2	674.40
18.	Mizoram	10	2273.41	9	2613.38	5	1692.94
19.	Nagaland	9	2528.97	8	2340.32	21	2241.35
20.	Orissa	10	2309.61	13	2826.84	12	2376.30
21.	Punjab	5	1437.67	13	3223.37	1	397.89
22.	Rajasthan	7	2591.87	8	953.84	2	1554.46
23.	Sikkim	14	2844.56	13	2609.42	27	6036.48
24.	Tamil Nadu	19	4264.62	11	1866.41	13	2831.80
25.	Tripura	3	716.26	4	291.27	11	1110.76
26.	Uttaranchal	13	2738.00	16	1907.50	5	2081.04
27.	Uttar Pradesh	18	3905.23	7	3329.06	7	2833.03
28.	West Bengal	5	989.35	10	2978.32	12	3243.17
29.	Andaman and Nicobar Islands	1	6.25	0	0.00	0	0.00
30.	Chandigarh	1	13.70	2	15.00	2	20.00
31.	Dadra and Nagar Haveli	2	29.79	0	0.00	0	0.00
32.	Delhi	2	20.00	5	2400.09	7	749.08
33.	Daman and Diu	4	262.28	0	0.00	0	0.00
34.	Lakshadweep	0	0	1	7.00	1	762.73
35.	Pondicherry	2	469.39	1	500.00	6	1610.88
Total		253	61316.96	278	64242.08	277	64513.23

Statement II

Projects sanctioned by Ministry of Tourism in the year 2008-09 (upto September, 2008)

(Rs. in Lakh)

Sl.No.	State/UT	2008-09	
		No. of Projects Sanctioned	Amount Sanctioned
1	2	3	4
1.	Andhra Pradesh	3	8629.79
2.	Assam	2	1321.97
3.	Arunachal Pradesh	5	2031.12
4.	Bihar	1	389.45
5.	Chhattisgarh	0	0.00
6.	Goa	0	0.00
7.	Gujarat	4	1823.44
8.	Haryana	4	551.21
9.	Himachal Pradesh	10	3477.66
10.	Jammu and Kashmir	16	2706.25
11.	Jharkhand	0	0.00
12.	Karnataka	2	3758.21
13.	Kerala	4	633.82
14.	Madhya Pradesh	6	1721.12
15.	Maharashtra	0	0.00
16.	Manipur	1	5.72
17.	Meghalaya	6	1238.54
18.	Mizoram	4	318.38
19.	Nagaland	7	2410.46
20.	Orissa	1	3022.80
21.	Punjab	1	1585.53
22.	Rajasthan	2	721.98
23.	Sikkim	15	5777.93

1	2	3	4
24.	Tamil Nadu	5	1374.59
25.	Tripura	5	355.94
26.	Uttaranchal	0	0.00
27.	Uttar Pradesh	3	1757.84
28.	West Bengal	6	2832.73
29.	Andaman and Nicobar	0	0.00
30.	Chandigarh	1	10.00
31.	Dadra and Nagar Haveli	2	19.88
32.	Delhi	1	15.00
33.	Daman and Diu	1	12.50
34.	Lakshadweep	0	0.00
35.	Pudducherry	1	20.00
Total		119	48523.86

Grants In Aid to AICURD

1080. DR. ARUN KUMAR SARMA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether a proposal submitted by All India Centre for Urban and Rural Development (AICURD), Assam towards sanction for grant-in-aid for setting up of Non-residential School as well as Typing, shorthand & TV repairing training centre is pending in the Government since 2000-01 for clearance;

(b) if so, the details thereof and reasons for delay; and

(c) the time by which these are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) The proposal for setting up of Non-residential School was considered in the year 2006 but was not approved in view of high SC female literacy rate in the Golaghat District, Assam.

The grant in respect of Typing shorthand & TV repairing training center for 2000-01 had been released

by the Government in April, 2001. However, the grants have not been released to the Organization since 2001-02 due to various reasons, such as:

- Non-receipt of clarification from the Government of Assam in time for the year 2001-02.
- Non-receipt of inspection reports from the State Government for the years from 2002-03 to 2004-05.
- Initial inspection report for 2005-06 not in prescribed proforma.
- Non-receipt of recommendations of the Grant-in-aid Committee of the State Government for the years 2006-07 & 2007-08 as per the new policy.
- The case is now time barred.

[Translation]

Production of Gas from Krishna Godavari River Basin

1081. SHRI MOHAN SINGH:
SHRI E. DAYAKAR RAO:

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

(a) whether a private sector company "Reliance Industries Ltd., has started production of gas from the Krishna Godavari river basin in Andhra Pradesh;

(b) if so, the details thereof;

(c) the percentage of demand of gas that would be met by the above gas reserve;

(d) whether the above company would also be responsible for distribution of this gas; and

(e) the quantity of gas that would be produced per day and the benefits which Andhra Pradesh State would get from the gas production?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) M/s. Reliance Industries Limited (RIL) has not commenced commercial natural gas production from Krishna Godavari basin. However, commercial crude oil production has commenced w.e.f. 17.9.2008.

(b) to (e) Not applicable in view of above.

[English]

Vacant Posts in the Railways

1082. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of existing posts, vacant posts, posts advertised and filled during the last three years, and the current year, category-wise and zone-wise;

(b) the number of direct-recruitments made during the said period, zone-wise;

(c) whether the Railways have taken any steps to fill the vacant posts; and

(d) if so, the details thereof alongwith time frame for completion of recruitment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

12.02 hrs.

PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): I beg to lay on the Table a copy of the Corrigendum (Hindi and English versions) to the Outcome Budget* of the Ministry of Social Justice and Empowerment for the year 2008-2009.

[Placed in Library, See No. LT 9070/2008]

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): I beg to lay on the Table—

- (1) A copy of the Memorandum of Understanding (Hindi and English versions) between the National Minorities Development and Finance Corporation and the Ministry of Minority Affairs for the year 2008-2009.

[Placed in Library, See No. LT 9071/2008]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad Education Foundation, New Delhi, for the year 2006-2007.

*Outcome Budget of the Ministry was laid on the Table of House on 17.3.2008.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Maulana Azad Education Foundation, New Delhi, for the year 2006-2007, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Azad Education Foundation, New Delhi, for the year 2006-2007.

(3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 9072/2008]

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): I beg to lay on the Table –

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Kalakshetra Foundation, Chennai, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kalakshetra Foundation, Chennai, for the year 2006-2007.

[Placed in Library, *See* No. LT 9073/2008]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Sahitya Akademi, New Delhi, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sahitya Akademi, New Delhi, for the year 2006-2007.

(3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 9074/2008]

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Lalit Kala Akademi, New Delhi, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lalit Kala Akademi, New Delhi, for the year 2006-2007.

[Placed in Library, *See* No. LT 9075/2008]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Indira Gandhi National Centre for the Arts, New Delhi, for the year 2006-2007.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indira Gandhi National Centre for the Arts, New Delhi, for the year 2006-2007, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indira Gandhi National Centre for the Arts, New Delhi, for the year 2006-2007.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, *See* No. LT 9076/2008]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Eastern Zonal Cultural Centre, Kolkata, for the year 2006-2007 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Eastern Zonal Cultural Centre, Kolkata, for the year 2006-2007.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, *See* No. LT 9077/2008]

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Allahabad Museum, Allahabad, for the year 2006-2007 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working

of the Allahabad Museum, Allahabad, for the year 2006-2007.

- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, *See* No. LT 9078/2008]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Salar Jung Museum, Hyderabad, for the year 2006-2007, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Salar Jung Museum, Hyderabad, for the year 2006-2007.

- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, *See* No. LT 9079/2008]

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the National Museum Institute of History of Art, Conservation and Museology, New Delhi, for the year 2006-2007, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Museum Institute of History of Arts, Conservation and Museology, New Delhi, for the year 2006-2007.

- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library, *See* No. LT 9080/2008]

- (15) (i) A copy of the Annual Report (Hindi and English versions) of the North East Zone Cultural Centre, Dimapur, for the years 2004-2005 and 2005-2006, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North East Zone Cultural Centre, Dimapur, for the years 2004-2005 and 2005-2006.

- (16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library, *See* No. LT 9081/2008]

- (17) (i) A copy of the Annual Report (Hindi and English versions) of the West Zone Cultural Centre, Udaipur, for the year 2006-2007, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the West Zone Cultural Centre, Udaipur, for the year 2006-2007.

- (18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

[Placed in Library, *See* No. LT 9082/2008]

- (19) (i) A copy of the Annual Report (Hindi and English versions) of the National School of Drama, New Delhi, for the year 2006-2007, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National School of Drama, New Delhi, for the year 2006-2007.

- (20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

[Placed in Library, *See* No. LT 9083/2008]

- (21) (i) A copy of the Annual Report (Hindi and English versions) of the South Zone Cultural Centre, Thanjavur, for the year 2006-2007, along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Zone Cultural Centre, Thanjavur, for the year 2006-2007.

- (22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

[Placed in Library, *See* No. LT 9084/2008]

- (23) (i) A copy of the Annual Report (Hindi and English versions) of the Sangeet Natak Akademi, New Delhi, for the year 2006-2007, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sangeet Natak Akademi, New Delhi, for the year 2006-2007.
- (24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.
- [Placed in Library, *See* No. LT 9085/2008]
- (25) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Abul Kalam Azad Institute of Asian Studies, Kolkata, for the year 2006-2007, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Abul Kalam Azad Institute of Asian Studies, Kolkata, for the year 2006-2007.
- (26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.
- [Placed in Library, *See* No. LT 9086/2008]
- (27) (i) A copy of the Annual Report (Hindi and English versions) of the National Culture Fund, New Delhi, for the year 2006-2007, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Culture Fund, New Delhi, for the year 2006-2007.
- (28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.
- [Placed in Library, *See* No. LT 9087/2008]
- (29) (i) A copy of the Annual Report (Hindi and English versions) of the Gandhi Smriti and Darshan Samiti, New Delhi, for the year 2006-2007
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Gandhi Smriti and Darshan Samiti, New Delhi, for the year 2006-2007 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Gandhi Smriti and Darshan Samiti, New Delhi, for the year 2006-2007.
- (30) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.
- [Placed in Library, *See* No. LT 9088/2008]
- (31) (i) A copy of the Annual Report (Hindi and English versions) of the Victoria Memorial Hall, Kolkata, for the year 2005-2006, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Victoria Memorial Hall, Kolkata, for the year 2005-2006.
- (32) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.
- [Placed in Library, *See* No. LT 9089/2008]
- (33) (i) A copy of the Annual Report (Hindi and English versions) of the Nava Nalanda Mahavihara, Nalanda, for the year 2006-2007.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Nava Nalanda Mahavihara, Nalanda, for the year 2006-2007, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Nava Nalanda Mahavihara, Nalanda, for the year 2006-2007.
- (34) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (33) above.
- [Placed in Library, *See* No. LT 9090/2008]

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): I beg to lay on the Table a copy of each of the following papers (Hindi and English versions) under Article 151(1) of the Constitution:-

- (1) Report of the Comptroller and Auditor General of India – Union Government (Commercial) (No. PA 9 of 2008) Review of activities of selected Public Sector Undertakings (Performance Audit) for the year ended March, 2007.

[Placed in Library, *See* No. LT 9091/2008]

- (2) Report of the Comptroller and Auditor General of India – Union Government (Commercial) (No. CA 10 of 2008) Information Technology Applications in Public Sector Undertakings (Compliance Audit) for the year ended March, 2007.

[Placed in Library, *See* No. LT 9092/2008]

- (3) A copy of the Memorandum of Understanding (Hindi and English versions) between the Bharat Heavy Electricals Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-2009.

[Placed in Library, *See* No. LT 9093/2008]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI B.K. HANDIQUE): I beg to lay on the Table –

- (1) A copy each of the following papers (Hindi and English versions):-

- (i) Memorandum of Understanding between the Hindustan Organic Chemicals Limited and the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilisers, for the year 2008-2009.

[Placed in Library, *See* No. LT 9094/2008]

- (ii) Memorandum of Understanding between the Hindustan Insecticides Limited and the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilisers, for the year 2008-2009.

[Placed in Library, *See* No. LT 9095/2008]

- (iii) Memorandum of Understanding between the Indian Drugs and Pharmaceuticals Limited and the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilisers, for the year 2008-2009.

[Placed in Library, *See* No. LT 9096/2008]

- (iv) Memorandum of Understanding between the Bengal Chemicals and Pharmaceuticals Limited and the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilisers, for the year 2008-2009.

[Placed in Library, *See* No. LT 9097/2008]

- (v) Memorandum of Understanding between the Hindustan Antibiotics Limited and the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilisers, for the year 2008-2009.

[Placed in Library, *See* No. LT 9098/2008]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Institute of Pesticide Formulation Technology, Gurgaon, for the year 2006-2007, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Institute of Pesticide Formulation Technology, Gurgaon, for the year 2006-2007.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 9099/2008]

- (4) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

- (i) Review by the Government of the working of the Indian Drugs and Pharmaceuticals Limited, Gurgaon, for the year 2002-2003.

- (ii) Annual Report of the Indian Drugs and Pharmaceuticals Limited, Gurgaon, for the year 2002-2003, alongwith Audited Accounts

and comments of the Comptroller and Auditor General thereon.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library, *See* No. LT 9100/2008]

- (6) A copy of the Statement (Hindi and English versions) explaining reasons for not laying the Annual Reports and Audited Accounts of the Indian Drugs and Pharmaceuticals Limited for the year 2002-2003 to 2006-2007 within the stipulated period of nine months after the close of respective accounting years.

[Placed in Library, *See* No. LT 9101/2008]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): I beg to lay on the table-

- (1) A copy each of the following papers (Hindi and English versions):-

- (i) Memorandum of Understanding between the Indian Railway Finance Corporation Limited and the Ministry of Railways for the year 2008-09.

[Placed in Library, *See* No. LT 9102/2008]

- (ii) Memorandum of Understanding between the IRCON International Limited and the Ministry of Railways for the year 2008-09.

[Placed in Library, *See* No. LT 9103/2008]

- (iii) Memorandum of Understanding between the RITES limited and the Ministry of Railways for the year 2008-09.

[Placed in Library, *See* No. LT 9104/2008]

- (iv) Memorandum of Understanding between the Konkan Railway Corporation Limited and the Ministry of Railways for the year 2008-09

[Placed in Library, *See* No. LT 9105/2008]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

- (i) Review by the Government of the working of the Dedicated Freight Corridor Corporation of India Limited, New Delhi, for the year 2007-08.

- (ii) Annual Report of the Dedicated Freight Corridor Corporation of India Limited, New Delhi, for the year 2007-08, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 9106/2008]

- (3) A copy each of the following Notifications (Hindi and English versions) under Section 199 of the Railways Act, 1989:-

- (i) The Rail Land Development Authority (Constitution) (Amendment) Rules, 2007, published in the Notification No. G.S.R. 538(E) in Gazette of India dated the 8th August, 2007.

- (ii) The Railway Servants (Hours of Work and Period Rest Amendment) Rules, 2007, published in the Notification No. G.S.R. 264(E) in Gazette of India dated the 30th March, 2007.

- (iii) The Rail Land Development Authority Constitution (Amendment) Rules, 2008, published in the Notification No. G.S.R. 476(E) in Gazette of India dated the 25th June, 2008.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, *See* No. LT 9107/2008]

- (5) A copy of the Railway Claims Tribunal (Salaries and Allowances and Conditions of Service of Chairman, Vice-Chairman and Members) Amendment Rules, 2008 (Hindi and English versions) published in Notification No. G.S.R. 625(E) in Gazette of India dated the 29th August,

2008 under sub-section (3) of Section 30 of the Railway Claims Tribunal Act 1987.

[*English*]

[Placed in Library, *See* No. LT 9108/2008]

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (SHRIMATI KANTI SINGH): I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(a) (i) Review by the Government of the working of the India Tourism Development Corporation, New Delhi, for the year 2006-2007.

(ii) Annual Report of the India Tourism Development Corporation, New Delhi, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 9109/2008]

(b) (i) Review by the Government of the working of the M.P. Ashok Hotel Corporation Limited, Bhopal, for the year 2006-2007.

(ii) Annual Report of the M.P. Ashok Hotel Corporation Limited, Bhopal, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 9110/2008]

(c) (i) Review by the Government of the working of the Ranchi Ashok Bihar Hotel Corporation Limited, Ranchi, for the year 2006-2007.

(ii) Annual Report of the Ranchi Ashok Bihar Hotel Corporation Limited, Ranchi, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 9111/2008]

(d) (i) Review by the Government of the working of the Assam Ashok Hotel Corporation Limited, Guwahati, for the year 2005-2006.

(ii) Annual Report of the Assam Ashok Hotel Corporation Limited, Guwahati, for the year 2005-2006, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Four statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, *See* No. LT 9112/2008]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Raja Rammohun Roy Library Foundation, Kolkata, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rammohun Roy Library Foundation, Kolkata, for the year 2006-2007.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, *See* No. LT 9113/2008]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Indira Gandhi Rashtriya Manav Sangrahalaya, Bhopal, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of Indira Gandhi Rashtriya Manav Sangrahalaya, Bhopal, for the year 2006-2007.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, *See* No. LT 9114/2008]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Khuda Bakhsh Oriental Public Library, Patna, for the year 2006-2007, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of Khuda Bakhsh Oriental Public Library, Patna, for the year 2006-2007.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.
[Placed in Library, *See* No. LT 9115/2008]
- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Asiatic Society, Kolkata, for the year 2006-2007, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of Asiatic Society, Kolkata, for the year 2006-2007.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.
[Placed in Library, *See* No. LT 9116/2008]
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2006-2007.
(ii) A copy of the Annual Accounts (Hindi and English versions) of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2006-2007, together with Audit Report thereon.
(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Institute of Buddhist Studies, Leh-Ladakh, for the year 2006-2007.
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.
[Placed in Library, *See* No. LT 9117/2008]
- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 2006-2007.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 2006-2007, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 2006-2007.
- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.
[Placed in Library, *See* No. LT 9118/2008]
- (15) A copy of the Memorandum of Understanding (Hindi and English versions) between the India Tourism Development Corporation Limited and the Ministry of Tourism for the year 2008-2009.
[Placed in Library, *See* No. LT 9119/2008]
- THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): I beg to lay on the Table—
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Social Defence, New Delhi, for the year 2004-2005, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute of Social Defence, New Delhi, for the year 2004-2005.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.
[Placed in Library, *See* No. LT 9120/2008]
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Ali Yavar Jung National Institute for the Hearing Handicapped, Mumbai, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of Ali Yavar Jung National Institute for the Hearing Handicapped, Mumbai, for the year 2006-2007.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, *See* No. LT 9121/2008]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Mentally Handicapped, Secunderabad, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute for the Mentally Handicapped, Secunderabad, for the year 2006-2007.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, *See* No. LT 9122/2008]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Orthopaedically Handicapped, Kolkata, for the year 2005-2006, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute for the Orthopaedically Handicapped, Kolkata, for the year 2005-2006.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, *See* No. LT 9123/2008]

(9) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(i) Review by the Government of the working of the Artificial Limbs Manufacturing Corporation of India, Kanpur, for the year 2006-2007.

(ii) Annual Report of the Artificial Limbs Manufacturing Corporation of India, Kanpur, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, *See* No. LT 9124/2008]

(11) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for the Orthopaedically Handicapped, Kolkata, for the year 2006-2007, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of National Institute for the Orthopaedically Handicapped, Kolkata, for the year 2006-2007.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, *See* No. LT 9125/2008]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): I beg to lay on the Table—

(1) A copy of the following papers (Hindi and English versions):

(i) Memorandum of Understanding between the Rajasthan Electronics and Instruments Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9126/2008]

- (ii) Memorandum of Understanding between the Cement Corporation of India Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9127/2008]

- (iii) Memorandum of Understanding between the Hindustan Salts Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9128/2008]

- (iv) Memorandum of Understanding between the Heavy Engineering Corporation Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9129/2008]

- (v) Memorandum of Understanding between the National Instruments Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9130/2008]

- (vi) Memorandum of Understanding between the Andrew Yule and Company Limited and the Department of Heavy Industry, Ministry of Heavy Industry and Public Enterprises, for the year 2008-09.

[Placed in Library, *See* No. LT 9131/2008]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): I beg to lay on the Table—

- (1) A copy of the Liquefied Petroleum Gas (Regulation of Supply and Distribution) Amendment Order, 2007 (Hindi and English versions) published in Notification No. G.S.R. 730(E) in Gazette of India dated the 26th November, 2007 under sub-section (6) of Section 3 of the Essential Commodities Act, 1955.

[Placed in Library, *See* No. LT 9132/2008]

- (2) A copy each of the following Notifications (Hindi and English versions) under Section 10 of the Oilfields (Regulation and Development) Act, 1948:-

- (i) S.O. 1502(E) published in Gazette of India dated the 20th June, 2008 designating Oil Industry Safety Directorate as competent authority to exercise powers and functions as stipulated in Petroleum and Natural Gas (Safety in Offshore Operations) Rules, 2008, with effect from date of publication of the notification.

- (ii) The Petroleum and Natural Gas (Safety in Offshore Operations) Rules, 2008 published in Notification No. G.S.R. 469(E) in Gazette of India dated the 20th June, 2008.

[Placed in Library, *See* No. LT 9133/2008]

- (3) A copy each of the following Notifications (Hindi and English versions) under Section 62 of the Petroleum and Natural Gas Regulatory Board Act, 2006:-

- (i) The Petroleum and Natural Gas Regulatory Board (Affiliate Code of Conduct for Entities Engaged in Marketing of Natural Gas and Laying, Building, Operating or Expanding Natural Gas Pipeline) Regulations, 2008 published in Notification No. G.S.R. 540(E) in Gazette of India dated the 17th July, 2008.

- (ii) The Petroleum and Natural Gas Regulatory Board (Access Code for common Carrier or Contract Carrier Natural Gas Pipelines) Regulations, 2008 published in Notification No. G.S.R. 541(E) in Gazette of India dated the 17th July, 2008.

- (iii) The Petroleum and Natural Gas Regulatory Board (Authorizing Entities to Lay, Build, Operate or Expand Natural Gas Pipelines) Regulations, 2008 published in Notification No. G.S.R. 340(E) in Gazette of India dated the 6th May, 2008.

- (iv) The Petroleum and Natural Gas Regulatory Board (Technical Standards and Specifications including Safety Standards for City or Local Natural Gas Distribution Networks) Regulations, 2008 published in Notification No. G.S.R. 612(E) in Gazette of India dated the 27th August, 2008.

[Placed in Library, *See* No. LT 9134/2008]

12.04 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:-

"In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No.3) Bill, 2008, which was passed by the Lok Sabha at its sitting held on the 21st October, 2008 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.04¹/₂ hrs.
**FINANCIAL COMMITTEES (2007-2008)—
A Review**
[English]

SECRETARY-GENERAL: Sir, I beg to lay on the Table Hindi and English versions of the "Financial Committees (2007-2008)—A Review."

[Placed in Library, *See* No. LT 9135/2008]

12.05 hrs.

**COMMITTEE ON PRIVATE MEMBERS'
BILLS AND RESOLUTIONS**
37th Report*[English]*

SHRI CHARNJIT SINGH ATWAL (Phillaur): Sir, I beg to present the Thirty-seventh Report (Hindi and English versions) of the Committee on Private Members' Bills and Resolutions.

12.05¹/₄ hrs.**PUBLIC ACCOUNTS COMMITTEE****77th Report***[Translation]*

SHRI B. MAHTAB (Cuttack): On behalf of Prof. Vijay Kumar Malhotra I beg to present the Seventy-seventh Report (Hindi and English Versions) of the Public Accounts Committee (2008-2009) on "Accelerated Power Development and Reform Programme (APDRP)."

12.05¹/₂ hrs.
**COMMITTEE ON THE WELFARE OF
SCHEDULED CASTES AND
SCHEDULED TRIBES**
32nd to 34th Reports

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, I beg to present the following Reports:-

- (1) Thirty-second Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on the Ministry of Railways (Railway Board) on Action Taken by the Government on the recommendations contained in their Seventeenth Report (Fourteenth Lok Sabha) on "Reservation for and Employment of Scheduled Castes and Scheduled Tribes in North Eastern Railway (NER)".
- (2) Thirty-third Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on the Ministry of Tribal Affairs on "National Commission for the Scheduled Tribes (NCST) - its mandate and achievements - a review of its organisation and working".
- (3) Thirty-fourth Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on the Ministry of Health and Family Welfare on Action Taken by the Government on the recommendations contained in their Twentieth Report (Fourteenth Lok Sabha) on "Reservation for and Employment of Scheduled Castes and Scheduled Tribes in All India Institute of Medical Sciences including Reservation for Scheduled Castes and Scheduled Tribes in admission therein".

12.05³/₄ hrs.

**STANDING COMMITTEE ON URBAN
DEVELOPMENT**

33rd to 36th Reports

[English]

MD. SALIM (Calcutta-North East): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Urban Development (2008-2009):

- (1) Thirty-third Report of the Committee on Action Taken by the Government on the recommendations contained in the Thirty-first Report of the Committee on Demands for Grants (2008-2009) of the Ministry of Urban Development.
- (2) Thirty-fourth Report of the Committee on Action Taken by the Government on the recommendations contained in the Thirty-second Report of the Committee on Demands for Grants (2008-2009) of the Ministry of Housing and Urban Poverty Alleviation.
- (3) Thirty-fifth Report of the Committee on the subject 'National Capital Region Planning Board' (NCRPB), Ministry of Urban Development.
- (4) Thirty-sixth Report of the Committee on the subject 'Government of India Stationery Office, Kolkata' (GISO), Ministry of Urban Development.

12.06 hrs.

**JOINT PARLIAMENTARY COMMITTEE
ON WAKF**

9th Report

[English]

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Sir, I beg to lay on the Table the Ninth Report (Hindi and English versions) of the Joint Parliamentary Committee on Wakf.

12.06¹/₄ hrs.

**STANDING COMMITTEE ON SCIENCE
AND TECHNOLOGY, ENVIRONMENT
AND FORESTS**

195th to 200th Reports

[Translation]

SHRI FRANCIS FANTHOME: (Nominated): I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Science and Technology, Environment & Forests:—

- (1) One Hundred and Ninety-fifth Report on Action Taken by the Government on the recommendations contained in the One Hundred and Eighty-fifth Report of the Committee on the Demands for Grants (2008-09) of the Department of Science & Technology;
- (2) One Hundred and Ninety-sixth Report on Action Taken by the Government on the recommendations contained in the One Hundred and Ninetieth Report of the Committee on the Demands for Grants (2008-09) of the department of Bio-technology;
- (3) One Hundred and Ninety-seventh Report on Action Taken by the Government on the recommendations contained in the One Hundred and Eighty-sixth Report of the Committee on the Demands for Grants (2008-09) of the Department of Scientific and Industrial Research;
- (4) One Hundred and Ninety-eight Report on Action Taken by the Government on the recommendations contained in the One Hundred and Ninety-first Report of the Committee on the Demands for Grants (2008-09) of the Department of Atomic Energy;
- (5) One Hundred and Ninety-ninth Report on Action Taken by the Government on the recommendations contained in the One Hundred and Eighty-ninth Report of the Committee on the Demands for Grants (2008-09) of the Department of Space; and
- (6) Two Hundredth Report on Action Taken by the Government on the recommendations contained in the One Hundred and Eighty-seventh Report of the Committee on the Demands for Grants (2008-09) of the Ministry of Earth Sciences.

12.06³/₄ hrs.

STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE

140th to 142nd Reports

[English]

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): Sir, I beg to lay on the table the following Reports (Hindi and English versions) of the Standing Committee on Transport, Tourism and Culture:-

- (1) One Hundred Fortieth Report** on 'Promotion of Tourism in Jammu & Kashmir;
- (2) One Hundred Forty-first Report** on Modernisation of Airports; and
- (3) One Hundred Forty-second Report on 'Functioning of Private Airports and the related issues'.

12.07 hrs.

STANDING COMMITTEE ON PERSONNEL, PUBLIC GRIEVANCES, LAW AND JUSTICE

29th and 30th Reports

[English]

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Personnel, Public Grievances, Law & Justice:

- (1) Twenty-ninth Report on Public Grievances Redressal Mechanism; and
- (2) Thirtieth Report on constraints being faced by Kendriya Bhandar.

*The Reports at Sl. Nos. (1) and (2) were presented to Hon'ble Chairman, Rajya Sabha on the 20th August, 2008, when the House was not in Session, under Direction 31(1) of the Directions by the Chairman, Rajya Sabha.

12.08 hrs.

STATEMENTS BY MINISTERS

(i) National Land Records Modernization Programme (NLRMP)

[Translation]

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): The National Common Minimum Programme (NCMP) of the UPA Government envisages that *"Revenue Administration will be thoroughly modernized and clear land titles will be established"*. Following up on this mandate, the National Land Records Modernization Programme (NLRMP) was formulated after extensive and in-depth consultations with the States and UTs, the concerned Ministries/Departments of the Govt. of India and expert agencies. The NLRMP was approved by the Cabinet in its meeting held on 21st August, 2008.

2. The main objective of the NLRMP is to develop a modern, comprehensive and transparent land records management system with the ultimate aim of implementing the conclusive land-titling system with title guarantee.

3. The Programme will be implemented as a Centrally-sponsored scheme with various components with the following assistance:

- (i) Computerisation of land records including digitization of cadastral maps, integration of textual and spatial data, data centres at Tehsil and State level, inter-connectivity among revenue offices. (100% by Govt. of India).
- (ii) Survey/resurvey and updating of the survey & settlement records (including ground control network and ground truthing) using modern technology options. (50% by Govt. of India).
- (iii) Computerization of Registration including connectivity to SROs with revenue offices. (25% by Govt. of India)
- (iv) Modern record rooms/land records management centres at Tehsil level. (50% by Govt. of India)
- (v) Training & capacity building (100% by Govt. of India)
- (vi) Core GIS (100% by Govt. of India)

[Dr. Raghuvansh Prasad Singh]

4. The total capital cost of the NLRMP (Central and State shares) has been estimated as Rs.5656.00 crore.
5. District will be the unit of implementation under the Programme. All the districts in the country would be covered under the NLRMP by the end of 12th Plan.
6. The State Governments need to meet the state share for various components and ensure that all activities prescribed under the NLRMP would be undertaken in a systematic manner and implement the Programme in the whole State by end of 12th Plan.
7. The Monitoring and Review Mechanism proposed under the NLRMP envisages Monitoring and Review Committees at District and State levels. Among others, the local MPs, MLAs and MLCs will be the members of the Committee at District level. The Committee will review the progress of implementation of the programme at least once in a quarter.
8. During the current financial year there is a provision of Rs. 473.00 crore under the NLRMP. It is proposed to take up at least 1-2 districts in each State and UT during the current financial year.

[Placed in Library, *See* No. LT 9138/2008]

12.10 hrs.

- (II) Status of implementation of the recommendations contained in the 25th Report of the Standing Committee on Coal and Steel on Demands for Grants (2007-08), pertaining to the Ministry of Steel*

[English]

MR. SPEAKER: Item No. 23—Shri Ram Vilas Paswan. You can lay your statements on the Table.

*Laid on the Table and also placed in Library. *See* No. LT 9137/2008.

[Translation]

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): I am making this statement on this statement on the status of implementation of recommendations contained in the Twenty Fifth Report of the Standing Committee on Coal and Steel (Fourteenth Lok Sabha) in pursuance of the direction 73-A of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin-part II dated the 1st September, 2004.

The aforesaid Twenty Fifth Report was presented to the Lok Sabha and Rajya Sabha on the 27.04.2007. The Report relates to the examination of the Demands for Grants of Ministry of Steel for the year 2007-08.

The Committee in the said report has made a total of 27 recommendations (contained in six paras) with reference to Aims, Objectives and Achievements of the Ministry and where action is called for on the part of the Government.

The Action Taken Statements on the recommendations/observations contained in the Report of the Committee had been sent to the Standing Committee on Coal and Steel on the 26.11.2007.

The present status of implementation of the various recommendations made by the Committee is indicated in the annexure to my Statement, which is laid on the table of the Lok Sabha. I would not like to take the valuable time of the House to read out all the contents of this Annexure. I would request that this may be considered as read.

12.11 hrs.

- (III) Status of implementation of the recommendations contained in the 26th Report of the Standing Committee on Coal and Steel on the Review of Performance of Rashtriya Ispat Nigam Limited (RINL), pertaining to the Ministry of Steel*

[Translation]

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): I am making this statement on the status of implementation of recommendations contained in the

*Laid on the Table and also placed in Library, *See* No. LT-9138/2008.

Twenty Sixth Report of the Standing Committee on Coal and Steel (2006-07) (Fourteenth Lok Sabha) in pursuance of the direction 73-A of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin-Part II dated the 1st September, 2004.

The aforesaid Twenty Sixth Report was presented to the Lok Sabha on the 14.05.2007. The Report relates to the Review of Performance of Rashtriya Ispat Nigam Ltd. (RINL) of Ministry of Steel.

The Committee in the said report has made a total of 20 recommendations (contained in 6 paras) with reference to Aims, Objectives and Achievements of the Ministry and where action is called for on the part of the Government.

The Action Taken Statements on the recommendations/observations contained in the Report of the Committee had been sent to the Standing Committee on Coal and Steel on the 13.11.2007.

The present status of implementation of the various recommendations made by the Committee is indicated in the annexure to my Statement, which is laid on the table of the Lok Sabha. I would not like to take the valuable time of the House to read out all the contents of this Annexure. I would request that this may be considered as read.

12.12 hrs.

- (iv) **Status of Implementation of the recommendations contained in the 26th Report of the Standing Committee on Social Justice and Empowerment on Demands for Grants (2007-08), pertaining to the Ministry of Minority Affairs***

[English]

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): Hon. Speaker, Sir, I am laying this statement on the status of the implementation of recommendations contained in the Twenty-sixth Report of the Standing Committee on Social Justice and Empowerment

*Laid on the Table and also placed in Library, See No. LT 9139/2008.

(Fourteenth Lok Sabha) on Demands for Grants for the year 2007-08 of the Ministry of Minority Affairs, in pursuance of the Direction 73A of the Directions by the hon. Speaker, Lok Sabha under Rule 389 of the Rules of Procedure and Conduct of Business in Lok Sabha.

The Standing Committee on Social Justice and Empowerment (Fourteenth Lok Sabha) presented its Twenty-Sixth Report on the Demands for Grants for the year 2007-08, relating to the Ministry of Minority Affairs to the Lok Sabha on 28th April, 2007. The recommendations were considered and the action taken by the Government on the recommendations were submitted to the Committee on 13th August, 2007.

The Report contained 15 recommendations. The present status of implementation of all these 15 recommendations is indicated in the Annexure, which is laid on the Table of the House.

12.13 hrs.

- (v) **Status of Implementation of the recommendations contained in the 31st Report of the Standing Committee on Social Justice and Empowerment on action taken on the observations/recommendations contained in the 26th Report on Demands for Grants (2007-08), pertaining to the Ministry of Minority Affairs***

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): Hon. Speaker, Sir, I am laying this statement on the status of the implementation of recommendations contained in the Thirty-first Report of the Standing Committee on Social Justice and Empowerment (Fourteenth Lok Sabha) on the action taken by the Government on the observations/recommendations contained in the Twenty-Sixth Report of the Standing Committee on Social Justice and Empowerment on Demands for Grants (2007-08) of the Ministry of Minority Affairs, in pursuance of the Direction 73A of the Directions by the hon. Speaker, Lok Sabha under Rule 389 of the Rules of Procedure and Conduct of Business in Lok Sabha.

The Standing Committee on Social Justice and Empowerment (Fourteenth Lok Sabha) presented its

*Laid on the Table and also placed in Library, See No. LT 9140/2008.

[Shri A.R. Antulay]

Thirty-First Report on the Demands for Grants for the year 2007-08, relating to the Ministry of Minority Affairs to the Lok Sabha on 4th March, 2008. The recommendations were considered and the action taken by the Government on the recommendations were submitted to the Committee on 3rd June, 2008 on Demands for Grants for the year 2007-08 of the Ministry of Minority Affairs.

The Report contained five recommendations. The present status of implementation of all these five recommendations is indicated in the Annexure, which is laid on the Table of the House.

12.14 hrs.

(vi) **Status of Implementation of the recommendations contained in the 35th Report of the Standing Committee on Social Justice and Empowerment on Demands for Grants (2008-09), pertaining to the Ministry of Minority Affairs***

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): Hon. Speaker, Sir, I am laying this statement on the status of the implementation of recommendations contained in the Thirty-fifth Report of the Standing Committee on Social Justice and Empowerment (Fourteenth Lok Sabha) on Demands for Grants for the year 2008-09 of the Ministry of Minority Affairs, in pursuance of the Direction 73A of the Directions by the hon. Speaker, Lok Sabha under Rule 389 of the Rules of Procedure and Conduct of Business in Lok Sabha.

The Standing Committee on Social Justice and Empowerment (Fourteenth Lok Sabha) presented its Thirty-fifth Report on the Demands for Grants for the year 2008-09, relating to the Ministry of Minority Affairs to the Lok Sabha on 23rd April, 2008. The recommendations were considered and the action taken by the Government on the recommendations were submitted to the Committee on 25th July, 2008.

The Report contained 15 recommendations. The present status of implementation of all these

15 recommendations is indicated in the Annexure, which is laid on the Table of the House.

12.15 hrs.

(vii) **Status of Implementation of the recommendations contained in the 22nd Report of the Standing Committee on Defence on Review of Implementation Status of GOM Report on Reforming National Security System in pursuance of Kargil Review Committee Report—Special Reference to Management of Defence, pertaining to the Ministry of Defence***

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Hon. Speaker, Sir, I am laying this statement on the status of implementation of recommendations contained in the 22nd Report of the Standing Committee on Defence (14th Lok Sabha) in pursuance of the direction of the hon. Speaker, Lok Sabha contained in Lok Sabha Bulletin – Part II dated September 01, 2004.

The 22nd Report of the Standing Committee on Defence (14th Lok Sabha) relates to Review of Implementation Status of GOM Report on Reforming National Security System in pursuance of Kargil Review Committee Report – Special Reference to Management of Defence. The Report was presented to the Lok Sabha on 3.8.2007 and laid in Rajya Sabha on 9.8.2007.

Action Taken Statements on the recommendations/ observations contained in the 22nd Report were sent to the Standing Committee on Defence on 10.3.2008 after seeking extension of time for the same.

The present status of implementation of the various recommendations made by the Committee in their 22nd Report is indicated in the Annexure-I to my statement which is laid on the Table of the House. I would not like to take the valuable time of the House to read out all the contents of the Annexure. I would request that these may be considered as read.

*Laid on the Table and also placed in Library, See No. LT 9141/2008.

*Laid on the Table and also placed in Library, See No. LT 9142/2008.

12.16 hrs.

**MOTION RE: FIFTIETH REPORT OF
BUSINESS ADVISORY COMMITTEE**

[English]

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): Sir, I beg to move the following:-

"That this House do agree with the Fiftieth Report of the Business Advisory Committee presented to the House on the 22nd October, 2008."

MR. SPEAKER: The question is:

"That this House do agree with the Fiftieth Report of the Business Advisory Committee presented to the House on the 22nd October, 2008."

The motion was adopted.

12.17 hrs.

COMPANIES BILL, 2008*

[English]

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): Sir, I beg to move for leave to introduce a Bill to consolidate and amend the law relating to companies.

MR. SPEAKER: Motion moved:

"That leave be granted to introduce a Bill to consolidate and amend the law relating to companies."

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, in our Rules of Procedure, there is a provision which deals with competency of the Legislature to deal with a law. That is an important aspect so far as we, the Members, are concerned. Before the Bill is introduced, we must have an opportunity to see what provisions are contained in the Bill. This Bill is like an encyclopaedia, having 250 pages. It was distributed only in the morning. Can any human being go through it within such a short period of time?

MR. SPEAKER: Super human beings like you can!

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: Sir, please look at the reason given in the memorandum explaining the reasons for which copies of the Bill could not be circulated two days in advance of its introduction. Kindly hear me. It reads:

"... In view of the complexity and size of the Bill, considerable time and efforts were required to finalise it along with necessary papers. Due to its importance of the reforms proposed in the Bill on regulation of the corporate sector in light of the contemporary business"

So, this is a very important Bill and they must give us sufficient time. This is valid for not exempting two days' time. They themselves have admitted that this is an important legislation.

It is highly essential and very important in contemporary business that when such a Bill is introduced, they must do it at the proper time and in a proper manner, that is, by giving at least two days time for us to read it. This was not done. This is the way in which the Legislative Business is being dealt by this Government. I have pointed it out several times.

What is the meaning of Legislative Business if things go on like this? We are in the House. This is a very big Bill. The Government would also like *...(Interruptions)*

MR. SPEAKER: Yes, I have heard you for five minutes.

SHRI VARKALA RADHAKRISHNAN: Anyhow, I do not stand in the way. Let him move it. But this must be on record. It should not be taken as granted, and it should not be repeated. They should take the Legislative Business with all its seriousness, and give the basic rights to the Members to determine whether we have the competence to deal with the subject. This is the point and let it be on record.

MR. SPEAKER: It is on record.

SHRI VARKALA RADHAKRISHNAN: I do not have any say for the time being. But this is a very important matter. Hereafter, the Government should take abundant caution to see to this because this is one of the important Businesses. *...(Interruptions)*

SHRI LAKSHMAN SINGH (Rajgarh): The Government should react to it.

*Published in the Gazette of India Extraordinary Part II, Section-2, dated 23.10.2008.

SHRI VARKALA RADHAKRISHNAN: What is Parliament after all?

MR. SPEAKER: This is precisely my question.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY (Puri): The Ministers are very much casual in their approach. ...*(Interruptions)*

MR. SPEAKER: Mr. Radhakrishna, your points are very important points. But today, it really amounts to questioning my decision.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: I do not want to question your decision. Hence, I agreed to it. ...*(Interruptions)*

MD. SALIM (Calcutta – North East): He has agreed to you. ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN: This is why I have agreed to it, that is, without questioning your authority. ...*(Interruptions)*

MR. SPEAKER: Therefore, I have noted your admonition, Mr. Radhakrishnan. But the former Speaker should not behave in this manner.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: You will have to protect our rights. Our right is ...*(Interruptions)*

MR. SPEAKER: I wish some reciprocity was there.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: Please give a direction not to repeat such practice hereafter. Otherwise, they will bring another legislation also. ...*(Interruptions)*

MR. SPEAKER: I have agreed to it. Your admonition is accepted.

SHRI VARKALA RADHAKRISHNAN: Thank you, Sir. I do not question your authority and I do not challenge your decision, but this is a matter ...*(Interruptions)*

MR. SPEAKER: Are you sure about it? Kindly ask your Leader and Deputy-Leader.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: Therefore, they should not repeat it hereafter. ...*(Interruptions)* The Government should take the Legislative Business as serious as it is.

MD. SALIM: Why are you so unkind to me? ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN: It is not a formality. ...*(Interruptions)*

MR. SPEAKER: I have accepted your admonition. Yes, Mr. Minister.

SHRI BRAJA KISHORE TRIPATHY: They are very much casual.

SHRI PREM CHAND GUPTA: Sir, do I reply to it or just go ahead with it?

MR. SPEAKER: Please go ahead with it.

SHRI PREM CHAND GUPTA: Sir, leave may be granted.

MR. SPEAKER: Subject to the very valid points ...

...(Interruptions)

MR. SPEAKER: You are only speaking, and not listening. This is the problem.

...(Interruptions)

MD. SALIM: Now, he is listening to you.

MR. SPEAKER: Subject to the very valid admonition given to the Chair by Mr. Radhakrishnan, I would put the question.

The question is:

“That leave be granted to introduce a Bill to consolidate and amend the law relating to companies.”

The motion was adopted.

SHRI PREM CHAND GUPTA: I introduce the Bill.

12.18 hrs.

**SCIENCE AND ENGINEERING RESEARCH
BOARD BILL, 2008***

[English]

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): I beg to move for leave to introduce a Bill to provide for the constitution of a Board for promoting basic research in Science and Engineering and to provide financial assistance to persons engaged in such research, academic institutions, research and development laboratories, industrial concerns and other agencies for such research and for matters connected therewith or incidental thereto.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the constitution of a Board for promoting basic research in Science and Engineering and to provide financial assistance to persons engaged in such research, academic institutions, research and development laboratories, industrial concerns and other agencies for such research and for matters connected therewith or incidental thereto."

The motion was adopted.

SHRI KAPIL SIBAL: I introduce the Bill.

12.19 hrs.

**MOTION RE: TWELFTH REPORT OF
COMMITTEE OF PRIVILEGES**

[English]

SHRI V. KISHORE CHANDRA S. DEO (Parvatipuram): I beg to move the following:

"That the House do agree with the Twelfth Report of the Committee of Privileges on "Requests from Courts of Law and investigating agencies, for documents pertaining to proceedings of House, Parliamentary Committees or which are in the custody of Secretary-General, Lok Sabha, for production in Courts of Law and for investigation purposes", laid on the Table of the House on 30 April, 2008."

MR. SPEAKER: The question is:

"That the House do agree with the Twelfth Report of the Committee of Privileges on "Requests from Courts of Law and investigating agencies, for documents pertaining to proceedings of House, Parliamentary Committees or which are in the custody of Secretary-General, Lok Sabha, for production in Courts of Law and for investigation purposes", laid on the Table of the House on 30 April, 2008."

The motion was adopted.

[English]

MR. SPEAKER: Now, I call upon Shri Acharia to speak.

...(Interruptions)

MR. SPEAKER: I will listen to everybody; please speak one by one. I have called Shri Acharia. I have noticed you Mr. George. Please go to your seat and wait for your turn.

SHRI BASU DEB ACHARIA (Bankura): For the last three days, I have been giving notices of Adjournment Motion on 'Attack on Minorities' in different parts of the country. The orgy of violence against minorities...

MR. SPEAKER: Shri Acharia, I am sorry to interrupt you. You have been giving notices, no doubt about it, but for reasons, whether it is my fault or otherwise, it could not be taken up.

So far as I am concerned, today, for some technical problem, I cannot take up your matter. Therefore, I undertake in the presence of the entire country that I will take up your matter tomorrow. If you want an adjournment motion, then I will take it up tomorrow. For some technical defect on my part, it cannot be taken up today.

SHRI BASU DEB ACHARIA: Sir, tomorrow being Friday, it should be taken up at 12 o'clock.

MR. SPEAKER: I will take it up.

...(Interruptions)

MR. SPEAKER: You have also given a similar notice. The problem is the same. It applies to Mr. George also. Your matters will come tomorrow.

SHRI GURUDAS DASGUPTA (Panskura): Sir, I have also given a notice.

MR. SPEAKER: Those who have given notices in the manner in which it is to be done, it will be taken up.

SHRI N.N. KRISHNADAS (Palghat): Sir, my notice is on a different matter.

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): I am continuously giving notice for adjournment motion for last three days...*(Interruptions)*

[English]

MR. SPEAKER: Which notice, what notice are you referring to?

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Sir, I have given notice for suspension of question hour.

MR. SPEAKER: That time is over. For a change, the Question Hour has taken place.

SHRI DEVENDRA PRASAD YADAV: I am taking about the notice I have given for zero hour.

Mr. SPEAKER: All right I will see.

...*(Interruptions)*

[English]

MR. SPEAKER: Please wait for it. I have to start taking up these important questions.

12.20 hrs.

SUBMISSIONS BY MEMBERS

- (1) **Re: Need to restore the allotment quota of foodgrains and electricity from Central Pool to Kerala**

SHRI N.N. KRISHNADAS: Sir, my notice is on a different matter.

SHRI P.C. THOMAS (Muvattupuzha): On a similar matter, I have given notice under Rule 193, Sir.

SHRI N.N. KRISHNADAS: Sir, we have been trying to raise a very important matter concerning the people of Kerala in the House. As you mentioned from the Chair right now, it could not be possible to raise the same in a good manner in the House, Sir.

MR. SPEAKER: For which, some introspection may be made.

SHRI N.N. KRISHNADAS: This is a clear case of discrimination against the people who have been trying their level best in terms of national integrity of our country, and I am referring to the people of Kerala.

Sir, Kerala is a food Deficit State and there is an agreement from 1965 onwards to provide sufficient food grains for the PDS in the State of Kerala. Many a time, on the floor of this very same House, a lot of Ministers have mentioned that Kerala has a very good PDS, which is existing in the country, but unfortunately, the Union Government with a political vengeance cut short the food grains supply to Kerala involving the APL as well as BPL card holders.

The second thing that we would like to mention is that the total electricity allocated to the Kerala State from the unallocated quota has been completely cut short due to political vengeance. That is the only one reason for this. Due to shortage of rain, the State of Kerala is facing acute shortage of power. It is due to natural causes like less rain. What is the purpose of the Union Government keeping the unallocated quota of power with it? It is being done due to political vengeance.

The third point is...

MR. SPEAKER: This is not a debate; I have already allowed you to speak for more time.

SHRI N.N. KRISHNADAS: My third point, Sir, is when the hon. Prime Minister visited Kerala he mentioned that eight IITs will be set up in different parts of the country during the Eleventh Plan period. Out of them one should be set up in Kerala. ...*(Interruptions)*

MR. SPEAKER: Hon. Members who wish to join him may send their names in writing.

...*(Interruptions)*

MR. SPEAKER: Please listen to the Chair for a change. You are abusing me. You do not cooperate with me at all. It is very easy to abuse.

SHRI N.N. KRISHNADAS: Sir, I am a very obedient Member.

MR. SPEAKER: I know how obedient you are. You have to certify yourself.

Although the House has not functioned properly, this is the fourth time that this issue has been allowed to be raised.

...(Interruptions)

MR. SPEAKER: Will you please sit down? I would not tolerate this any more. Since I am being abused right and left, I have started it yesterday and I will continue it. Shri Ajay Kumar, it is your turn today. If you do not sit down, I will immediately take action. If you do not take your seats, I will immediately take action. I have not called any one of you. I have called Mr. Krishnadas and he has been given a full hearing.

...(Interruptions)

MR. SPEAKER: I humbly appeal to the leader of the party Mr. Acharia. Please tell me if this is the way the House is to run.

SHRI N.N. KRISHNADAS: Sir, you allowed me to speak. Let me complete my submission. Let me please conclude.

This kind of discrimination due to political vengeance ...

MR. SPEAKER: This is the fourth time you are saying. No more to be recorded. Dr. Sarma now.

...(Interruptions)*

MR. SPEAKER: Nothing is being recorded.

...(Interruptions)*

MR. SPEAKER: This is the cooperation I am receiving.

...(Interruptions)*

MR. SPEAKER: I know, elections have come too near.

...(Interruptions)*

MR. SPEAKER: Does the Minister want to say something?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): Yes, Sir.

MR. SPEAKER: Listen to him. You wanted him to respond and he is responding. But you must go to your respective seats first. You cannot stand in the aisles. And listen to him. Everybody must go to his or her own seat.

SHRI VAYALAR RAVI: Sir, with your permission I am willing to respond as they demanded. Their demand has been raised here and raised outside also. We are very much concerned. The Minister also replied. The hon. Members are not satisfied. I can really assure them that I will convey the sentiments expressed by the Members here to the Prime Minister for whatever way he can react to them.

MD. SALIM (Calcutta-North East): This is a bureaucratic response.

MR. SPEAKER: Do not record anything.

...(Interruptions)*

MR. SPEAKER: This is not Kerala Assembly.

12.30 hrs.

[At this stage, Shri Basu Deb Acharia and some other hon. Members left the House.]

MR. SPEAKER: It is not recorded. Nothing is recorded. Why are you taking the trouble?

...(Interruptions)*

DR. ARUN KUMAR SARMA (Lakhimpur) Thank you for allowing me to raise this important issue about Assam. Assam is perennially flood affected State but this time the devastating flood, due to sudden release of water from NEEPCO Hydro Power Project, Dikrong and Ranganadi rivers has created a very serious situation in the Lakhimpur district of Assam. Similarly the breach in the Matmora side of Brahmaputra dyke has inundated large area of Dhakuakhana sub-division and as well as Majuli Island of Assam which has made thousands and thousands of families homeless and landless. They are on the streets and embankments and they have taken shelter in the temporary sheds.

*Not recorded.

*Not recorded.

Another important point is the Rohmaria erosion point of Dibrugarh district where the Prime Minister has visited. So far no action has been taken by the Government despite the commitment from the hon. Prime Minister. Hon. Prime Minister has made a commitment that the flood of Assam would be taken as a national problem but very unfortunately this time the Prime Minister could not find any time to visit the flood affected areas of Assam and land erosion affected areas. Also, regarding the other parts of Assam like Puthimari river and in other districts like Nalbari, Dhuburi, Goalpara, Borpeta, etc. and many areas are fully inundated and large number of families have become homeless. In Assam, even today, more than 50,000 families are fully affected by floods and erosion. So far the Government of India has not taken any action to rehabilitate them when the Government had taken up Rs. 10,000 crore National Rehabilitation Plan for Tsunami affected people ...
...(Interruptions) Erosion and flood affected people of Assam are not taken care of by the Government. We strongly oppose the indifferent and partial attitude of the Prime Minister who has discriminated the people of Assam. He has visited Bihar and declared the floods of only Bihar as calamity of severe nature. We support such a declaration for Bihar but at the same time, I would like to know as to why the flood in Assam is not considered as a national problem and as to why floods in Assam are not considered as a national calamity of severe nature.
...(Interruptions)

It is an independent country. ...*(Interruptions)* Assam has been suffering. ...*(Interruptions)*

MR. SPEAKER: Wait for your turn, your leader is not stopping, Shri Sarbananda Sonowal. What can I do?

DR. ARUN KUMAR SARMA: Assam has been suffering from flood and erosion since Independence. This issue has not been taken up. This should have been considered as a national problem by now.

MR. SPEAKER: All right but you cannot make it a debate, Dr. Sarma. I have called you because of the importance of the matter.

DR. ARUN KUMAR SARMA: I am just concluding. I am making an appeal to the Government of India.....*(Interruptions)*

MR. SPEAKER: How can I call everybody together?

...*(Interruptions)*

DR. ARUN KUMAR SARMA: I would request the Government to release rehabilitation grant from the National Calamity Contingency Fund and also from the Central Relief Fund for the rehabilitation of the people who have been affected. ...*(Interruptions)*

MR. SPEAKER: Dr. Sarma, please cooperate. I earnestly appeal to you. This is an important matter and that is why I have allowed you to raise it. Please cooperate so that other important matters of other leaders can be taken up.

DR. ARUN KUMAR SARMA: My last point, Sir. I want to make a submission that the breach in the Matmora has affected the Dhakuathana and Majuli Islands. This has become a permanent problem. The river has crossed to the mainland and the Government of India has the responsibility to take care of this issue *...

MR. SPEAKER: Do not mention that. This is not right. Omit that portion.

Shri Sarbananda Sonowal, you join him.

SHRI SARBANANDA SONOWAL (Dibrugarh): Sir, as you know, Dr. Manmohan Singh, hon. Prime Minister of India promised to the people of Assam on 5th of May, 2005 in a tripartite talk with the All Assamese Students Union that flood and erosion problem will be declared and accepted as a national problem.

But after this declaration, nothing has been taken up practically. Dr. Manmohan Singh himself went to the affected areas of Lahoal and Dibrugarh and promised to the affected people that this particular issue will be taken up nationally. But nothing has been done. Even Prof. Saifuddin Soz, Union Minister of Water Resources also visited, but nothing is done. This is the way, they have been betraying the people of Assam.

MR. SPEAKER: All right. We are here only to raise the issue; we cannot make speeches.

SHRI SARBANANDA SONOWAL: Sir, in my constituency, Dibrugarh, there are three rivers, Brahmaputra, Buridihing and Sessa, creating lot of havoc in places like Mergherita, Tingkhong, Duliajan, Moran, Lahoal, Naharkatia, etc. They have created a lot of havoc in those places. So, this issue should be taken up nationally so that the people can be relieved of this problem.

*Not recorded.

SHRI NARAYAN CHANDRA BORKATAKY (Mangaldol): Sir, thank you very much for giving me the opportunity to tell about the recent communal carnage that has happened in my constituency, in Udalguri and Darrang districts.

It is a very unfortunate incident that the indigenous people of Assam have been attacked by the illegal immigrants from Bangladesh. This has never happened in the independent India. The Government has totally failed to avert the situation; they could have averted it, if they had taken stringent measures in time. There were serious bomb blasts in the country. Even 2-3 weeks before, seven Hujji militants had been gunned down in Dubri district of Assam. The Government has not taken any steps or measures to avert the situation. Now, people have totally lost their faith and confidence in the administration, and even in the police administration.

My appeal to the Government through you is that immediate steps should be taken for giving proper compensation to the families of the deceased; there should be proper rehabilitation and confidence building measures which should be taken up immediately.

MR. SPEAKER: I have to look at all sides. I know the situation. There cannot be a debate. I know that this is an important matter; I am allowing you to raise it. You may just mention the matter.

SHRI NARAYAN CHANDRA BORKATAKY: Immediately the Government should take up all measures to bring confidence among the people. They have to go to their homes; they are now in camps. About two lakhs people are now staying in the camps. *...(Interruptions)*

MR. SPEAKER: Okay. All the MPs of Assam are associating with each other.

SHRI NARAYAN CHANDRA BORKATAKY: A lot of houses have been burnt. We have to bring confidence among the people.

MR. SPEAKER: I am an Assamese, you know that.

...(Interruptions)

MR. SPEAKER: Your intervention is not recorded.

SHRI NARAYAN CHANDRA BORKATAKY: Pakistani flag was also hoisted in Udalguri District. *...(Interruptions)*

MR. SPEAKER: You have mentioned this already. This has already been mentioned.

SHRI NARAYAN CHANDRA BORKATAKY: This should be taken up. *...(Interruptions)*

MR. SPEAKER: Okay. You wanted to talk about floods, but you are going to so many other areas.

...(Interruptions)

MR. SPEAKER: Anybody interrupting me or interfering in my discharge of duties will have to face some of the consequences.

...(Interruptions)

SHRIMATI ARCHANA NAYAK (Kendrapara): I would like to draw the attention of the hon. Minister of Home Affairs about a serious issue of my State. The State of Orissa and especially my constituency, Kendrapara was ravaged by the recent floods in September 2008. It devastated the entire cultivation and brought untold miseries to the common people. The magnitude and the fury of the flood in September 2008 have surpassed the severity of 1982 and 2001 floods. All the standing crops and the thatched houses in the State have been destroyed. The Minister of Home Affairs has said that the present flood is unprecedented. About 40.95 lakh of population got affected in the flood. Standing cultivation of 4.70 hectares of land was destroyed.

Against an approximate loss of Rs. 2454.35 crore, the Central Government had been requested to grant at least Rs. 1500 crore. However, the Central Government promised to give Rs. 500 crore. It is regretted that till now, the Central Government has released only Rs. 200 crore.

Keeping in view the massive damage occurred to the infrastructure, standing crops and human lives, the Central Government should immediately release the balance amount to the State Government and 2 lakh IAY houses to tide over the crisis. I urge upon the Central Government to declare this calamity as national disaster.

MR. SPEAKER: Names of S/Shri Brahmananda Panda, Mohan Jena and Sugrib Singh may be associated with it.

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, this is the most unprecedented flood that has occurred in two phases in the months of June and September. Even the Ministry of Home Affairs and the Government of India have accepted on 20th September 2008 that this present flood is unprecedented one. The State of Orissa was ravaged by an unprecedented flood in the months of June and September 2008. Massive damage has occurred to the infrastructure, standing crop and human lives. In the month of September alone due to this flood, we lost about 72 human lives and about 40 human lives in June.

The preliminary memorandum submitted by the State Government indicates the approximate loss to the extent of Rs. 2454.35 crore and the Government of India has been requested to grant at least Rs. 1,500 crore from the National Calamity Contingency Fund and, 2 lakh houses under the Indira Awas Yojana for the victims. The State Government has also requested the Centre to declare it as the national disaster but unfortunately it has not been done so although they are accepting that...*(Interruptions)*

MR. SPEAKER: It has already been said by other Members.

SHRI BRAJA KISHORE TRIPATHY: Secondly,* ...

MR. SPEAKER: Do not say all these things. Do not record it.

SHRI BRAJA KISHORE TRIPATHY: Fortunately, the Home Minister has visited the State and has announced about Rs. 500 crore but this money has not been released so far.

MR. SPEAKER: All this has already been said by the Members.

SHRI BRAJA KISHORE TRIPATHY: The total money of Rs. 500 crore has not yet been released by the Government of India. So, I would request the Government of India to stand with the flood-affected people of the State of Orissa and should release the fund.
...*(Interruptions)*

MR. SPEAKER: All this has already been said. Shri Mahtab joins with him.

Shri Gurudas Dasgupta.

*Not recorded.

SHRI BRAJA KISHORE TRIPATHY: The Central Government should respond....*(Interruptions)* The Central Government is not even visiting the State or expressing sympathy for the flood-affected people.

MR. SPEAKER: This is the trouble. This 'Zero Hour' should be deleted. This is the worst time of the House. This is not fair. Shri Tripathy, I have accommodated you. Since this is an important matter, I have allowed Members to speak but immediately you are converting it into matters of controversy.

...*(Interruptions)*

MR. SPEAKER: I have allowed three Members to speak on the same subject but you are not stopping.

...*(Interruptions)*

MR. SPEAKER: Shri Mahtab, you can only join him. I would not allow you. Sorry, I have already called Shri Gurudas Dasgupta. Considering the importance of the matter even without notices I am allowing the Members to speak.

...*(Interruptions)*

MR. SPEAKER: Same thing is being repeated. I am sure the Government will look into this serious matter.

Shri Gurudas Dasgupta.

...*(Interruptions)*

MR. SPEAKER: You have to wait for your chance. I have got a list of 50 Members. You cannot understand it.

...*(Interruptions)*

SHRI B. MAHTAB (Cuttack): Sir, I have been giving notices on this issue for the last four days.

MR. SPEAKER: I did not expect this from you, Shri Mahtab. I am sorry. I will have to then adjourn the House. Nobody is prepared to listen.

...*(Interruptions)*

SHRI B. MAHTAB I am not going to repeat a single line which has been said earlier....*(Interruptions)*

MR. SPEAKER: You have not even given any notice.

12.46 hrs.

SHRI B. MAHTAB Sir, I have given a notice in the morning.

MR. SPEAKER: If you have given the notice you can join him but that does not mean that you will elaborate it again.

SHRI B. MAHTAB: am not going to elaborate it....(*Interruptions*)

MR. SPEAKER: This is very-very unfair.

SHRI B. MAHTAB: Sir, 41 lakh of people have been affected by the flood. In total, 19 districts have been affected and thousands and thousands of houses have been demolished. Orissa Government has asked for 2 lakh houses under Indira Awas Yojana....(*Interruptions*)

MR. SPEAKER: You are raising the identical issues and other Members are getting annoyed with me.

SHRI B. MAHTAB: I am not referring myself to the NCCF. I have not said anything about the NCCF about which our Leader Shri Tripathy or Shrimati Archana Nayak has mentioned. I am confining myself to rural development.

It is relating to Indira Awas Yojana. Sir, if you do not want to hear, I will sit down.

MR. SPEAKER: Others are there to hear. You please continue.

SHRI B. MAHTAB: Sir, it is related to the poor people and thatched houses.

MR. SPEAKER: My only hope is that one of you will be sitting here next time. Then you will realize my position.

SHRI B. MAHTAB: The State Government has asked for two lakh houses and there is no response from the Ministry of Rural Development. For 2008-09, 1.11 lakh houses under Indira Awas Yojana have been sanctioned. But this covers the whole State. I would urge upon this Government to allot special houses under Indira Awas Yojana for these flood ravaged districts so that new houses can be constructed for Scheduled Castes, Scheduled Tribes and poor people. This is my demand.

SUBMISSIONS BY MEMBERS—*Contd.*

(II) Re: Reduction in sittings of Parliament Sessions

SHRI GURUDAS DASGUPTA: Sir, I have been trying to raise this issue from the beginning of this Session. Unfortunately, Parliament has met in 2008 only for 34 days if you take into consideration today's sitting also. It is a hearsay—nobody has confirmed—that the House may be adjourned tomorrow and we may again meet in December. I do not know.

MR. SPEAKER: How many hours of business was there per day?

SHRI GURUDAS DASGUPTA: Sir, I will come to that. Even if the House meets in December, it means the House will be meeting for not more than 50 days in the year 2008 and 2008 has not been an extraordinary year. There has been no emergency. There has been no natural calamity. There can be no objective reason for not calling the Session for more than 50 days. We should meet for 100 days as has been requested by the Conference of Speakers repeatedly and on which the Government had made positive assertions in the House itself. Therefore, with a heavy heart I am saying that it appears to me as if the Government is running away from Parliament. I hope the Minister of Parliamentary Affairs does not run away from the House when the matter is being raised. With a heavy heart I have to say that it seems that the Government is running away from Parliament.

MR. SPEAKER: Let us hope that people do not run away from the Members.

SHRI GURUDAS DASGUPTA It seems that the Government is running away from Parliament. I do not know the reason. There may be reason and the Government may kindly clarify whether the Government did not want the House to meet so that dissidents can be raised about the Indo-US Nuclear Deal and before the Deal is ratified by the American Parliament, the Indian Parliament should not meet to make any voice of dissidents. I do not know whether that was also a 'Deal' that the Indian Parliament will not meet before the Deal is ratified by the American Parliament. I do not know whether that assurance was there and whether that was the 'Deal'. But the question appears that the Parliament is being subjected to political exigency of a particular

political party which is in power today. It is not only unfortunate but it is parliamentary illegitimacy. Not only that, parliamentary system is being tinkered with and the very foundation of the Indian Constitution is being abjectly assaulted by the behaviour in which the Government is dealing with the Parliament now-a-days.

I rise not on my behalf but on behalf of my colleagues to put on record my deep protest in the way in which the Parliament is being misused by the Congress Party which is leading the Government. They are misusing the Parliament...*(Interruptions)*. Sir, this is the problem.

MR. SPEAKER: You have made your point.

SHRI GURUDAS DASGUPTA: Sir, I have not finished...*(Interruptions)*

The Monsoon Session was not held...*(Interruptions)*

MR. SPEAKER: You have made your submission. You have finished now.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, the Monsoon Session was dispensed with...*(Interruptions)*

MR. SPEAKER: You associate with him.

SHRI BASU DEB ACHARIA: Sir, in my 29 years of parliamentary life I have never seen a Monsoon Session being dispensed with...*(Interruptions)*

SHRI GURUDAS DASGUPTA: If the Government has to say anything, then let the hon. Minister respond...*(Interruptions)*

MR. SPEAKER: I will not allow anything.

...*(Interruptions)*

MR. SPEAKER: If the hon. Minister wants to respond, then I do not know.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: The Monsoon Session was scheduled to start from the 11th of August, why was it not called on the 11th of August? ...*(Interruptions)* The Government owes an explanation...*(Interruptions)*

MR. SPEAKER: Prof. Ramadass.

SHRI P.C. THOMAS (Muvattupuzha): Sir, the entire Monsoon Session has been dispensed with...*(Interruptions)*

MR. SPEAKER: Not one word of Shri P.C. Thomas would be recorded.

...*(Interruptions)**

MR. SPEAKER: This is misuse of an opportunity.

SHRI GURUDAS DASGUPTA: Sir, this is misuse of Parliament...*(Interruptions)*

PROF. M. RAMADASS (Pondicherry): Sir, I wish to draw the attention of the Government...*(Interruptions)*

SHRI GURUDAS DASGUPTA: Sir, the hon. Minister wishes to respond...*(Interruptions)*

MR. SPEAKER: If he volunteers to respond, then I cannot help it.

...*(Interruptions)*

SHRI VAYALAR RAVI: Sir, I do not want to quote the Constitution and the rules, but it has been mentioned there that there can be a gap of six months between holding of two Sessions of Parliament...*(Interruptions)* But the point the hon. Member making is...*(Interruptions)*

MR. SPEAKER: You are volunteering to respond, you may carry on.

...*(Interruptions)*

SHRI VAYALAR RAVI: Sir, they are making an allegation...*(Interruptions)*

SHRI BASU DEB ACHARIA: One Session was not held...*(Interruptions)*

SHRI VAYALAR RAVI: If you go through the old records you can see. But can you give an example where in the last four years, 35 to 39 per cent of the days of the sittings of the House were wasted because of disturbance by the Opposition? How can you say like that?...*(Interruptions)*

MR. SPEAKER: Very well, I will adjourn the House.

*Not recorded.

Shri Ramadass, I will take up your matter tomorrow.

12.52 hrs.

*The Lok Sabha then adjourned till
Fourteen of the Clock.*

14.04 hrs.

*The Lok Sabha re-assembled at four minutes past
Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER *in the Chair*]

MATTERS UNDER RULE 377*

[English]

MR. DEPUTY SPEAKER: We will now take up Matters under Rule 377. They may be laid on the Table of the House and will form part of the proceedings.

(i) Need to resolve the pension-related demands of Ex-servicemen

LT. GEN. (RETD.) TEJ PAL SINGH RAWAT (Garhwal): Sir, I wish to put across the grave injustice being done to the Ex-servicemen of the Defence Forces by the VIth Central Pay Commission (CPC) for the kind consideration of our Central Government. The genesis stems from the denial of representation to the Defence Forces in the VIth Central Pay Commission as compared to other services. Besides this, the anomalies of the 5th Pay Commission despite assurances have remained unresolved for over 12 years. This has left scars of distrust and frustration. The grouses have accumulated and have surpassed the tolerance limit. The reported stand-off between the Government and the Services has pushed the Ex-servicemen (ESM) issue on the back burner. The ESM remain steadfast on their four demands: One Rank One Pension (OROP), resettlement till age of sixty, consideration of an ESM Commission and their representation on all Committees deciding issues of their concern. Out of these the most emotive is the OROP, repeatedly promised but never fulfilled. Pension is a reward for services already rendered. Logic suggests that two individuals rendering equal service and reaching the same rank and thus the same level of responsibility should get equal pension, irrespective of date of retirement.

I urge upon the Central Government to accept the four pending demands of ESM without delay.

*Treated as laid on the Table.

(ii) Need to start rail service on Purna-Akola railway line in Central Railway

[Translation]

SHRI SANJAY DHOTRE (Akola): Sir, the gauge conversion work of Purna-Akola railway line of the Central railway has been completed and trial run of engine on the said line was also done on 7th April, 2008. However, passenger and goods trains have not started to play on this line till date. This is an important railway route to Nanded and Sikanderabad. On the occasion of the completion of 300 years 'Guruta Gaddi' of Sikh religion, a large number of devotees from the country and abroad are coming to Nanded this year to participate in this celebration. I would like to request the hon'ble Minister of Railway that security inspection of this railway line should be done immediately and this route be opened for rail transport.

(iii) Need to extend the time limit for implementation of Tsunami Rehabilitation Programme in Kerala

[English]

DR. K.S. MANOJ (Alleppey): The State of Kerala had suffered great devastation in the Tsunami that occurred on 26th December, 2004. The Government of India has sanctioned Rs. 1441.75 crores as rehabilitation package for relief and rehabilitation of the affected victims and rebuilding the infrastructure. The various works under Tsunami Rehabilitation Programme are progressing. Due to the complexity of the technical and administrative process involved in the implementation of the projects and the crisis in the construction industry on account of escalation of price of building materials etc. the progress of the programme is delayed and it would not be possible to finish it before 31st March 2009. So the time for implementation of the TRP may be extended to next two more years so that the entire works would be completed.

(iv) Need to safeguard the interests of small traders facing closure due to advent of Multi-National Companies in the retail sector

SHRI SANTASRI CHATTERJEE (Serampore): A serious situation has arisen due to indiscriminate setting up of malls in different parts of the countries by foreign multinationals in collaboration or tie up arrangement with

Indian Corporate Houses. The articles they are selling in retail market have become a cause of concern for the small traders whose livelihood are exposed to serious jeopardy.

Before giving license to such traders, a law is required to regulate their business transactions so that the interests of the small traders are safeguarded.

(v) Need to open a Passport Facility Centre at Agra in Uttar Pradesh

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): Sir, it is a well known fact that Agra is a famous tourist site of the world and around 12 thousand domestic and foreign tourists daily visit Agra to see Taj Mahal and other buildings of the Mughal era and this is one of the most revenue earning industries for the Government. However, it is regretful that the names of Lucknow, Varanasi, Gorakhpur and Kanpur district are in the list of 68 new passport facility centers to be set up by the Ministry of External Affairs in Uttar Pradesh, while Agra does not figure in this list.

Demand for the setting up of Passport office in Agra is being made from the time a Regional Passport office was set up in Bareilly, but ignoring the demand of the local public. Regional Passport Office was set up in Ghaziabad after Bareilly and now once more non-inclusion of Agra in the list of 68 new Passport Facility Centres to be set up by the Ministry of External Affairs appears to be a very irresponsible act which has happened because the policy makers have ignored it.

I demand the Government of India to include Agra in the list of 68 new Passport facilitation Centres to be set up.

[English]

MR. DEPUTY SPEAKER: Now I request Shri Baalu to move the Bill under item No. 31.

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, may I request you to take up item Nos. 31 and 32 together?

MR. DEPUTY SPEAKER: Does the House agree to take up item Nos. 31 and 32 together?

SHRI K.S. RAO (Eluru): Yes, Sir, because the subject is the same for both the Bills.

MR. DEPUTY SPEAKER: So, the House agrees to take up both item Nos. 31 and 32 together.

SHRI B. MAHTAB (Cuttack): If both the Bills are to be taken together, the time allotted should not be the same. ...*(Interruptions)*

14.05 hrs.

(i) NATIONAL WATERWAY (TALCHER-DHAMRA STRETCH OF RIVERS, GEONKHALI-CHARBATIA STRETCH OF EAST COAST CANAL, CHARBATIA-DHAMRA STRETCH OF MATAI RIVER AND MAHANADI DELTA RIVERS) BILL, 2006

AND

(ii) NATIONAL WATERWAY (KAKINADA-PONDICHERY STRETCH OF CANALS AND THE KALUVELLY TANK, BHADRACHALAM-RAJAHMUNDRY STRETCH OF RIVER GODAVARI AND WAZIRABAD-VIJAYAWADA STRETCH OF RIVER KRISHNA) BILL, 2006

[English]

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): I beg to move:*

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the

*Moved with the recommendation of the President.

canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

Mr. Deputy-Speaker, Sir, with your permission, I would like to say a few words while moving these two Bills for consideration and passing.

From time immemorial, inland water transport has served as a cheap and economic means of transport in India. With the advent of faster means of transport, i.e., rail, road and air, inland water transport has got neglected.

Inland water transport has, however, maintained its edge over the other modes of transport in certain areas where it enjoys natural advantages. Today, it is recognized all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage over long distance, between places situated along the waterfront. Its energy efficiency, low pollution and potential for employment generation are universally accepted.

Since Independence, the Government is seized of the need for developing inland water transport infrastructure to restore its rightful place in the overall transport scenario of the country.

The subject of inland water transport finds place in all the three Lists of the 7th Schedule to the Constitution of India. The role of the Union is, however, limited to regulating shipping and navigation on the national waterways declared, as such, by Parliament. The responsibility and executive authority for development and maintenance of all waterways other than national waterways rest with the State Governments.

Keeping in view the slow pace of the development of inland water transport in our country, Several Committees were constituted by the Government of India which have recommended declaration of certain important inland waterways as national waterways. This august House has already enacted three Acts and declared the following inland waterways as national waterways:-

1. Allahabad-Haldia stretch, 1,620 kms., of the Ganga-Bhagirathi-Hooghly river system as National Waterway No.1
2. Sadiya-Dhubri stretch, 891 kms., of Brahmaputra river as National Waterway No. 2; and
3. Kottapuram-Kollam stretch of West Coast Canal along with champakkara Canal and Udyogamandal Canal, 205 kms., as National Waterway No. 3.

The Government of India has constituted Inland Waterways Authority of India for development, maintenance and regulation of national waterways for shipping and navigation. The infrastructure facilities on the existing three national waterways are being created by it to make them fully functional.

Most of the State Governments do not have resources to develop their waterways for shipping and navigation due to which most of the waterways which have not been declared as national waterways remained totally neglected and unexploited for navigation.

Keeping in view, the negligible share of inland water transport which is less than one per cent, it has become inevitable to give impetus to this mode of transport in the overall interest of the country. For this purpose, it is considered necessary to include more inland waterways in the list of national waterways.

Before a waterway can be considered for being declared as a national waterway, it is essential to undertake techno-economic feasibility study including hydrographic survey and traffic studies of such waterways to assess the extent of improvement works required for their development and their financial implications. Based on this study and the potential of improvements in inland water transportation, it is now proposed to declare the Talcher-Dhamra stretch of Brahmani-Kharsua rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai River and Mahanadi delta rivers, 623 kms., and the Kakinada-Puducherry stretch of canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of river Godavari and Wazirabad-Vijayawada stretch of river Krishna, 1,095 kms., as national waterways.

I would like to apprise this august House that the Bills for declaration of these waterways were introduced in this House on 8th December, 2006 and subsequently referred to the Parliamentary Standing Committee on Transport, Tourism and Culture for their examination and Report.

The Parliamentary Standing Committee submitted its 121st and 122nd Reports on 16th August, 2007 duly recommending for presentation of the Bills before this august House. In respect of the Bill for the 'Kakinada-Puducherry stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna', it had also recommended obtaining concurrence from the

[Shri T.R. Baalu]

concerned State Governments. The requisite concurrence has since been obtained afresh.

Sir, with these few words, I commend that these two Bills be taken up for consideration.

MR. DEPUTY SPEAKER: Now, I request Shri Girdhari Lal Bhargava to move his amendment—not present.

Motions moved:

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

Now, I call Shri Dharmendra Pradhan.

SHRI DHARMENDRA PRADHAN (Deogarh): Sir, if you allow, I can speak from this seat.

MR. DEPUTY SPEAKER: Yes, you can speak from this seat.

[*Translation*]

SHRI DHARMENDRA PRADHAN (Deogarh): Sir, it is an effort of the Government to declare national waterways mainly in two-three States, which has been presented through a Bill in the House. I welcome and support it.

Development of infrastructure is important for the economic progress of any country. Even though late, a right approach on waterways is being developed in the country which is commendable. The Government has presented it before the House in the form of a Bill which all of us should support. I also support it.

MR. DEPUTY SPEAKER: Sir, the three waterways of Orissa-Talchar-Dhamra, Jaun Khali-Charvatia and Charvatia Dhamra has fond mention in this Bill. Presently, a capital investment of Rs. 4 lakh crore is being made in Orissa. This is mainly being made in power, steel, aluminium and cement sectors. This waterway will connect Dhamra and Gopalpur ports. A little work has been started in Angul; district, Talchar which is a main center of coal. If we see at Kinjaun, it has less river resources; however, all goods from there can be transported by road to Talchar and onwards. The goods can further be transported from Jhunkhali. Shri Baluji has an other wing of road sector. The Orissa Government is also taking some steps in regard to the road sector. The Government of India has also provided assistance in this regard.

Mr. Deputy Speaker, Sir, all these roads are functional. The pressure of traffic on roads has increased so much that it has become very difficult to close a functional road for widening or repair. The Government of India is making efforts and we are also trying on behalf of the Orissa Government, but it is not proving possible. If the Government do not announce this scheme in two-three stages and take action at one go it will prove very beneficial for easing traffic congestion.

I would like to make a mention of Talcher. It has been mentioned in the Bill it will form one of the main waterways. As on date, 60 million tonnes of coal is produced here. A major part of it, say 25 percent is transported through highways and the rest 75 percent is transported by railways. There is a lot of congestion in railways. The power stations of the entire South India are dependent on the coal of Talcher. All the industries of Orissa are dependent on the coal from Talechar. Coal mining is done, but the biggest challenge is its transportation.

As a result of the MoUs and schemes formulated by the Union Government and the Orissa Government coal production in Talcher will rise from 60 millions tonnes to 250 million tonnes in the coming years. It is not possible to transport all iron and coal production of the area through highway to the port. Developing a waterway for this purpose is a good step. It will be beneficial.

Sir, hon'ble Minister is also present here. Through this discussion, I would like to bring two-three small things to the notice of the Government of India. A waterway been developed by linking the tributaries of the two main rivers, Mahandi and Brahmani. This is the most challenging task. If it has to remain operational throughout the year, water is required in the Brahmani river. Today, in the morning colleagues from Orissa expressed concern about the tragedy, the flood source that hit Orissa. Mahanadi river has a lot of water. Tributaries like Ib river, Koyan river and Kel river from Chhattisgarh flow down to Mahanadi. A scheme to check the flow of water by constructing a dam in the river bed of Mahanadi river is going on, but local people are protesting. If a scheme to pump the excess water of Mahanadi river into Brahmani river is executed, then Brahmani will have water round the year. You are talking of Talcher, by this way a dam would be constructed at Ringali in Talcher and a barrage would be constructed in Sambalpur. By this way, water flow would be controlled. Water would remain available in that State during the rainy season in the month of June July, August and September, but unless Mahanadi is linked with the Brahmani river. There would be no water during the rest of 8 months. This is the most challenging task in developing this waterway and it is a very good step. On behalf of the people of Orissa, I appreciate this, however this scheme could be successful only if this river is linked with Mahanadi. The State will get dual benefit from this, first the water would remain available there round the year, thereby fulfilling the Government's objective and resolve and secondly floods would also be controlled. The people will also get relief from the floods havoc caused by the Mahanadi every year. If the Union Government, Planning Commission and Ministry of Water Resources jointly pay consideration in this regard, this can prove very beneficial. There is one more issue, I disagree with Shri Baaluji on certain issues, but I agree with him on the point that concern should be shown towards environment. We should first see the course where there is no water for around 8 months in the year. The fishermen will also get benefit if water remains. That water is used for drinking purpose and for animal husbandry at many places. If this has to be developed as a national waterways all aspects of the local economy, local environment and local industries have to be kept in view properly. This scheme is very important and good and we have to implement it. If attention is paid towards conserving the ecosystem and giving shape to it in initial phases itself, it would be good.

I would like to add one more thing about the fishermen issues that crop up in the aftermath of industrial revolution have been prominently incorporated in the law related with National Rehabilitation. Today, contradictory things are happening in the country. Whosoever may be in power in States or at the Centre but the biggest challenge in terms of industrial issues is that everybody likes glittering things e.g. big ports, big industries, construction of good well-lit road, ports and airports. However, where all these things would be constructed? All these things need a natural basis, and somewhere land is required for construction of these things. Nonetheless, attention is not being paid towards local indigenous economy linked with this project. This is a big State and it is an ancient commercial waterway. Many good things of Orissa fall in three States. Cuttack, Talcher and Jajpur are connected to it, Paradeep Port will also get connected to it, but the Government of India must pay attention towards how to include fishermen who survive in its natural course and also other water-based occupations.

Today, the hon'ble Minister has made announcement in regard to the national waterways but what is its future? As he said that it would cost Rs. 1.5 thousand crore to the Government of India, I would like to know whether the Minister of Finance agrees with it, whether any scheme has been formulated, whether the Planning Commission has given approval in this regard. He must give some details in regard to all these issues also. Though it is in a very initial state, however, I would like to suggest that it can be done on the basis of a joint venture also where in the State Government or any other private party can also be collaborators, if all these things are kept in view right from the beginning, it will not only definitely benefit Orissa but also have a major contribution in national economy While welcoming the announcement made by the hon'ble Minister to develop national waterways in three States, I support this Bill.

[English]

SHRI K.S. RAO (Eluru): Mr. Deputy-Speaker, Sir, I wholeheartedly congratulate the hon. Minister for bringing this Bill, particularly at a time when the global oil prices are soaring very high. Luckily they have down now. Though they have come down, they have not come down to the extent required. As we are importing 75 per cent of our oil requirement, we have no control over the prices. So, we have to find an alternative way for reducing the cost of transportation and the national waterways is the best mode of transportation where we can reduce the

[Shri K.S. Rao]

transportation cost, save foreign exchange and we can also help other countries in making a path for them. This Bill should have been brought a long time back. However, I am happy that he has brought it now in this crucial situation.

Sir, I limit myself to the stretch of Kakinada-Pondicherry Stretch of Canals comprising Kakinada Canal, Eluru Canal, Kumangur Canal, Buckingham Canal and Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna in the State of Andhra Pradesh. In fact it is our dream. It is not today's proposition. About 150 years back when Mr. Arthur Cotton designed the Krishna-Godavari Delta, he wanted these waterways to be run at that time. The evidence for this is not only there in the records, but physically also, all the bridges on these canals are constructed at a height where shipping is possible. In fact, he invested more on those bridges for navigation purpose which are not being utilized now. For some time they were utilized, but for some unknown reasons we are not using them now. We must physically go and see these waterways to know about the many advantages which are available.

Now, I will quote some of the reasons as to why this is a very important Bill. Sir, for example, sand is to be transferred from river Godavari to different villages. Now, it is coming by road in a very expensive manner. In the recent past, the prices of sand have gone up by ten times. If the same were to be permitted through waterways, through canals, linking Godavari and Krishna, the prices can come down.

Every day, every year, everyone of us is concerned about the price rise, particularly, of the common man's goods and farm goods. These waterways facilitate in reducing the prices to the consumers and in providing remunerative prices to the farmers, which is the most important phenomenon. So long as the farm products are in the hands of the agriculturists, the prices would not go up. The moment the farm products go into the hands of the traders or industrialists the prices soar and consumers are always put to inconvenience by paying high prices. It is because these canals are connecting almost all the areas where they use irrigation, the farmers will get the right price by transporting their produce to distant parts, including Chennai, where they can get the right price for their products and you can get it at a lesser rate. So, both the farmer as well as the consumers

are benefited. In the same way, certain products which are produced in Chennai can be brought at a lesser cost to Andhra Pradesh.

The River Godavari will be a productive river. Krishna canals are flown round the clock; for almost three hundred days they are flowing. There is no difficulty; there is no extra expenditure to be incurred in improving the canals. A little effort is needed for making the canals in such a manner that water is available all the time.

My humble request to the hon. Minister is while providing infrastructure to these canals to allow navigation, irrigation should not be affected because the prime concern and the prime purpose for which the canals are made is to provide water in a requisite quantity, for requisite time to the farmers. So, he must synchronise the needs of the farmers as well as the navigation. In that regard, my humble request to him is to see that farmers' interests are not affected.

I want to bring to his notice in this regard that day in and day out, each State is fighting with other State in sharing the waters of the inter-State rivers. One State says that this project should not be taken up; the other State says that the project is our livelihood. So, my humble request to the hon. Minister is, though he is not the concerned Minister, I want to bring it to the knowledge of the House and to my colleagues that even inter-State rivers must also be made as a national property because you can take right decisions here where a project is to be built; and how the water is to be shared by each State in the interest of the people. Now, because of the dispute in the inter-State rivers, thousands of TMCs of water is going waste to sea which we would have utilised and at least lakhs and crores worth products would have been made. Lakhs and crores worth food grains could have been produced, if only we were to utilise these waters.

In this context, I would request the Government to realise that at the earliest possible time. They must bring a Bill to make the inter-State rivers as a national wealth and that decision must be made by the Government of India as to how to share that water, how to utilise this water; and how early the dams are built so that the water will not go waste into the sea.

In regard to the regulation and development, we agree that this is a canal owned by the State Government, it is a property of the State and now the authority is coming into the hands of the Government of India as far

as navigation is concerned. We agree to it. But in that regard, he should not create problems to the villagers who are living there or to the people who are living there. So, enough provisions, either in the guidelines or later in Circular, must be made so that this should not affect the people who are living adjacent to the canal.

As my friend Shri Dharmendra Pradhan has referred, this is going to provide huge employment, more to the uneducated people. A lot of people in the villages, who are talented in navigation, who became unemployed earlier, could find a way in getting the employment.

Another aspect I find is that it can be also useful in exchange of culture, in exchange of tradition, in exchange of habits and knowledge. This helps in bringing amity, friendship, right understanding among people from different States. Though there are only two or three States concerned here, yet similarly in the other Bill also, Orissa, Madhya Pradesh and several States are being connected; this will, by itself, be a national integration.

So, in every respect, I support this Bill. He should not be contented that his duty is over by bringing this Bill; he must follow it up and immediately see that it is implemented and enough funds must be allocated, as you said, by the Government to see that these things are taken up immediately.

SHRI LAKSHMAN SETH (Tamluk): Sir, I support these two Bills introduced by the hon. Minister. The two Bills are very unique in nature. It will certainly accelerate the advancement of waterways in our country.

We have so many modes of transportation like airlines, railways and roads but waterways are also an important mode of transportation of our cargo and commodities. This is very much neglected in our country. It has not been taken into consideration properly. Transportation through water is always cheaper, eco-friendly and environment friendly, so waterways should be developed. The duty of the nation is to improve all these waterways for transportation of the various commodities. In this regard, the hon. Minister has certainly taken a very unique step for declaration of the Talcher-Dharma stretch of Brahmani-Kharsua-Dharma rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dharma stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa. It is really unique in nature.

It goes without saying that our experience is not so much satisfactory because already long before, one waterway, that is Allahabad and Haldia waterway, has been declared as a national waterway. But, I think, infrastructural development has not taken place so far. Terminal has not been done adequately and dredging has not been taken up up to the considerable limit. That is why, this important national waterway from Haldia to Allahabad has not been used properly. I think there should be some measures for making a compulsion on the public sector so that they can use this inland waterways. At least five per cent of their traffic should be transported through this inland water.

Our nation is facing a severe crisis in fuel. So fuel would be saved. At the same time, environment will be certainly cleaned. That is why there should be a law enforcing the public sector to use this mode of transportation in inland waterways so that the inland water becomes viable and at the same time the nation will also save huge money on account of fuel.

I think the Minister of Shipping, Road Transport and Highways is also trying his level best to improve the quality of our expressways but still we need more and more roads. Huge investment is required. If we can explore the potentiality of the waterways, I think pressure on roads will come down.

That is why, we are supporting these two Bills. These will certainly help in improving transportation of various commodities through these waterways. My only apprehension is, whether the Government will ultimately invest the money as has been estimated and as has been referred to in this Bill also. If the funds are not sufficiently made available for implementation of these two Bills, I think, the whole purpose of these two Bills will be defeated.

At the same time, I would like to request the hon. Minister – my friend, Shri K.S. Rao also has referred to this matter – to look into the matter of irrigation so that irrigation does not suffer. Rather, the huge pool of water can be used by the people residing along the side of these canals and rivers for irrigation. So, it will serve both the purposes.

The declaration of these two important waterways as a national waterway will help immensely our irrigation and also transportation of various types of cargoes and

[Shri Lakshman Seth]

commodities. I think, this aspect of irrigation, is not looked into properly. So, irrigation aspect also should be looked into properly. For transportation of commodities through these inland waterways, you have to excavate and you have to arrange the barrages so as to preserve water. So, there will be a huge pool of water which can be used for irrigation and also for fishing. So, I would request the hon. Minister to look into this matter. At the same time, I am requesting the hon. Minister to declare the waterways from Haldia to Sundarban as a national waterway. This is a very important aspect so that the transportation of cargo can grow tremendously.

Another issue which I would like to bring to the notice of the hon. Minister is that in Bangladesh, there is an anchorage on the river Ashuganj. If the Government of India can manage to have this anchorage of various vessels in Ashuganj, Bangladesh, then the distance between Halida, Kolkata and the North-Eastern States will be reduced remarkably and fuel will also be saved. The distance between Ashuganj and Agartala is only 35 kilometres by road. From there, every capital of the North-Eastern States will be connected by road, and the distance by road will be only 100 kms. Therefore, this is a very important issue. I think, the hon. Minister is going to discuss about the improvement of waterways. I would like to state that this linkage is very much necessary for improvement of waterways and also for transportation of various types of cargo, etc. I think, the whole South, East and North-East will be integrated by these waterways. The Government should give a serious emphasis for mobilizing the resources in respect of improvement of various infrastructure. Otherwise, I think, the purpose of this Bill will be defeated, and we can only that these two canals have been declared as national waterways and we will not be able to achieve anything. That is why, adequate funds should be earmarked for implementation of these two important waterways.

It is correctly stated that in the Bill about 80 million cargo traffic can be handled by these waterways, that is, from Geonkhali to Dhamra Paradip and Talcher. In Talcher there is a coalmine, and coal is required for power plant. So, it will be easily transported from Talcher to Haldia, even to Kolkata as well as to other parts in the eastern part of the country.

So, I think there is a huge prospect in the waterways but sufficient fund is required for improvement of all the things. I do not prolong my speech.

I congratulate the hon. Minister for bringing this Bill but at the same time I would again request him to arrange adequate fund for implementation of the various infrastructural facilities which will be required for transportation of various cargos and commodities through these national waterways.

At the same time, I would again request you to look into the interest of the farmers so that the farmers may have more and more prosperity. With these words, I conclude my speech.

[Translation]

SHRI GANESH PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, I welcome and support the National Waterways Bill, presented today. Earlier also, National Waterways Corporation was set up in 1985 and Ganga, Hugli and many other rivers were linked through it. Shipping and Water Transport were introduced under it. Similarly, there are some other rivers, whose names are mentioned in this Bill. This Bill has been introduced to inter-link those rivers.

Mr. Deputy Speaker, Sir, this Bill has been introduced to declare Talcher Dhamra section of Brahmani-Kharsua-Dhamra rivers, Geonkhali-Charbatia section of eastern coast canal, Matai river between Mangalgadhi and Paradip of West Bengal and Orissa States respectively and Charbatia-Dhamra section of Mahanadi delta as national waterways. What was the purpose of bringing this Bill. Generally the State Governments have got the management over rivers, but they don't have resources to develop the waterways. Through this Bill the corporation shall be empowered to develop and upgrade inland waterways. What benefit will be reaped from this? You are aware that expenditure on transportation has increased due to the increase in the prices of petrol and diesel. Waterways already exist and mostly poor people travel by them. They travel by paying less fare and without interference in less time also. Amendment is being made in two-tree sections. It has been envisaged to declare the rivers which were just mentioned by me as national waterways, and also to authorise the Corporation to develop these waterways. The Corporation has funds for this purpose. As such, there is no problem in this regard. With these words, I again support this Bill.

[English]

SHRI B. MAHTAB (Cuttack): Thank you Mr. Deputy-Speaker, Sir.

I stand here to deliberate on the two Bills that have been put forth by the hon. Minister relating to National Waterways.

Some months back, the Inland Vessels Act, 1917 was amended to steer clear the course of near dormant yet high growth potential inland water transport sector. It is said that the total length of navigational waterways in India is about 14,500 kilometres....(*Interruptions*)

MR. DEPUTY SPEAKER: Are you supporting or opposing the Bill?

SHRI T.R. BAALU: He would not oppose the Bill.

SHRI B. MAHTAB: I will say that before I conclude.

MR. DEPUTY SPEAKER: You continue please.

SHRI B. MAHTAB: Sir, out of 14,500 kilometres of waterways, 5,700 kilometres is navigable by mechanically propelled vessels. However, operations have been restricted to a few stretches in Ganga-Bhagirathi-Hooghly, Brahmaputra and Barak, the backwaters of Kerala, inland waters in Mumbai and the deltaic regions in Godavari-Krishna in Andhra Pradesh.

The stretch of Ganga between Allahabad and Haldia which is around 1,620 kilometres, the Sadiya-Dhubri stretch of Brahmaputra which is around 891 kilometres and the Kollam-Kothapuram stretch of the West Coast canal along with Champakara and Udyogmandal canals which is around 205 kilometres have been declared as National Waterways. We are considering now the East Coast canal, integrating river Brahmani and Barak which is being considered to be declared today to be passed as National Waterways along with Kakinada-Puducherry canals integrating Godavari and Krishna. This is also being deliberated upon.

Everybody knows that inland water transportation was identified as a thrust area. This was given importance in the Tenth Five-Year Plan. But not much fund was spent. Again, in the Eleventh Plan, adequate funds have been placed; but it all depends how you spend the money.

There is no two opinion that Inland Water Transportation, IWT, has trailed other modes of transportation. It is said a shift of just one billion tonne kilometre of cargo transportation from roads to IWT will mean a saving of Rs. 80 crore on account of fuel savings. And the cost of developing a waterway on an average is

Rs. five lakh per kilometre while that for rail and road is Rs. four crore to Rs. six crore.

At present the inland traffic is estimated at about 1,000 billion tonne kilometres. Despite the potential, the inland water transport accounts for barely 1.7 billion tonne kilometres or about 0.17 per cent. I have given these figures for the House to consider and the hon. Minister to impress upon his colleagues in the Cabinet so that we could give more stress on it. It is not only environment-friendly, it is also less capital intensive.

One may say it has little scope. But the positive aspect of it is that it has greater scope to grow. Lack of infrastructure, absence of fixed scheduled services, poor navigational aids, lack of connectivity, longer river distances, multiple handling and thin flow of private investment are, I think, some of the drawbacks which have been identified as the major factors that have stifled development of this mode of transportation.

Now we are considering the East Coast canal integrated with the Brahmani river along with Mahanadi delta rivers. Talcher-Dhamra stretch of the Brahmani-Khasruan-Dhamra river, Geonkhali-Charbatia stretch of the East Coast canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta river between Mangalgadi and Paradip Port are to be developed. It is said that around 18.07 million tonnes of inland water transport traffic is expected to be carried out on the proposed waterway after it is fully developed in eight years' time.

That is the time period which the hon. Minister has specified. The traffic is expected to be handled at four terminals in Talcher, Nasirabad, Baleswar and Rajnagar. The major cargoes are coal, fertiliser, cement, iron-ore, agricultural and industrial products. This would cover a distance of 623 kilometres, of which 532 kilometres would be in Orissa and 91 kilometres in West Bengal.

As the regulation and development of the proposed national waterways would be under the control of the Union for the purpose of shipping and navigation in the public interest, I would suggest that the Government should prepare a roadmap for an Integrated Transport Policy to include inland water transport, coastal shipping, road transport and waterways for enabling better inter-connectivity amongst the multiple modes of transport. There have to be provisions for an institutional framework for development of inland water transport sector so as to increase the capacity of IWT agencies. There is a need to increase cost recovery and also to commercialise IWT

[Shri B. Mahtab]

industries. An Action Plan should be in place to address the growing demand of repair and service facilities of IWT vessels.

I hope, the proposed national waterways will boost the rural economy and also provide connectivity and help decongestion of roads and rails. I hope it will provide port-hinterland connectivity, especially between Talcher to Dharma because this is a new stretch which does not have any other mode of connectivity other than waterways. It will generate and can generate employment and also increase tourism activities – I hope I draw the attention of the Tourism Minister also – in that region.

I am sure that the Government must have appointed a consultant for undertaking techno-feasibility study and preparation of detailed project report for this waterway. No land acquisition is involved for this proposed waterway, but I hope that the interest of Orissa will not be compromised due to development of this proposed national waterway.

Lastly, I must say that regular dredging of riverbeds would be necessary to maintain the depth and width of canal and rivers as it is an important parameter for safe, convenient and sustained shipping and navigation of mechanised crafts on these waterways. The infrastructure currently available on this waterway is not adequate for safe, convenient and sustained shipping and navigation purposes. Once it is developed, there is ample scope to have substantial quantum of inland water transport traffic, but first the parameters are to be met and that too, within a specific time-frame. I hope, the Minister has a time plan for it. For that, the foremost thing is that the Government should provide institutional framework for development of IWT sector in the country.

With these words, I support the Bill.

SHRI M. SREENIVASULU REDDY (Ongole): Mr. Deputy-Speaker, Sir, I am proud to say that I am participating in this discussion on the National Waterway Bills. I rise to support this Bill as it has got an important historic background. During the British regime, World War-II period, this had to be particularly used as a prominent transport system for transporting food grains and firewood from Kakinada to Chennai. This has got lot of beneficial factors. In the coastal area from Kakinada to Chennai, it is extended up to Puducherry also. All of us know that there are different modes of transport.

Waterway is the cheapest, though slow. Now, the studies reveal that if you transport one tonne of material, then the transport cost per tonne - kilometer by road comes to Re. 1; by rail it will be 66 paise; and by waterways it will be only 22 paise.

I am further informed that Buckingham Canal — which flows through Ongole, which is my Parliamentary Constituency — gained glory during the World War-II, and played a vital role when the Railways were almost totally occupied with transporting troops and war materials for the troops. However, it is a sad state of affairs that after the World War-II, the development / upkeep of Buckingham Canal was ignored. Now, I am happy that it has been included in this Bill for the development of this stretch.

There has been a lot of pressure from the inhabitants or the villagers living in between Buckingham Canal and Bay of Bengal for construction of bridges and causeways at vulnerable places to enable them to cross the canal for their livelihood, and to safeguard their life during cyclones. I would request that the bridges at the required spots may be constructed immediately to give the required relief and solace to the fishermen of Ongole and other areas in Andhra Pradesh.

It is unfortunate that the potential of Inland water transport remained largely unexplored for a variety of reasons on the part of both the Central and the State Governments. I am happy that the UPA Government has been giving due consideration, and hence, this Bill and others National Waterways. Though it will help in country's total EXIM trade, still the waterways are not being utilized and they remain largely neglected and underdeveloped for want of required infrastructure, namely, fairways, terminals and navigable aids.

The area covered between Kakinada and Chennai along with rivers Godavari and Krishna as Waterway is 970 kms. Out of this, 888 kms. fall in the State of Andhra Pradesh, and 84 kms. in the State of Tamil Nadu. There is a visualization that inland water transport traffic to the tune of 6.42 million tonnes is likely to be carried on the proposed National Waterways after its full development of which the share of Andhra Pradesh is supposed to be more. The total cost involved is only about Rs. 811 crore.

There are 14 terminals that are being planned in this Bill. Out of these 14 terminals, there is only one terminal in my Parliamentary Constituency, namely, Kothapatnam that has been stipulated in this Bill. I will

request the hon. Minister to include two more terminals along with Kothapatnam, namely, at Karedu, R. Ramayapatnam and Thummalapatnam near Kavali also.

14.58 hrs.

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

There is one more important point, namely, that waterways do not provide door-to-door service independently. Therefore, it is necessary that these are connected with rail or road mode for total transport linkages. In my Ongole Parliamentary Constituency, there is a lot of potential in Granite, tobacco, garments, food grains, firewood, etc., and providing connected mode of transport to Buckingham Canal will help a lot. Further, it will help the country in earning more foreign exchange.

In brief, there will be other benefits such as avoiding oil crisis as the historical Metro Railway has proved. It may help a lot in increase of tourism, which is the main factor that I want to state here. Further, its maintenance cost seems to be low as compared to other modes of transport such as Railways, etc.

It will provide an alternative mode of transportation for movement of commodities between ports of Kakinada-Chennai and various hinterland cities, which have a lot of commercial activities. Further, it will facilitate decongestion of roads; fuel saving; provide better environment corridor; ensure better port-hinterland connectivity; generate employment among weaker sections of the society; and increase tourism activities in the Region.

I, therefore, strongly feel that the Bill may be passed so that development of inland waterways is put on the right track, which has remained neglected for quite a long time and necessary funds could be earmarked for the same.

15.00 hrs.

The Inland Waterways Authority of India could make the National Waterways functional fully subject to availability of funds. Any delay will only add to the miseries in the field of transport in the fast moving world and deprive the country in earnings, particularly the foreign exchange. There is a well said proverb that a stitch in time saves nine and, hence, I again impress upon both the Central and the State Governments for an urgent action in this regard.

While strongly supporting this Bill, I conclude my speech.

DR. BABU RAO MEDIYAM (Bhadrachalam): First of all, Sir, I strongly support this Bill. This is a declaration of National Waterway pertaining to Kakinada-Pondicherry stretch of canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna in Andhra Pradesh.

As we all know, water transport, especially the inland water transport, is the cheapest and the most traditional mechanism that our country had. Due to development and the construction of bridges across the Rivers Krishna and Godavari, the road transport developed and as a result, these traditional inland waterway mechanism was overlooked for certain reasons. Of late, anyhow, the Government formed the Inland Waterways Authority of India and I welcome this step. Now, the national inland waterways are to be connected throughout the country.

While supporting this Bill, I wish to raise two or three points. One is, the delta region around these Krishna Godavari Rivers was developed almost 160 years ago during the British times. The present canal system is being used only for irrigation purposes and that too, it is unregulated and ill-maintained. The banks of these canals are eroded because of the uncontrolled flow of water. These canals are now under the control of the Irrigation Department, and the irrigation canals are being maintained and regulated by the Water Users Associations in our State. On this subject, a Bill has been introduced in the State Assembly of Andhra Pradesh. Now, these canals are going to be used for navigational purposes. They have to be widened and there is a lot to be done in this case. I would request the Minister to take necessary action in this regard, especially on the stretch between Bhadrachalam and Rajahmundry. There is a great, mighty River where the private operators are operating boats and motor-launches. There is a proposal for a great barrage at Polavaram. This has to be linked to the existing canals.

The Irrigation Department is not spending even a pie on these canals. If these canals come under the National Waterways Authority, then what would be the allocation? What is the role of the Water Users Associations? What about the maintenance that is being done now by the State mechanism?

Moreover, the existing terminals on the banks of the River Godavari are in a bad shape and they should be

[Dr. Babu Rao Mediyam]

taken care of. If ever this Polavaram Dam project comes up, then most of these present terminals would be submerged or inundated. To regulate everything, you have to explore this Bhadrachalam-Rajahmundry stretch of canal.

So, a lot needs to be done on the legal and financial matters front also. There would be joint operation by the water users associations and the State Government. If ever the Inland Waterways Authority gets involved in this, what would be the role of the State Government and these associations? That should be explained. Anyhow, I strongly support this Bill and I request this to be amended.

[*Translation*]

SHRI ALOK KUMAR MEHTA (Samastipur): Sir, today, I rise to speak on National Waterways Bill, 2006 which proposes to develop infrastructure in rivers including canals, the Kaluvelly reservoir, Kakinada-Pondicherry section, Bhadrachalam-Rajahmundry section of river Godavari and Wazirabad-Vijaywada section of river Krishna. This Bill proposes to declare and include these sections in national waterways and provide for their maintenance etc. I fully support this Bill.

Sir, today the development of waterways can be seen with great expectations as an alternative since a lot of expenditure is involved in the construction of roadways and they have their limitations too. Waterways are relatively cheaper and a means of employment to common people. Waterways provide a lot of scope for the poor, reduce pressure on the roads and can become a good means of reducing the increasing road traffic density. Waterways can become an effective means of transportation of goods and public transport. Supporting this Bill, I would like to submit that national waterways were acquired as per the 1985 Act. Thereafter the waterways from Allahabad to Haldia were accorded the status of national waterways. This waterway has a point in Patna too. There is a lot of potential in and around Patna and Bihar since the condition of the roads has not been very good for a long time there. Haldia port has the shortest distance from there. The waterways there have a lot of scope if these are developed and maintained. The point and port were constructed there initially, however, there are obstacles due to lack of dredging activity. There is a need to clear this waterways completely. Large-scale transportation of goods can be undertaken through this waterway to the Haldia port.

Lifting and delivery can be done from all the points constructed from Allahabad to Haldia and agriculture products like vegetables, fruits, milk etc, which putrefy on a large-scale can be transported enroute to the areas of West Bengal housing agro based industries.

Moreover, an alternative means of water transport, say a ship, service can be introduced from Patna, since the city roads are overburdened with a heavy traffic density and this could provide a relief to Bihar. This ship can reduce the load of 25-30 km. stretch of road besides transporting goods. Now-a-days, the UPA Government is streamlining transport system across the country, dedicated corridors are being created o streamline transport in the Railways which is likely to increase the efficiency to a great deal. Earlier the transportation of goods from Mumbai to Delhi took some 15 days, now they would reach within one or two days on a reduced freight. Similarly, the declaration of national waterways is a commendable step which involves developing and maintaining the river infrastructure since it is not possible for a state alone to bear its cost. It is a commendable step of the UPA Government in direction of streamlining the transport system across the country. For this, I would congratulate the hon'ble Minister, Shri T.R. Baalu on behalf of my party. If dredging of waterways could be taken up alongwith their development, then the scourge of floods can also be reined in to some extent. A lot of silt and sand have got deposited on the riverbed of many of our rivers due to which their water catchment capacity has been declining and a flood like situation is being created by the breach of embankments by water. So, dredging should also be included in the agenda of development. Linking of all the rivers will pave way for this national waterways to play a role akin to Railways across the country. These national waterways will be of national importance, be it the case of public transport or goods transport. With these best wishes I support both the bills.

[*English*]

SHRI S.K. KHARVENTHAN (Palani): Thank you.

At the outset, I would like to congratulate the hon. Minister Shri T.R. Baalu for piloting these two landmark Bills which are aimed for the development of waterways in the country.

Inland water transport is an economical, fuel-efficient and employment-oriented transport. The role of the Union Government is to regulate shipping and navigation on inland waterways as declared by Parliament, by enacting

a law, to be called as the National Waterways. Other than the declared waterways, the remaining is vested with the respective State Governments.

The present Bill paves way to declare Talcher-Dhamra stretch of the Rivers Brahmini-Kharua-Dhamra River System, Geonkhali-Charbatia stretch of the East Coast Canal, Charbatia-Dhamra stretch of the Matai River and Mangalgadi-Pradip stretch of the Mahanadi delta Rivers, as National Waterways. The proposed waterway comprises a length of 623 kms. in the States of West Bengal and Orissa. The present waterway in the above stretches is unsuitable for shipping and navigation.

Hence it is necessary to develop the infrastructure in river – delta portions and canal portions by deepening and widening the bed for safe and convenient shipping operations. In the same manner it is proposed to declare Kakinada – Pondicherry stretch of canals and the Kaluvelly Tank, Bhadrachalam – Rajmundry stretch of river Godavari and Wizirabad – Vijayawada stretch of Krishna National Waterway. The waterway under construction comprises river and canal sections having a total length of 1095 kilometres falling in States of Andhra Pradesh, Tamil Nadu and Puducherry. The estimated cost of development work is Rs. 542 crore.

The proposed infrastructural developments are planned to be completed within few years period in a phased manner. It is too long. Hence I request the hon. Minister to take steps for completing the work as early as possible.

With the policy of economic liberalisation already Government of India has allowed private sectors for port development. So far 15 projects involving private investment of Rs. 4,242 crore have become operational and five projects are already under implementation. Hence, I request the hon. Minister to allow private participation in shipping in these stretches. It will increase the service as well as employment opportunities for unemployed youths. Furthermore, I would like to bring to the notice of this august House the fact that a shift of just one billion tonne – kilometre of cargo transportation from roads to internal waterway will mean a saving of Rs. 80 crore on account of fuel saving alone and the cost of developing a waterway on an average is Rs. 0.5 crore per kilometre, while that for rail and road it is about Rs. 4 to Rs. 6 crore.

Another important aspect that I would like to bring to the notice of the august House is about oil pollution in

the above stretches. Government has to take steps to establish Pollution Prevention Equipment in all terminals to protect and safeguard the river environment. The Ministry also must take steps to provide all necessary facilities for day and night navigation. Furthermore, the Government of India has to provide all assistance to States to develop other waterways in various States. After assumption of office by the UPA Government at the Centre, our hon. Minister Shri Baalu has already allocated Rs. 52.84 crore for 15 States to develop waterways.

There are a large number of waterways available in this country and those are under the control of various State Governments. Government of India must come forward to allocate sufficient funds to the State Governments to develop the waterways for transport and tourism.

Inland Water Transport is one of the oldest and cheapest modes of transport. But unfortunately, we have failed to develop it. Still waterways are not being utilised properly and they remain neglected. Those are under-developed because of want of adequate infrastructural facilities for easy navigation. If the Ministry of Shipping is taking a serious view on this subject, then it should and must come forward to allow Joint Venture of private sector participation in this field. The Standing Committee has also recommended Joint venture participation.

The Standing Committee has emphasised on the need to concentrate on Research and Development about the design of vessels and also for night navigation and economically viable routes for development of inland water transport. I would like to humbly request the hon. Minister to concentrate on this point.

The Government should also concentrate on providing proper repair and regular servicing facilities for operating vessels in these waterways. The Standing Committee has categorically recommended to prepare a road map for an integrated transport policy to include inland water transport, coastal shipping, civil aviation, road transport and highways for enabling better inter-connectivity among multiple modes of transport. I am humbly requesting the hon. Minister to consider this aspect.

Sir, finally I would like to quote a few lines from one of our great Tamil poets—Subramaniya Bharathiyar

“Kangai Nadipurathu Kothumai pandam
Kaveri vetvilaikku Marugolvum.”

[Shri S.K. Kharventhan]

This means that we can exchange wheat from the river Ganges region to petals growing in the river Kaveri region.

I would like to congratulate the hon. Minister for bringing forward these two landmark Bills and I welcome them.

SHRI KHARABELA SWAIN (Balasore): Sir, from the core of my heart, I thank the hon. Minister, Shri Baalu, for introducing such a Bill. Actually, I was very eagerly waiting since the last Budget Session as to when this Bill would come for discussion so that I will be able to participate in it. It is because it involves my own constituency and there are a lot of prospects attached to my constituency, specifically the East Coast Canal. I am talking about the stretch of Geonkhali and Charbatia passing through West Bengal and Orissa, that is, the district of Balasore from where I come.

During the British rule, this Canal was started and that was the major waterway during that time. No road existed at that time from Kolkata to Balasore. At that time, it was full of forest areas and dacoits and it was not possible to come from Kolkata to Balasore which is hardly 200 kilometres away. It was the waterway or the East Coast Canal which was providing the only means of communication between Kolkata and Balasore from where I come. So, I am very happy that at least the Government is taking up this old project and to renovate the East Coast Canal.

I will just narrate some of the road blocks on the way of implementation of this project so that the hon. Minister will know about them and he may take up certain activities through the Government for a very speedy implementation of this project.

Through you, Sir, I would tell the hon. Minister that nowadays most parts of the East Coast Canal passing through the district of Balasore have been encroached by various people. In some places, there is virtually no sign of any canal because of the shrimp farming which is coming up in the coastal areas. Most of the people who have acquired about half an acre of land have encroached another three to four acres including the stretch through which the Canal is supposed to pass. I shall appeal to the hon. Minister that he should see to it that the land which have been encroached by the land mafia, the people who earn a lot of money through shrimp farming, be recovered by the State Government. Let the

State Government take very stringent action with regard to this.

Then I come to the repairment of the embankment. In most places, there is no existence of any embankment now. Those places should be developed. I shall appeal to the hon. Minister, Shri Baalu that if both sides of the embankment could be developed under the Pradhan Mantri Gram Sadak Yojana, it will also provide very quick communication facilities for the people. So, let both the sides of the embankment be developed as Pradhan Mantri Gram Sadak Yojana roads.

Thirdly, this will also provide an embankment for the prevention of floods. If this is developed, then flood water could be prevented from entering into the paddy fields and rural areas. This should be developed and through this Canal, there could be drainage of water. In many places, the farmers have put cross bunds. They have raised many other obstacles. Thus there is no drainage water facilities available. Hence if a canal is dug, it could be drained and a proper drainage water facility could be provided there. That would also save a lot of people and a lot of property being destroyed every year due to flood. I will appeal to the hon. Minister that while dredging this canal, he should also provide for some small bridges across the canal in regular intervals because cattle will cross, because people will be going to their paddy fields for cultivation along with their cattle, bullocks and cows. So, all these things should be provided now in a planned manner. Otherwise, what will happen in future is that whosoever wants to cross it, in front of his village, he will raise some sort of embankment, not a bridge. So, passage of water will be prevented by the people. So, this should be provided in a planned way.

I will appeal to the hon. Minister that he should go for sluice gates in order to prevent the salty water of the sea entering into the paddy fields, which it will destroy. If you have sluice gates with the doors, water entering the area from the sea can be prevented and for drainage of flood water, it could be opened. So, you can provide sluice gates so that it will give a lot of facility to the people.

Lastly, in the Financial Memorandum it has been provided that all these projects cost Rs. 1,526 crore, with a recurring expenditure of Rs. 59 crore annually. It is very good that he has provided this money. From the Statement of Objects and Reasons, I find that there is a paucity of funds with the State Governments. Actually, there is a paucity of fund. Unless the Central Government

takes up these projects, the State Governments do not have the required funds to implement such projects, which involve so much of money. So, it is good that he has provided that.

I will appeal to the hon. Minister that he should set a time frame for the completion of these projects. He should fix a time frame by which the projects should be properly implemented. Otherwise, for eternity they will remain on paper and they will not be implemented at all.

With the suggestions of having a time frame, having some bridges, having some sluice gates, repairing the embankments, developing embankments on both the sides under the Prime Minister Gram Sadak Yojana, removing of obstacles and encroachments, I will appeal to the hon. Minister to implement the projects as quickly as possible.

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): I must appreciate the hon. Minister as he has piloted the most important Bill which will usher in a new era in the inland water transport system. India has already three National Waterways, covering 2,921 kms. They are, Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river system as National Waterway No.1; Sadiya-Dhubri stretch, 891 kms., of Brahmaputra river as National Waterway No. 2; and Kottapuram-Kollam stretch of West Coast Canal along with Champakkara Canal and Udyogamandal Canal, 205 kms, as National Waterway No.3. Now, we can safely say that we have two more National Waterways. That means we will be enjoying five National Waterways. But we have to have some introspection as to whether by declaring some waterways as National Waterways will serve the desired purpose. India is a country which has been endowed by the nature of so many rivers. From the time immemorial the day man discovers the magic of floating article, the odyssey of water transport sets in.

Sir, in the histories of Egypt, China and India, we have been observing that our ancient fathers' were also using the water transport as a mode of transportation. Sir, in spite of the huge potentiality that we have in our country, *viz.*, 14,500 kilometres of waterways that we are enjoying in our country, still we are able to exploit a very negligible portion of our waterways.

Sir if you see the water transport in the European countries and even in our neighbouring country Bangladesh, we will find that the Netherlands, the United States, Germany, China and Bangladesh have developed significant inland water transport system. For example, in

the Netherland, inland water transport system handles 46 per cent of the nation's inland freight. Bangladesh, which is also a poor country, handles 32 per cent of inland freight. The United States handles 14 per cent and China handles nine per cent. But in our multi-mode transport system, inland water freight is so negligible that the hon. Minister has stated in his introductory speech that inland water transport system enjoys less than one per cent. The fact is that in spite of plenty of potentiality insofar as inland water transport system is concerned, we have grievously failed to exploit the enormous potentiality and the enormous advantages in terms of fuel efficiency, in terms of eco-friendliness and in terms of other aspects.

Sir, first of all, what I propose to the Government is that we should offer some lucrative incentive to the private sector so that they could be drawn to the inland water transport system. Sir, only by the endeavour of the Government, we cannot attain our desired goal and to draw the attention of the private sector, the Government should invest more funds to develop infrastructural facilities in terms of fareways, in terms of navigational aides because most of the waterways are suffering from the shallow and narrow waterways.

Sir, you will be astonished to note that in terms of greater fuel efficiency, it is estimated that one litre of fuel can move 105 tonne kilometre by inland water transport. Whereas the same amount of fuel can move only 85 tonne kilometre by rail and 24 tonne kilometre by road. By air, it is even less. So, even for water transport, to move one tonne of material, we will incur an expenditure of only 29 paise. For road transport, it is one rupee. For rail transport, it is 69 paise.

Our nature has itself done the engineering work for the inland water transport. Therefore, we have the enormous leverage in this sector. The cost of developing inland waterway is 5 to 10 per cent of the cost of developing an equivalent railway or a four-lane express way. Can you imagine that by spending only 5 per cent equivalent to railway, we can develop our waterways?

Insofar as maintenance cost is concerned, the maintenance cost of an inland waterway is only 20 per cent of the maintenance cost of an equivalent road way. Therefore, there is no gainsaying the fact that we are enjoying the potentiality. However, we have failed to exploit the potentiality. We have really landed in great paradox. Therefore, over the years, various forums and various Committees have been proposing to the Government to explore an integrated transport policy including coastal,

[Shri Adhir Chowdhury]

inland and other mode of transports. Already, the Government has approved the Inland Water Policy. The Government has been offering concession to the State Governments also. As the hon. Minister has already stated in his introduction, the assistance pattern to the State Governments was revised in the year 2002-03. Now, a grant of 100 per cent is provided under the Scheme to the North-Eastern States including Sikkim and that of 90 per cent to the other States for the development of an inland water transport system.

Insofar as the inland water transport system is concerned, we know that the entire State of Assam is prone to flood. The highest river route is available in Assam – more than 4000 k.m. So, if we are able to develop an appropriate inland waterway system in the Assam Region, I think it will act as great benefactor to the entire North-Eastern Region. Furthermore, it will add a new dimension to our Look East Policy also.

We can cover the North-East and West Bengal by the inland water transport system and the entire route could be shortened. It will also entail the growth of trade and commerce. Further, we will be able to go forward in the direction of our Look East Policy provided we are serious enough to develop our inland water transport system.

The three national waterways are there. I would like to know whether we have achieved the target, the goal before commissioning of the other three national waterways. It will indicate whether further declaration of national waterways will be a lip service or will be a real objective of our country.

Sir, I can produce some cargo data here. In the year 2002-03 the cargo carried was 319.82 tonne kms. In the year 2003-04, it has gone up to 321.17 tonne kms, but in the year 2004-05, it has reduced to 242.23 tonne kms. So, even after declaring three national waterways we are experiencing a decreasing trend of the cargo being handled by them. Therefore, only declaration of national waterways will not suffice the imagination of our people.

Sir, I have a little confusion and I want the hon. Minister to clear my confusion. With regard to Kakinada-Pondicherry Stretch of Canal, in the Financial Memorandum it is mentioned that it is estimated that the expenditure with respect to the said development will be of the order of Rs. 542 crore which will be of a non-

recurring nature and expenditure of recurring nature will be of the order of Rs. 11 crore for maintenance of waterways and terminals. Here it is also stated that it has been visualised that inland water transport traffic to the tune of 6.42 million tonnes is likely to be carried on the proposed national waterway after its full development by the year 2011-12. But in the other Financial Memorandum pertaining to Geonkhali-Charbatia Stretch of East Coast Canal, it is mentioned that it is visualised that inland water transport traffic to the tune of 18.07 million tonnes is likely to be carried on the proposed national waterway after its full development by the year 2016-17. It is further mentioned that it is estimated that the expenditure with respect to the said development will be of the order of Rs. 1,526 crore which will be of a non-recurring nature.

So, I would like to know from the hon. Minister whether this amount of Rs. 1,526 crore is the consolidated amount for both the national waterways or this amount pertains only to Geonkhali-Charbatia Stretch of East Coast Canal and the other amount of Rs. 542 crore pertains to Kakinada-Pondicherry Stretch of Canal because if we add both these amounts together, it comes to a huge amount of Rs. 2,068 crore.

I once again appreciate our Government for bringing this Bill because this UPA Government has taken a special interest in giving emphasis to the development of inland water transport system because, as we know, that when the economy is growing, when trade and commerce in our country are increasing, naturally we are facing a severe constraint in our existing modes of transport. So, we need other avenues of transport and in this regard, I think, inland waterways could be an ideal mode of transport in our country. I hope that under the Ministry of the hon. Minister Baaluji we will be able to carve out a niche in the inland water transport sector so that we can, at least, match our poor neighbouring country Bangladesh.

With these words, I appreciate our hon. Minister for bringing this Bill.

[*Translation*]

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Chairman, Sir, I support the National Waterways Bill, 2006. Kalpinagar is a place in the area adjacent to my Lok Sabha Constituency which served as a port for transportation of goods to Kolkata during the British regime. There is also Yamuna river which flows down

from Delhi to Agra, to Etawah, Auraiya and Kalpi. There was a large station and a port in Kalpi where all the goods from Bundelkhand, be it from Hamirpur, Jalaun or Etawah were loaded and shipped for Kolkata. When India became independent, these waterways remained in use for some time after the departure of Britishers, however, now it has been closed.

Mr. Chairman, Sir, these days, the cost of transportation via road is the highest. When we have to send any edible item to Kolkata via Railways we do not get bogies. So our goods from Bundelkhand and nearby areas cannot reach Kolkata and other places. I demand that the waterway of river Yamuna should be restored and the port in Kalpi near reconstructed, so that the local residents could get employment there and unemployed youths get means of livelihood because waterways is the only cheapest means of transport. I want that it should be deliberated upon and some measures should be taken up so that goods could be transported to Kolkata and further down via river Yamuna so that the waterways facility could be made available to the residents of my area. With these words I support this Bill.

[English]

SHRI SURESH PRABHAKAR PRABHU (Rajapur): Thank you Sir. The Bill that is now being discussed in the Parliament is to create a National Waterways Authority. I would just like to remind the House that when India was fighting the first war of Independence way back in 1857, and which has celebrated the 158th Anniversary of that great event, that time, the East India Company, which was headquartered in Calcutta and our fight for Independence was started in Kanpur, rushed the army to fight and quell that war by bringing soldiers through the waterways from East to the North.

In fact, for a long-long time, the entire merchandise, the entire trade routes were passing through these great rivers of India. Therefore, the waterways are not something new that we are innovating now. They are always being there for a long time. But, unfortunately, due to sheer neglect, due to callous negligence, we could not use them as effectively as we would have in the last so many years.

Unfortunately, we neglected it and we are paying a price for it. We developed roads, instead which is causing air pollution in the country. We developed railways which went through one of the best forests of the country. It

was the first forest policy of India which was done during the British time. But there was an anti-forest policy which cut a forest down, created tea estates and also created, so called, infrastructure by building railway network.

But I am very happy that now we are going back to the basics. We are now going back to where we really started and we are now trying to create waterways for the country. We think it is environment-friendly. It will be cost-effective. It will have the least incremental cost in terms of operation. It will go through the areas which are otherwise very land-locked. They do not have a sea that other have; therefore they really cannot prosper and progress as much as the coastal areas could. Therefore, this is a very welcome thing that the Minister is trying to do.

I would like to only request the Minister that unfortunately in the Government of India, this particular subject is dealt by the Ministry of Shipping. Then there are several other Ministries. The Ministry of Water Resources deals with water; then the Power Ministry deals with water to generate hydroelectricity; then there is the Agriculture Ministry which deals with water to find out how we can create irrigation; then there is Ministry of Rural Development which is trying to provide drinking water to the rural areas; then there is the Ministry of Urban Development which is trying to provide drinking water to the urban areas; then there is the Ministry of Environment and Forests which is dealing with water issues in terms of quality; and then there is Ministry of Health which deals with water through hygiene as an issue. Of course, there is the Planning Commission; and there is also the Ministry of Science and Technology which deal with water. There is also the Ministry of Atomic Energy which deals with isotopes technology to deal with water. So there several Ministries dealing with water. Our concern is that water is the same source. The Ministry of Shipping is now going to deal with one aspect of that.

So, when we are developing waterways, I only hope and wish and really expect that the Ministry of Shipping will take into account the overall needs of the water sector in the country as a whole while planning this. Otherwise, I am sure, it will happen as it happens in the roads of several cities of India. There is a cable which is laid down by the telephone company. So they dig the road. Later on, somebody else comes and says: "Now I am laying my electric cable." So they dig the road again. When there is a third agency which comes, now they want to renovate the roads, therefore they dig the road again. Therefore the same roads are being abused, raped

[Shri Suresh Prabhakar Prabhu]

several times by several agencies. I hope, the waterways will not be meeting the same fate. I hope, you will be integrating all the requirements of all the water resource Ministries, all the water related sectors and try to construct the waterways in a manner that will meet the requirement of all. In fact, Sir, worldwide, we accept the concept of integrated water resource management. We also accept the concept of dealing with multipurpose projects. Therefore, I hope that while integrating this, you will also be taking on board all the relevant concerned.

We recently had a very big flood in the home State of our hon. Chairman. He had a big problem. Kosi was really ruthless and killed so many of our people. Floods have become common phenomena in India. At the same time, some other parts of the country are constantly facing drought. This is a golden opportunity; when the Minister is trying to create waterways for the country, why does he not also integrate the drought and famine phenomena which happens all the time? Should we think about integrating all the concerned that India has got into dealing with this? I hope you do that. Otherwise, we will construct waterways, and I am going to come as a separate Minister and then I tell you I want to do this because this is not dealing with my requirement. So, please ensure that and go ahead with this. All the best to you. I support this Bill.

[Translation]

SHRI GIRIDHAR GAMANG (Koraput): Mr. Chairman, Sir, I support both of these Bills because such Bills have been introduced after a gap of 22 years. These Bills were expected to come up in 1985, as a consequence of the report of one of the Committees under the Chairmanship of Mr. Arakal who made an extensive study of the rivers, valleys and inland waterways of the entire country. He also happened to be one of my friends. As a corollary to his report, three Bills were proposed in 1985 out of which one was the National Inland Waterways Bill which was due for enactment at the same time in Orissa, but ultimately it was not enacted. Then he went to Chilka lake. He also conducted surveys of the entire number of rivers. The way the development tempo is building justifies it being chargeable. One is that it is technically viable, financially feasible and socially acceptable because it will boost the economic development.

I support these two Bills because water flows into Godavari river from my area. The two will be linked. By doing this it will make it viable at the places where river

will be interlinked. It is not possible to develop all the rivers as National Waterways, but those where feasibility exists, will be developed. Apart from these, three are already there for which we have experiences as to how we could develop them. Keeping in view this thing we wish that these two Bills should be passed for the development of the National Water Ways. I think, this will boost the economic development and at the same time, will definitely give us a new lease of life to the transportation as an Indian Inland Waterway by making it competitive in the age of competition which was not the case earlier except in the field of communication network.

There are rivers in Orissa that sometimes get dried up and sometimes filled with water. You can run streamer or boat in water, but what will you do when there is no water in the river? So, there should be a multilevel, integrated type of development approach to have a proper linkage—we initiate and you integrate it at both the implementation and the executive level. But it has to be integrated further at the executive level, because implementation and execution, both, are different things.

[English]

Implementation will be done through a regulation, and water formation will be done by the Government of India at your level or at whichever level you have but the executing agency is entirely different. Sir, execution will be done in the field but the file will be only for implementing the policy framework. How will you integrate these two?

The State Government is definitely coming into the picture. There should be integration between your Department and the Department of the concerned State Government. These two Departments will have to be integrated, not financially, but in respect of other aspects the Central Government will have to take the support of the State Government.

With these words, I support both these two Bills.

SHRI BIKRAM KESHARI DEO (Kalahandi):
Wholeheartedly. ...*(Interruptions)*

SHRI GIRIDHAR GAMANG: Heart is one but 'whole' is somewhere. ...*(Interruptions)*

Sir, after 22 years, we could now declare these two rivers as national waterways.

SHRI BIKRAM KESHARI DEO (Kalahandi): Mr. Chairman, Sir, I completely support the Bill which has been piloted by the hon. Minister of Shipping and welcome it because this will integrate the entire rivers with one another, and it will be a direct link.

A Report on Inter-linking of Rivers Project was laid on the Table of the House yesterday, and inter-linking of rivers will definitely encourage the Inland Waterways Authority to function in a much better manner. Therefore, Sir, this Bill is a very important Bill. As the States do not have resources to develop inland waterways, it is high time that the Centre is now concentrating on developing these waterways. Economically it is a very viable project. By transportation through rivers, you save a lot of fuel. You do not have to depend on fuel and now there is a huge cost of a barrel of oil. You can use the flow of water for transportation of goods.

Also the Inland Waterways can be developed. The Government has rightly taken a decision to develop an Inland Waterway and also to declare Talcher-Dhamra stretch of Brahmani-Kharsua. The spelling of 'Kharsua' is wrong.

16.00 hrs.

It is written Kharsua. It should be Kharasrota. Kharasrota-Dhamra river project was started during the British days, pre-Independence days. So, whatever waterways were developed then, they were for the movement of troops from Fort William to North India and to North-West Frontiers. It was basically a strategic want of the British Empire then to develop railway network, canal network and transportation and communication network to control and to administer the country. But our Government after Independence—I thank the Minister again—after 22 years, has woken up to develop inland waterways.

There has been a long standing demand in the State of Orissa that an Inland Waterways Regional Office should be opened because Mahanadi delta is a massive delta and it is one of the biggest fresh water sources in the country and where you get the best fish, seafood, namely brackish prawns and tiger prawns. This will also enhance export and import activities. Besides that, as Orissa is prone to natural disasters like super cyclone and Tsunami, this East Coast Canal, which we are developing now, will have a deterrent effect on storms and Tsunamis, and it

will be a mode of transport to the entire interior Orissa.

It is because during pre-Independence, we were controlled by Fort William. That was the Capital of the East India Company. It is only after 1857, the Capital was shifted to Delhi, and then the Governor-General became Viceroy.

Therefore, this Bill is a welcome Bill. But here, through you, I would like to know this from the Minister. After Independence, so many big water bodies, infrastructures and big dams have come up like Bhakra Nangal dam, the Upper Indravati Project in Kalahandi, the Hirakud dam. It is because of the formation of these dams and impounding the water, thousands of villages on the other side of the reservoir face problems. It is creating problems for the people to deliver goods under PDS, to carry out health-related activities, development activities, and for transportation of people.

For example, in my constituency, Upper Indravati project is there. It is a huge inland water reservoir covering 110 square kilometres. The water body is of 110 square kilometres with four dams and eight dykes. There are about 72 villages on the other side of the reservoir. So, to reach those 6-7 Panchayats, we have to take a detour of nearly 100 kilometres and a lot of country boats have capsized and there is loss of life. But if the waterway is there, if the boat is there or some type of ferry service is there or if the inland authority is active, these could reach them hardly, say, in one hour. That will be straight across the reservoir. It will be within 25 to 30 kilometres. But now we have to take a detour of more than 120 kilometres. We have to pass through hon. Member, Shri Giridhar Gamang's constituency to deliver PDS goods in Kalahandi. From his constituency, the PDS comes. So, I would request the hon. Minister, through you, that Inland Authority should be created for these big reservoirs for movement of PDS goods and for taking up other Government related activities.

So, with these words, I thank you very much. I hope the hon. Minister will consider creating an Inland Authority for reservoirs also.

[Translation]

KUNWAR MANVENDRA SINGH (Mathura): Mr. Chairman, Sir, I wholeheartedly welcome this Bill which has been introduced by the hon'ble Minister of Shipping,

[Kunwar Manvendra Singh]

Road Transport and Highways. Shri T.R. Balu. I think this is probably for the first time in independent India that such an idea has been mooted in the House in the form of a Bill which really deserves welcome and will prove to be very beneficial.

As our former Minister and my colleague Mr. Prabhu was saying now that this waterway was started from East to West by the East India Company in the pre-independence period. However, the project fell out of favour over a period of time and was not carried forward leading to various losses. Increased pressure of population led to gradual decline in the level of water in the main rivers. Apart from these, the views that you have put forward today and the provisions that you have made for this project are as under:-

[English]

"The development of the rivers and canals along with provision of infrastructural facilities for purposes of shipping and navigation to handle the above-mentioned traffic includes development of the waterway for navigation, channel marking, construction of terminals, transit sheds, installation of handling equipment, etc. It is estimated that the expenditure with respect to the said development will be of the order of Rs. 1,526 crore which will be of a non-recurring nature.

2. In addition, it is estimated that an expenditure of recurring of the order of Rs. 59 crore annually will be incurred for operating the waterway and terminals."

[Translation]

I extend my thanks to you for launching this project with so much funds. But the need of the hour is to include more rivers under this project. The Yamuna flows through our capital city Delhi and also through my constituency. Mathura is the place, where Lord Radha Krishna were born and brought up affectionately. Legends have it that Yamunaji was one among eight chief queens of Lord Krishna. It has a great importance. However, I was watching recently on TV that the provision of over Rs. one thousand crore was made for cleaning and water treatment of Yamuna river. But it anguished me when I saw sewage water flowing into the river like before even after incurring an expenditure of Rs. one thousand crore.

Mr. Chairman, Sir, through you, I would like to draw the attention of the hon'ble Minister towards the fact that the water of river Yamuna is primarily used for water supply of potable water for the growing population of Delhi and the remaining is used for irrigation. However, looking at the situation we find that the entire sewage water and industrial discharge from the areas in and around Haryana, Mathura, Agra etc. flow into Yamuna. Industrial towns like Ghaziabad etc. are also expanding along the Yamuna rivers. The entire sewage water, industrial discharge etc. flow into it. Mathura is a religious place.

Sir, I remember that a plan was formulated for cleansing of rivers during the regime of Late Rajiv Gandhi in which Ganga river was to be covered in the first phase and Yamuna in the second phase, but no special attention was paid to that plan. Now the situation is that the people get nothing but filth and silt while lifting water at the time of performing ablutions in Yamuna. Even standing at the river bank has become unbearable. I am very sorry to see that the religious faith and sentiments of the crores of devotees visiting there are hurt when they lift water. They get nothing but filth of sewerage in their hands. I mean to say that it is just a beginning which will prove to be a milestone in times to come. There is no doubt about it. Talking of Yamuna, one will find that waterway can be developed there to introduce transport services including passenger transport.

[English]

".... to provide for the regulation and development of the said stretch of the rivers and the canals for the purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto.... "

[Translation]

In this way this can also be developed as a tourist way through shipping and motor boat navigation while commencing passenger transport from Delhi to Agra. You can develop a very beautiful waterway for the millions of tourists visiting Agra, Mathura and Delhi. It will be very beneficial from tourism point of view and, at the same time, we will be in position to keep Yamuna clean. Apart from it, Inter linking of River projects have been formulated for other rivers, too. There is need to inter link rivers because there will be an increase in volume of river water by doing so. Mr. Chairman, Sir, we have seen in your state of Bihar as to how flood caused devastation

over there. However, this situation can be dealt with by inter linking of rivers. Construction of dams at various places, channelising of water to stop it from overflowing, desilting of rivers and inventing transport facilities therein to a great extent. Each year flood causes loss of properties worth thousands of crores and thousands of people have to lose their lives. With these measures this situation could be averted and then we will have a very beautiful atmosphere. At the same time, through construction of dams on rivers we will be in a position to generate hydro power, improve irrigation facilities, control flood, maintain pollution-free environment and facilitate cost effective transport services to reduce traffic pressure on roads. Today if we see the situation of highways, we will find so many trucks and other vehicles standing there due to which it becomes difficult to pass through the road. Thus, the waterways will reduce the traffic pressure on roads. Through these schemes industries can also be set up in remote areas along the rivers. They will give a new dimension to agriculture produce through the water way transport system; facilitate setting up of industrial towns generate employment, promote development process and provide passenger and tourist transport facilities over there. Apart from these, we will have resources of safe drinking water, irrigation facilities and better sewage system so that we will be able to employ all other resources through the cleansing of rivers and developing waterway transportation. I am not talking about Yamuna river alone here but I would also say that we should formulate a comprehensive plan for channelising the whole of rivers of the country. It will give us relief while reducing rising traffic pressure on highways thanks to today's growing population. We will be able to transport the entire resources by way of shipping, boats etc. Apart from these, we will have a better atmosphere and be able to clean the rivers. Now-a-days the banks of rivers are breaking due to which even a little water begins overflowing causing damages to the crops of farmers. So we will be able to stop river water from overflowing and do better management to the river.

With these words, I extend my thanks to the hon'ble Minister. The hon'ble Minister has taken a good initiative and in times to come I hope that there will be a better facility through the rivers in the country.

SHRI LAKSHMAN SINGH (Rajgarh): Mr. Chairman, Sir, very good suggestions have been given. I have to say only two things. Through you, I want to tell the hon'ble Minister that he deserves to be congratulated for setting up the authority, but I do hope that he will mull to explore possibilities of development that exist in the whole country. Now-a-days regional feelings are gaining momentum, but

I also hope that he will act with a sense of nationalism by rising above that regionalism. There are lots of possibilities in North India. Why was the state of Punjab named as Punjab? It is because that Punjab is the land of five rivers. There is a need of study as to what are the potentialities over there? Similarly, there are North-East states and a river named Chambal which is very important. It is a perennial river covering a very long distance. It has also been included in the linking project. It mainly passes through states, the areas lying along Chambal river are dacoit affected.

[English]

The problem of dacoits is immense in these three States along this river. There are areas in Uttar Pradesh like Itawa; in Madhya Pradesh like Bhind; and in Rajasthan like Bhara where people cannot venture out onto the roads after 7 o'clock because they fear that they might get kidnapped. This is the kind of fear that is there.

These Governments have eliminated the dacoits, and the State Governments are spending a lot of money on the anti-dacoit operations, but if you develop waterways along these three States and link these three States with waterways, then you will be able to curb the problem of dacoits to quite an extent. Of course, there will be very cheaper mode of transport also available for us.

[Translation]

This is my suggestion and I support it.

[English]

SHRI T.R. BAALU: Sir, first of all, I would like to thank all the 17 hon. Members who have deliberated in this discussion. I really believe that it was thought-provoking and inspiring. Definitely, all the deliberations that have been made by them are a matter of great guidance for me. I once again thank all the Members of Parliament who have taken part in this deliberation.

Since time immemorial, inland waterways transport has served as cheap and economic means of transport. But the advent of road transport, rail transport, and air transport — which are much faster — are the causes for neglect of waterways transport. But at the same time, I would like to draw the attention of the august House to the fact that water transport on the rivers of Danube, Thames, Volga and Nile are the most important waterways transport available throughout the world.

[Shri T.R. Baalu]

The transport system in each and every river, wherever you go and witness, is not only luxurious, but also worth appreciating. They see travel in these waterways as luxurious and they feel comfortable. Cutting across age groups, people travel for pleasure. At the same time, they are using this waterway transport as they are conscious of the issue of environment. This type of waterway transport is economical, there is no pollution in the particular waterway system, it is cheaper and it provides a lot of employment opportunities to the needy.

We are having three declared waterways and here I would like to draw the attention of the Members of the august House to National Waterways 1, 2 and 3. As you know, Allahabad-Haldia is Waterway No. 1; Sadiya-Dhubri is Waterway No. 2, and Kollam-Kottappuram is Waterway No. 3. In all these three waterways, we could not achieve much success, and I agree with you on this. Many of my friends pointed this out and it is a very good criticism. From 1985 onwards, whichever Government was in power, whether it is 'x' Government or 'y' Government, those Governments have not given the necessary attention towards this waterway system. The waterway transport has not developed to the extent other countries have developed it. It is a fact and I agree with you. However, for the past two or three decades, successive Governments have not given required attention to this system. Various Governments may be responsible for it, but I do not want to dwell upon which political system or who was responsible for this.

After the UPA Government came to power, you must appreciate what we have done in the past four years. When I took charge of this particular Department, I felt sorry. When I reviewed the matter for the first time, the same remarks which you are making now, I have made those remarks at that point of time and asked the officers in-charge as to why they had not done anything till then. They tried to give the reasons, like paucity of funds and so many other reasons. I would like to draw the attention of the august House to what we have done to develop inland waterways during the UPA period. A revised action plan for making the existing three national waterways fully operational has been drawn and the three waterways will be functional from 2010 onwards. The revised action plan has been drawn; and funds have been provided to the extent of Rs. 961.64 crore. Investment of approximately Rs. 415 crore has been made between 2004 and 2008. In the past four years, we have made an investment of Rs. 415 crore. Seven terminals on National Waterway No. 3 at a cost of Rs. 10.32 crore have been constructed and commissioned. Low level jetty

of a new fixed terminal capable of handling containers was constructed at Patna on National Waterway No. 1, and high level jetty at Patna has been sanctioned. Low level jetty at Pandu, Guwahati, on National Waterway No. 2 is nearing completion, and a high level jetty at Pandu on National Waterway No. 2 is under construction along with container handling cranes. To facilitate mechanical handling at various floating terminals, floating cranes and shore cranes have been provided.

Night navigation facilities have been installed in about 364 kilometres on National Waterway-1; 255 kilometres on National Waterway-2; and 100 kilometres on National Waterway-3. Projects for providing state of the art 24-hour navigational aids on three National Waterways have been sanctioned and are under implementation. Acquisition of six cutter section dredgers, six work boats, and six accommodation boats for carrying out dredging operations on National Waterway-1 and National Waterway-2 have been sanctioned and orders have been placed for their construction. Approval for setting up of six joint venture projects is on the anvil.

16.27 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, I will now take up the points made by my friends who have deliberated upon the Bill for the past about two and half hours. Mr. Dharmendra Pradhan has appreciated the Bill. He said that adequate water should be ensured in Brahmani for the remaining eight months; that environmental aspects should be taken care of; that fishermen's interests should be taken care of; and that allocation by the Planning Commission should be made. I would like to say that accumulation of water will be ensured by constructing five barrages in that particular area. Environmental studies will be made. I do not anticipate any problem as far as fishermen are concerned. The Planning Commission has already concurred for the entire proposal.

Hon. Member Shri K.S. Rao has appreciated the Bill. He specifically mentioned that irrigation should not be affected. In reply to this I can only say that we will definitely take care not to disturb it. He also said that inter-State waterways should be made national property to avoid wastage of water. It should not affect the people's living next to the waterway, he said. We will definitely ensure that nobody staying nearby would be disturbed. Whatever social problems are there, we will definitely consult the State Government and do something good without disturbing anybody. On irrigation and interests of

the people living along the area, we will definitely consult the State Governments and do the needful. As far as implementation plans are concerned, they have already been drawn and clearances have been obtained from the Planning Commission and the Finance Ministry.

Hon. Member Laxman Seth has appreciated the Bill and suggested that Allahabad-Haldia river should be used properly, that we should compel the public sector to use inland water transport in view of the present congestion on the road. Sir, we cannot compel the public sector to a very great extent. Definitely, we will persuade them to abide by whatever my friend has said. We have provided Rs.404 crore to the Action Plan which has been drawn to make Allahabad-Haldia fully functional by 2010. Local irrigation interests will be taken care of. Funds would be made available in consultation with the Planning Commission and the Ministry of Finance.

Mr. Ganesh Prasad Singh has supported the Bill and stated that this is a cheaper mode of transport beneficial for the poor. I definitely concur with his views. Shri Mahtab has deliberated and supported the Bill. He has mentioned about the roadmap for the Integrated Transport Policy and appointment of consultant for Techno-Economic Feasibility Study. We are giving priority to inland waterways transport and a revised action plan for making three National Waterways fully operational by 2010 has been drawn and a sum of Rs. 916 crore has been identified. We have already invested about Rs. 415 crore between 2004 and 2008. We have already done the Techno-Economic Feasibility Study; DPRs are being prepared.

Waterways is a part of multi-model transport and the idea given by Shri Mahtab is very good and it is for the concerned Departments to see that a comprehensive Bill is brought before the august House. My friend, Shri Sreenivasulu Reddy *Garu* of Congress has mentioned about better transport with port connectivity and that potential waterways has not been explored and remained neglected. I concur with his remarks. It is partially a fact. Definitely, the Ministry would take note of his suggestions. Dr. Babu Rao has supported the Bill. He has mentioned about bringing in a Bill to convert irrigation canals to waterways in Andhra Pradesh. He has also mentioned about boats by private operators; role of water users association, existing terminals should be considered, etc. the Ministry would take care of all the aspects he has raised. The DPRs which are under preparation would take care of terminal construction, etc.

Shri Alok Kumar Mehta of RJD has supported the Bill and he has mentioned as to what we have done for the past 23 years. I concur with his views and appreciate. Whatever he has said is correct but I would say that we would correct ourselves in course of time and corrective measures have already been taken. Definitely, we would see that all his suggestions are kept in mind. Shri Kharventhan has supported the Bill. He has mentioned that the Government should come forward to attract the private investment. The Private Public Participation mode, which has already been in existence for the past four or five years, would be taken note of.

My friend, Shri Kharabela Swain has stated about the problem of encroachment in the area of Balasore. He also mentioned about shrimp farming and that so much obstruction would be there and how we would be able to manage. These things are dealt with utmost care; we should be more responsible because all the poor people who are staying around on the banks or river or near the waterways will have to be not only handled very carefully, it is also a social problem. These social problems will be handled only after providing alternative arrangements. For that, I seek your guidance; and also seek the support of the State Government.

Shri Adhir Chowdhury has supported the Bill. He has mentioned in his deliberations that we should offer lucrative incentives to private sector waterways. He is correct, Sir. Out of 14,500 kms., only negligible portion has been declared as waterways. Once again, he is correct. He has mentioned that there should be an Integrated Water Transport Policy, about which I have already answered. He is correct on this too. Definitely, we would come forward with an Integrated Water Transport Policy in consultation with all the Departments. After the addition of two national waterways, total length of waterways would become 4,460. By 2020, the share of inland waterways traffic would be not less than two per cent. This I can assure. He has pleaded for road-rail, coastal shipping and port linkages and promoting multi-model transportation. Definitely, these things would come through after sometime.

He wanted to know something about Talcher-Dhamra waterways. An amount of Rs. 1525 crore is identified for Talcher-Dhamra waterways and an amount of Rs. 542 crore is identified for Kakinada-Puducherry waterways.

My friend Shri Bhanu Pratap Singh Verma supported the Bill; I have to thank him for having said so.

[Mr. Deputy Speaker]

Shri Suresh Prabhu, my old friend and former Minister supported the Bill. He said that I should take into account the overall needs while planning this. We have already taken care of this; and definitely I concur with his views.

Shri Giridhar Gamang supported the Bill. He said that a linkage should be given and taken care of when water is scarce. He is correct and I fully concur with that view.

My friend Shri Deo said that we should encourage Inland Waterways Authority of India to function better by opening a regional office in Orissa. He should not have to worry; it is proposed to open an office in Orissa; presently, it is planned at Dhamra and Charbatia.

Kunwar Manvendra Singh supported the Bill; he said that more waterways should be declared. We should see that whatever waterways that have already been declared, should be made functional; that is more important. Let us not declare more waterways as of now. Declaring more waterways is not the issue; I can come before the House; you can support and declare more. But at the same time, getting them fully functional is more important. Definitely we will see that, after having the techno-economical feasibility studies, we make more. You will appreciate that studies for declaring waterways of Narmada and Sundarbans is on the anvil. Definitely we will consider all these things.

I once again thank all the Members, especially I thank you, Sir, for having taken up both the Bills together to see that they are discussed together.

With these words, I conclude.

MR. DEPUTY SPEAKER: The question is:

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dhamra rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1

Short title and Commencement

Amendment made:

Page 1, line, 5 –

for "2006", substitute "2008". (2)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1, –

for "Fifty-seventh", substitute "Fifty-ninth". (1)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Long Title was added to the Bill.

SHRI T.R. BAALU: I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

Clause 3

"That the Bill, as amended, be passed."

**Declaration as to expediency of control by the
Union of certain stretches of rivers and
canals as National Waterway**

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up item no. 32.

Amendment made :

The question is:

Page 2, line 8, —

for "Pondicherry", substitute "Puducherry". (6)

(Shri T.R. Baalu)

"That the Bill to provide for the declaration of the Kakinada-Pondicherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

MR. DEPUTY SPEAKER: The question is:

"That clause 3, as amended, stand part of the Bill."

The motion was adopted.

Clause 3, as amended, was added to the Bill.

The Schedule

Amendments made :

Page 3, line 3, —

for "PONDICHERRY, substitute "PUDUCHERRY".

(7)

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

Page 3, line 6, —

for "Pondicherry", substitute "Puducherry". (8)

(Shri T.R. Baalu)

Clause 2

**Declaration of certain stretches of rivers and
canals as National Waterway**

MR. DEPUTY SPEAKER: The question is:

"That the Schedule, as amended, stand part of the Bill."

Amendment made:

Page 2, line 3, —

The motion was adopted.

for "Pondicherry", substitute "Puducherry". (5)

The Schedule, as amended, was added to the Bill.

(Shri T.R. Baalu)

Clause 1

Short title and Commencement

MR. DEPUTY SPEAKER: The question is:

Amendments made :

"That clause 2, as amended, stand part of the Bill."

Page 1, line 3, —

for "Pondicherry", substitute "Puducherry". (3)

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Page 1, line 5, —

for "2006", substitute "2008". (4)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made :

Page 1, line 1, —

for "Fifty-seventh", substitute "Fifty-ninth". (2)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

*The Enacting Formula, as amended,
was added to the Bill.*

Title

Amendment made :

Page 1, in the Long Title, —

for "Pondicherry", at both the places where it occurs,
substitute "Puducherry". (1)

(Shri T.R. Baalu)

MR. DEPUTY SPEAKER: The question is:

"That the Long Title, as amended, stand part of the Bill."

The motion was adopted.

The Long Title, as amended, was added to the Bill.

SHRI T.R. BAALU: I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SURYAKANTA PATIL): Mr. Deputy Speaker, Sir, I request you that the Central Universities Laws (Amendment) Bill, 2008 may be taken up instead of the Employees State Insurance (Amendment) Bill, as the hon'ble Minister of State in the Ministry of Human Resource Development is present in the House.

SHRI SANTOSH GANGWAR (Bareilly): Which Bill will you take up now?

[English]

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I have a very serious preliminary objection. So, please hear me first...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: The hon. Minister is in the Rajya Sabha, so, this bill would not be taken up today.

SHRI SANTOSH GANGWAR: Which Bill are you taking up now?

MR. DEPUTY SPEAKER: I am taking up item No. 35.

[English]

SHRI VARKALA RADHAKRISHNAN: Shri Gangwar, you can speak after my preliminary objection. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Now, the House is going to take up item number 35.

...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN: Let me see. I have already filed a preliminary objection under Rule 76 for not having filed any statement along with the*(Interruptions)* I have already filed it and that is why I am raising the objection; otherwise, I would have been in my seat. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Varkala Radhakrishnan, we are going to take up item no. 35.

...*(Interruptions)*

SHRI SANTASRI CHATTERJEE (Serampore): Your Bill is not coming up as it will come later on.
...(*Interruptions*)

SHRI MADHUSUDAN MISTRY (Sabarkantha): There is another Bill which is coming up and not this one.
...(*Interruptions*)

16.45 hrs.

CENTRAL UNIVERSITIES LAWS (AMENDMENT) BILL, 2008

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): Sir, on behalf of Shri Arjun Singh, my senior colleague, I beg to move:

"That the Bill further to amend the Banaras Hindu University Act, 1915, the Delhi University Act, 1922, the Jawaharlal Nehru University Act, 1966, the North-Eastern Hill University Act, 1973 and the University of Hyderabad Act, 1974, as passed by Rajya Sabha, be taken into consideration."

MR. DEPUTY SPEAKER: Motion moved:

"That the Bill further to amend the Banaras Hindu University Act, 1915, the Delhi University Act, 1922, the Jawaharlal Nehru University Act, 1966, the North-Eastern Hill University Act, 1973 and the University of Hyderabad Act, 1974, as passed by Rajya Sabha, be taken into consideration."

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Deputy Speaker, Sir, this Bill is however, very short and in this Bill it has been stated that the annual report of the university will be prepared and considered under the guidelines of the Executive Council. The Bill also says that the reports of all these universities will be not laid out the Table of the House which, probably was not done till now. In this connection I am of the opinion that the suggestions, if any, and all other things relevant to the executive Council and the functioning of those Universities should be taken into consideration. However, we understand this only for that this one line Bill will be applicable to all these universities. However, at the same time. I would also like to state that various new things will come up in the course of time as per requirement of the level of education as well as other things under the

education system of these universities. Being central universities these are governed by central guidelines. If there are any problems concerning these universities, they should be discussed in the House, and not that only the report be laid on the Table of the House. It would also be appropriate that the House should discuss the functioning of and process adopted by these universities. With these words I support this Bill.

[English]

PROF. BASUDEB BARMAN (Mathurapur): Mr. Deputy Speaker, Sir thank you very much for giving me this opportunity.

Sir, I stand to support the Central Universities Laws (Amendment) Bill, 2008. I am putting forward certain suggestions. I have some idea about most of the Central University Acts. I have noted, as many of my colleagues have noted, that there are some glaring differences between provisions of different Central University Acts. I would suggest very humbly that the Government should take some steps to review the Central Universities Acts as a whole and come to some kind of a similarity because now there are a large number of Central Universities and other Central institutions where higher education is being imparted.

Now, while supporting these five Universities Bill, I would very humbly suggest that for the Annual Reports, I shall not be repeating, this should be applicable for all the five Universities.

This should be applicable to all the five Universities.

In Page 2, paragraph 3, it has been stated:

"A copy of the annual report, as prepared under sub-section (1) shall also be submitted to the Central Government..."

In my opinion, the following words may be added:

"A copy of the annual report, as prepared under sub-section (1) and considered" – I am repeating these words – "subsequently by the Executive Council under sub-section (2) shall also be submitted..." "

These words should be included because when the Court communicates its comments to the Executive Council, if such comments do not come and do not form part of this report, then, that will be an incomplete report which may be submitted to the Government. Therefore, the language should be:

[Prof. Basudeb Barman]

"A copy of the annual report, as prepared under sub-section (1) and considered subsequently by the Executive Council under sub-section (2)..."

These words are to be added to the Acts of all these Universities.

Secondly, about the accounts, for all the Universities, the following words are to be added. If we come to that paragraph, if we take any University into consideration, we can find the words:

"A copy of the accounts, together with the audit report, shall also be submitted to the Central Government."

Here, I would like to add something to make it more appropriate. I would like to say that:

"A copy of the accounts, together with the audit report and as approved by the Court..."

If the accounts are not approved by the Court, they are not taken to be valid. As a person who has spent all his life in the University education system, I feel that any account that is supported with the audit report should be approved by the Court and then that should be sent to the Central Government.

There is another anomaly in page 3 in relation to the North-Eastern Hill University. You may see that it is provided here:

"A copy of the annual accounts together with the report of the Comptroller and Auditor-General, shall also be submitted... "

This is a deviation. For all the Universities, as I have suggested, the accounts along with the audit report as approved by the Court will be presented. But here it is mentioned: "along with the report of the C&AG." I do not know the reason for this variation. I think all these should be uniform. Here also, the procedure for the other Universities should be followed.

I am adding a few other things. Now, the Sixth Pay Commission for the Central Government employees has given its report and it has been implemented. Following this, the University Grants Commission appointed one Committee for the pay revision of the teachers of the Universities. The Committee has since given its

recommendations. What I want to point out is that the pay revision of the officers of the Universities had not been taken care of by the Committee, which would create much difficulty for such officers, thus affecting the higher education system of the country. With all modesty at my command, I would say that the role of the officers like the Registrar, the Controller of Examinations, the Inspector of Colleges and others has not been given due weightage by the Committee. We all know that the University officers and the University Faculty members work in unison for achieving the goal of higher learning and research by the students. Therefore, the officers need not be neglected.

I would also like to point out that till the Fifth Pay Commission, the University officers were given the same scales of pay and other financial dues as the Professors, Readers and Lecturers were given. So, I would urge upon the Government to treat the different categories of officers at par with the relevant cadres of the Faculty so far as the pay-scales and other financial compensations are concerned.

This is very much vital for the smooth running of all the universities and colleges and this should be taken up very seriously by the Government. The Government should advise the University Grants Commission so that the pay scales of officers are brought at par with those of the faculty members.

I would now like to draw the kind attention of this august House and the Government in particular to allocation of funds for the education sector as a whole. I feel that the education system should be considered as a comprehensive one and should not be treated compartmentwise.

I would also like to draw your kind attention to the fact that expanded facilities ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Mr. Deputy-Speaker, Sir, I am on a point of order. We have been given a Supplementary List of Business just now in which it is stated that Dr. Anbumani Ramadoss will move a Bill and get it passed, but we do not have a copy of this Bill. It was not included in the List of Business that was circulated in the morning.

MR. DEPUTY SPEAKER: We will see it later.

SHRI VARKALA RADHAKRISHNAN: Sir, this is not a private company or a board. This is a duly constituted House under the Constitution. The Government cannot bring Bills like this at any time they want. This is not proper. ...(*Interruptions*)

MR. DEPUTY SPEAKER: I will see that later on.

SHRI VARKALA RADHAKRISHNAN: Now a Supplementary List of Business is given without even circulating the copy of the Bill.

MR. DEPUTY SPEAKER: Radhakrishnanji, please listen to me. You can raise this objection when we take up that matter and I will listen to you at that time.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Nothing should be recorded except the speech of Prof. Basudeb Burman.

...(*Interruptions*)*

MR. DEPUTY SPEAKER: Radhakrishnanji, please take your seat. Nothing is going on record.

...(*Interruptions*)*

16.58 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

MR. CHAIRMAN: Now I am a different man.

...(*Interruptions*)

SHRI K. FRANCIS GEORGE (Idukki): Mr. Chairman, Sir, I would like to make a submission.

MR. CHAIRMAN: I will hear you afterwards. Please take your seat.

Prof. Basudeb Burman, you can continue now.

PROF. BASUDEB BARMAN: Sir, I very much enjoyed the situation when some of my hon. colleagues interfered during the period when I was speaking, thanks to all of them.

I was saying that I would like to draw your attention to the fact that expanded facilities should be provided to primary and secondary education so that they would

prepare for the entry of large number of boys and girls into higher education in the coming years. That calls for proportionately higher allocation for higher education sector also. I would recall the suggestion put forward by our first Education Minister Maulana Abul Kalam Azad. In his first Budget speech on education, he said: "The Budget provision for education should be at least equal to that of defence." What we see today is that it is less than one-third of the Budget provisions for Defence. Allocation for education is less than one-third in comparison to that of Defence.

17.00 hrs.

In the Common Minimum Programme, it was provided that at least six per cent of the GDP should be allocated for education. We know that different Education Commissions, particularly, the Radhakrishnan Commission and the Kothari Commission, have recommended for ten per cent of the GDP for the sector of education and the Common Minimum Programme provides at least for six per cent of the GDP for education, what we see for the last few five years plans is that the allocation was only 2.1 per cent, 2.6 per cent, 2.8 per cent and seldom it was 3 per cent or more.

What is the situation this financial year, that is, 2008-09? This is around 3.57 per cent of the GDP and we could know from the Government that this will be gradually raised to six per cent. I do not know when this six per cent GDP allocation will be there for education.

Also the availability of funds to Central and State universities appears to be very much unequal.

I would like to say that such differences should be minimal. Central or State, urban or rural educational institutions should be treated on the same basis and there should be no need to have model schools, model colleges or model universities as in my opinion, such model institutions only enhance discrimination of infrastructure and facilities so far as imparting of quality education is concerned. What for allocation of funds for education is aimed? It should reach all of our students without any differentiation like elite or non-elite, rich or poor, urban or rural.

At present, as we all know, about nine per cent of our young men and women in the age group of 18 and 23 years go for higher education, including technical, medical, law and management education. In some developing countries, the figure is around 16 per cent,

*Not recorded.

[Prof. Basudeb Barman]

for example, in Malaysia. In some developed countries, for example, USA and Sweden, it is more than 50 per cent. This clearly indicates where our nation stands so far as education is concerned.

I would like to draw the attention of the hon. Colleagues of this House that 2001 Census arrived at a literacy rate level of around 65 per cent, that is, for the population of 102 crores at that point of time, over 36 crore people were illiterate. This is persisting since our Independence.

In 1947, you may recall, our population was 35 crore after division of India and the literacy rate was around 20 per cent. That means, at that point of time, 28 crore people were illiterate. In 2001, more than 36 crore people were illiterate. While the percentage of literate people has increased from 20 to 65, in absolute terms, the number of illiterate people increased from 28 crores to 36 crores. This is all because we did not pay any heed to one of the provisions of our Constitution.

You will recall that article 46 of the Constitution, under the Directive Principles of State Policy, was not given due importance which provided for 'Right to Education' about which we are now clamouring. What is that provision? The provision states that within ten years of adoption of the Constitution, that is, from 26th January 1950 to 26th January 1960, within that span of time, all children up to the age of 14 years shall be compulsorily going to school and without any fees. That provision was not materialised. Why? It was because the Parliament did not pass any Act. Why? It was because the Government did not consider that that provision has to be materialised because under any provision under the Directive Principles of State Policy we would require passing of an Act by the Parliament.

Of late it has started though it appears that we have missed the bus. More than 36 crore illiterate people in 2001 and more than 25 per cent of the people below the poverty line are two inter-related things. That is why, article 46 was so important, but Governments after Governments, till 2000 or 2001 or 2002 or 2003 did not take this provision very seriously.

It is heartening to some extent to note that some measures including Sarva Shiksha Abhiyan and Mid-Day Meals Scheme have been taken up, which I believe will

be taken up more seriously and will be implemented on a 'Mission Mode' operation basis in the interest of all our people, especially in the interest of the weaker sections. I am speaking these things in connection with this Bill because education is a comprehensive thing. We cannot compromise on education. At the same time, we cannot differentiate between our rural boys and girls and urban boys and girls; we cannot differentiate between the students who are coming from the rich families and from the poor families. Therefore, it is the responsibility and the duty of the Central and State Governments that all are treated equally as far as possible. Discrimination must not be there. And the first thing in this regard is that allocation of funds for education must be higher. It should at least be equal to that for defence.

I support this Bill.

SHRI K.S. RAO (Eluru): Sir, I rise to support the Bill. Every one of us is aware that education is the best instrument for the poor to come up in their lifetime, for bringing a transformation in the society. We have been seeing that in spite of their sweating all the time, 24 hours, wife, husband and children, everybody, there are millions of families who could not purchase one cent of land or who could have a house. But if all of them were to be educated in a right way, if all of them were to be imparted skills to generate wealth, there could have been a very good transformation by now in this country. We have neglected this part of education and providing skills to the citizens of this country.

I am happy that during the tenure of Shri Rajiv Gandhi, he realized the importance of human resource development. No nation can prosper unless the human beings are talented, their skills, their competence, their ability to generate wealth is increased. Now, at least, the Government has realized the need of allocating more funds since a couple of years. As my friend Shri Barman has said, I am also of the opinion that the budgetary allocation for human resource development must be substantial without which, no matter what we do in this country, we cannot prosper.

In this context, the quality education is equally important without which education and literacy have no meaning at all. There may be 90 per cent people who are educated; that may be called literacy. The definition of 'literacy' also is not proper. So, I think, unless the quality education is given to the people of this country, you cannot improve the quality of life in this country, the

quality of the nation in this country, the quality of the citizens in this country. So, with a view to produce better quality in education, and keeping in view the shortage of funds with the State Governments, and the poor quality of education that is being given in certain Universities, the Government of India has come out with a good proposal of bringing Central Universities in almost every State. I am very happy about it. The allocation also is being made to the Central Universities in a very substantial quantity. But, Sir, mere allocation of funds is no solution at all. It must be seen how these funds are being utilized by those Universities.

It has come to the knowledge of many of us through the newspapers and media that some of the Universities have been misusing these funds. They are not putting them to proper use. They are not looking into the priorities. If they were to utilize these funds which are being given in a huge quantity for improving a laboratory, for improving a library, for improving the quality of the teaching staff, the methods of teaching, for R&D, or for creating an ambiance for the students to feel that they must learn to improve the competitive spirit and to think in an innovative way, then I can understand. But in some Universities, they do not utilize these funds for these purposes. It is because the funds have come, they use them for constructing a good compound wall, or a guest house. They are using the funds in a very-very wrong manner.

The reason why I support this is that there must be a check on them. There must be a feeling on the Heads of Departments that there will be a check on their using these funds.

Here, the Minister has brought that part in this Bill which has been missing in these four or five Universities.

Sir, the pity is that some of these Universities have not submitted their accounts for years together, not one or two years; they think that it is not their responsibility; they think that they have got a liberty; they think that they have come from a high standard; and they think that they have got an authority to spend money in any manner as they want. That should not be there.

With this Bill, a feeling will come into their mind that somebody is watching them. That fear must be there in every institution. Without that, they will not use the funds properly.

I really support this Bill for bringing transparency by way of laying their annual audited accounts on the Table of the House. It is not that all the Members of Parliament will see every Report that has been laid here but the fact that it is being laid on the Table of the House will go into their mind that even if one Member of Parliament goes through their Report and finds some mistakes in it, they will be taken to task. So, that feeling must be there. I am happy about that.

Apart from this, I am of the opinion that the allocation of the budget must also be improved. For quite a long time I have been telling that the entire revenue of this country must be utilised only for education, health and welfare schemes, etc. The Ministries like Railways, Petroleum, industry, and Communication must be able to generate wealth on their own, and the revenue should not be utilised by these Ministries. So, I wish that a considerable part of the revenue, it can be 20 per cent or 30 per cent, must be provided for education and health care programmes.

I have mentioned several times in this House that today's system of education is irrelevant to India's needs. This system was brought by the Britishers in those days to serve their needs and to exploit this country and men. So, I am of the firm opinion that technical education is more important, and provision of skills to people is more important. No citizen should be left without acquiring skills so that by the time he comes out of the institute, he must be confident that he does not need the support of anybody and he does not need to beg anybody for employment. If employment comes to him, it is good; if employment does not come to him, then he must be able to live by having self-employment. So, Sir, I would request the hon. Minister to concentrate more on technical education and providing skills.

I am happy that in the last Budget has found the means and provided Rs. 1600 crore for improvement of skills in this country but I do not know whether that Rs. 1600 crore has been allotted is only to satisfy the public or really intended to increase the skill of the people. I would like to know as to how much of that money has been put on increasing the skill. I wish to know from the hon. Minister whether that particular amount which has been provided in the Budget has been really put to use, and how many people have been given skills in this country.

Finally, I wish that the same thing should be applied to several other Central Government Institutes. Let it be

[Shri K.S. Rao]

Laboratories or Institutes. There must be transparency; there must be an audit of their accounts. Their audited accounts must be laid on the Table of this House.

With these words, I support this Bill and I also congratulate the hon. Minister for bringing transparency in these Universities.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Sir, I rise to support the Central Universities Laws (Amendment) Bill, 2008.

Sir, though this Bill is very brief, but it is very important. I understand that the Government have tried to introduce some favourable provision through this Bill, I support this effort. Today we have got three-tier education system in the country. Education is being imparted at Primary, Middle, Higher Secondary and university levels in the country. The people of our country are poor and illiterate. I do not want to go into details but it seems that the standard of education that should have been achieved after 60 years of independence of the country, does not exist. Our country is lagging behind many countries of the world in education sector. Therefore, it is a matter of concern.

Education is our constitutional right and despite this, we have not been able to provide quality education to our people, it is a matter of concern. People cannot make progress without education. No society, no State or no country can make progress without education. Today, competition is rising in the field of education in the world and if the level of our education does not rise, be it economic struggle, social struggle or progress of the country, the country will not be able to progress in any field.

It is not so that our country has not progressed at all. Our country has progressed in these sixty years. Our country has produced greatest intellectuals and scientists, and due to these reasons our country has progressed as well but in proportion to our population we are not providing world class education to our people. The reasons behind it is inadequate budgetary provisions for education sector by the Government. One of my colleagues was stating it and I support his views. Today, if we want to improve the level of education, then we have to improve our system.

Mr. Chairman, Sir, through you, I would like to draw the attention of the Government and hon'ble Minister towards the fact that at present the amount being spent on education is 6 percent of GDP. We should increase it upto 20 percent. If the Government of India tries to spend 20 percent at its own level, then it has to increase the sanctioned amount. Though, the UPA Government has implemented many schemes, a large amount of funds have been made available, it is making lots of efforts, but despite that we are still lagging behind.

Sir, I would like to cite an example the Hon'ble Prime Minister has recently taken a decision to open a Central University in every state of the country and also started to improve the level of technical education, as well as establish technical institutes separately in order to impart quality education. Accordingly, a decision to open 14 universities and 8 IITs have been taken. Madam, fortunately, a Central university is also being opened in my State Bihar. I would like to express my gratitude towards the hon'ble Minister and hon'ble Prime Minister for this gesture. A demand for setting up of a Central university in the backward State like Bihar has been made for the last so many years. Now, a decision to open a Central university there has been taken. Maharashtra, West Bengal, Rajasthan, Bhopal, Greater Noida (Uttar Pradesh), Amritsar (Punjab), Guwahati, Coimbatore (Tamil Nadu), Mysore, Gujarat Kerala and Bhubaneswar have been included in those 14 States. as I have said, a decision to open 8 IITs is also covered under it and we are fortunate that a decision to open an I.I.T in Patna, Bihar, my parliamentary constituency has been taken is a commendable step.

But, I would like to say that funds allocated for opening on I.I.T. in Patna is meagre and I understand that this work can get delayed due to it. The work for setting up of university and IITs may not get completed at the desired pace.

I would like to cite an example that the Government have made a provision of Rs. two thousand crore for opening IITs under the 11th Five Year Plan, but very less amount has been allocated for this purpose. Only Rs. 50 crore have been allocated during the financial year 2008-09. The allocation of only Rs. 50 crore has been made against the Rs. 2000 crore required for setting up of IITs. Is it possible to open an I.I.T. with this meagre amount and impart education where Rs. 707 crore are required for setting up of a single I.I.T. and the Government are sanctioning only Rs. 50 crore for this. Is it possible to set up IITs with such a meagre amount? The hon'ble

Minister and the Prime Minister should consider this aspect. If maximum amount of funds are allocated, only then the dream of the hon'ble Prime Minister and UPA Government can be realized, if such a meagre amount is given for this project, then it will get completed in 15-20 years instead of five years. If the Government want to enable our children contribute in quantities and qualitative development of the country, by getting education in Central universities, I.I.Ts and I.I.Ms., then there is a need to enhance this allocated money.

Sir, I want to submit that around 32 to 33 percent people in our country are living below the poverty line. These people cannot afford education of their children. I have come to know that education is going to be more expensive the tuition fee is getting doubled. The common man will not be able to pay so much of fees. There are many parents who are not even able to arrange a square meal for their children, how will they bear the burden of double fees. It can be a hurdle in achieving the target of education for all. I would like to draw the attention of the hon'ble Minister towards the fact that the university and college teachers are doing side business by running their private coaching centres. The college teachers remain absent from their colleges so that they can teach children at their coaching centres. The parents who can afford to send their children to those coaching centres, get benefit of it, but the children of those parents who cannot afford the fees of those coaching centres are not getting good education because teachers do not teach properly in the Government organizations. Therefore, the poor children are not getting the quality education to which they are entitled. I would like to request you to check this practice and make provision to enact such legislation so that the teachers working in Government organisations are not able to take classes in private coaching centres. There is such a provision in AIIMS, that the doctors working there cannot do private practice. Such a provision is also required for the education sector. If we do not make such a provision, then we would be playing with the future of youth and children of the country.

I understand that the Government has made the provision of providing education loan through banks for higher education, for getting education abroad and getting admission in technical institutes and funds have also been increased for this purpose. This is a very good step. They had provided Rs. 4550 crore in the year 2003-04, and Rs. 10,000 crore in the year 2005-06 which proved beneficial. I understand that this is a very good step, but there is also a need to do something more in this regard.

I would like to draw the attention of the hon'ble Minister towards the fact that though we are imparting higher education yet only 5000 students are able to get Ph.D. degree in our country while this figure is 25,000 in China and 35,000 in America. I am of the opinion that we need to improve our standard because 5000 is inadequate and we need to increase this figure. Only then would we be able to compete with other countries of the world and there is a need to pay attention towards it. If this does not happen, his dream will remain unfulfilled and his efforts won't yield good result.

I would like to request the hon'ble Minister to give the University of Bihar the status of a Central University as he has decided to set up a Central University there. It is a long pending demand of the people of Bihar. However, no attention has so far been paid towards it. The Minister had himself given an assurance in the House that a Central University is being set up there. This is a welcome step but Patna University is not being given the status of a Central University despite there being ample land available with it. There is a need for 300-400 acres of land for a Central University which is already with Patna University. It fulfills all conditions of being a Central University. It is the oldest university in the world and was set up in 1917. It has its own status. Till the year 1955, students from Nepal used to get education in Patna. Not only this, even today, there is a provision of five percent reservation for the students of Thailand, Japan, Sri Lanka and Africa in this University. The atmosphere there is conducive for education and it bears a good reputation as well. It has 300 acres of land and it provides for hostel facility to 80 percent students. I am of the view that it fulfills all the norms of being a Central University. It caters to 32 professional courses besides medical study, law study, teacher's training and other conventional subjects. Its academic standard is inferior to none and it is equal to that of a Central University. Hundreds of teachers and students from the University have earned worldwide recognition. I request the hon'ble Minister to look into the proposal in view of the feelings of the people of Bihar and give Patna University the status of a Central University. It will be a very kind gesture on his part.

Mr. Chairman, Sir, as you are ringing the bell repeatedly, I would like to conclude by saying that our feelings are associated with this demand. Dr. Rajendra Prasad was a student of this University. Shri Lalu Prasadji and several other politicians and scientists had been the students of this University. The employees and teachers there are agitating.

[Shri B. Mahtab]

Therefore, lastly, I would like to request that Patna University be granted the status of a Central University and the long standing demand of the people of Bihar met. With these few words I would like to say with full conviction that Central Universities be made world class and provided as much funds as desired to make the Indian people, intellectuals and youth globally competitive. I thank you for giving me an opportunity to speak.

[English]

SHRI B. MAHTAB (Cuttack): Mr. Chairman, Sir, at the outset I should thank the hon. Minister for bringing this Bill to this House after it has been passed in the Rajya Sabha. Though the pursuit is very grand, yet the scope has been very limited. Hence, some Members have said that this Bill has a very limited purpose. But, I believe, that though it may appear to be very limited relating to the functioning of certain Central Universities and submission of audited accounts and their Annual Report, yet it has a larger scope to develop our Central Universities and to look into the functioning of our Central Universities, which we have in our country.

This Bill will empower the Parliament and our Standing Committee — which looks after higher education, namely, Human Resource Development — to go into the Annual Reports and the audited accounts, which was not possible earlier. I do not know, but for some historical reason certain Universities were not submitting these reports and their audited accounts to the Parliament. All these Universities were being financed by the UGC, and it was anticipated that these higher educational institutions will excel and will function in a better way and there will not be any cause for the Parliament to intervene.

For historical reason, the Banaras Hindu University was established in 1915; the Delhi University was established in 1922; the Jawaharlal Nehru University was established in 1966; the North-Eastern Hill University was established in 1973; and the University of Hyderabad was established in 1974, and these Universities were not submitting their Annual Reports nor the audited accounts. After this amendment is passed by this House and made into a law, these five Central Universities will lay their Annual Reports and audited accounts before both the Houses of Parliament. This is the limited idea of this Bill, and there is no doubt about it. But while we deliberate on this subject on higher education of Central Universities, what is the position today in our country? Today, India

has 20 Central Universities, and 18 are funded by the UGC that are spread over nine States, Delhi and Puducherry.

Recently, after the National Knowledge Commission came out with a Report, the Prime Minister had made a very forthcoming declaration that the Government plans to set up 30 Universities across the country. There will be a Central University in every State, that is, those States that do not have any Central University will have one. It means that one Central University in 16 States, and around 14 new Central Universities that will come up in those States where land will be provided free.

Orissa has the misfortune of not having any Central University. We have been demanding before the Central Government that the criteria that have been fixed to put up a Central University should take up those areas where higher education percentage is low and where students are migrating to other States to get higher education, whose number is very large. In that respect, Orissa is one. A number of students migrate to Allahabad, Benaras, Hyderabad, Mumbai, and even to Chennai, Bangalore; they go to get higher education not only in humanities and science faculties, but also in technical education. A number of Oriya boys also move abroad to get educated in higher education. So, there is a necessity and also because Orissa has a larger concentration of Scheduled Tribes, a special University should be set up to keep their customs and traditions in view, which can be part of a curriculum, and it should be not an identical Central University like JNU or Delhi University. It should be specified for specific region keeping the local people in view, the indigenous people in view. In that respect, the Central University should come up. It is not multiplying or duplicating Central Universities, but we should have better Universities which should cater to the indigenous interests of those areas.

I would like to know what is happening to this new idea which the Prime Minister had floated of setting up Central Universities in 16 States; around 14 States have already declared to give free land. Has any progress been made? Do you have any funds? What is the time plan, I would like to know, on this aspect.

Here, I am reminded of our former President Dr. A.P.J. Abdul Kalam, who has rightly observed and I quote:

“Empowerment of higher education is the need of the hour. Higher education needs to be empowered as this alone can lead to sustainable social, economic and political development of society with some equity.”

Why I am quoting this is that certain sections, I should not say it is a general one, of the policy-makers think that investment in higher education is not required. They consider the expenditure on higher education as unproductive, and Universities should be asked to generate their own funds even to meet their day to day expenditure. I am sure, our Minister does not subscribe to this view. We also demand that more funds should be provided through Plan for higher education. In a country like ours, funding is required for higher education. Funding also is required and more stress should be given for primary education and for elementary education. We are not in such a state today that the Universities can generate their own funds to run higher education.

We have a University in my constituency, in my hometown, where from Mr. Panda also hails and who, at one point of time, was the President of the Students Union. It is a Unitary University named Ravenshaw Unitary University. But what is the position today? It has been enacted and a law has been framed and it is a Unitary University. We proudly say that anyone who is someone in Orissa is a Ravenshawian, and it has completed more than 130 years. It has been converted to a University in the last two to three years. But the financial position of that University is so precarious that it is very difficult to maintain their own buildings, what to talk of excelling in education.

But what is the situation today in the country? We have certain universities which are unable to sustain themselves annually. They get hardly Rs. 20 crore to Rs. 30 crore from UGC. At the same time we have universities which have a deposit of more than Rs. 300 crore. Pune University, for instance, has a deposit of Rs. 300 crore. Mumbai University, for instance, is investing in shares. This is the position.

In our country I would say education is one of the most powerful instruments for imparting knowledge, developing skills and inculcating proper attitude and value towards life and society. Despite globalisation, liberalisation and privatisation, higher education has remained by and large rudimentary and scientifically unplanned with little emphasis on acquisition of optimum knowledge and skills.

In our country, higher education provides access to only eight per cent of the youth in the age group of 18 to 23 years. Growth of employment in the private sector has increased from 1.24 per cent in 1991-92 to around three per cent in 2001-02 as against the public

sector recording a fall from 1.5 per cent to a negative of 0.2 per cent. According to the Human Development Report for 2007, our country ranks 128 in the list of 177 countries of world covered by the survey. This is the socioeconomic backbone.

A developing country like India needs a policy of taking up self-employment and entrepreneurial career to the challenges of growing unemployment. Therefore, there is a need to pump in more funds to universities including Central universities. Financing the universities is a major challenge today. Our attitude towards educational institutions is influenced by our perception of the institution and its rich historical perspective. For instance, Punjab Technical University, Jalandhar; Kurukshetra University; Indraprastha University in Delhi; UP Technical University, Lucknow; Madurai Kamaraj University; Anna University; all these are in the same lines as the Pune University and Mumbai University who have more than Rs. 100 crore as reserve. But we have other universities which are languishing.

I am told Banaras Hindu University, I would like to get an answer from the Minister if she can provide us, received Rs. 500 crore within the last six years both from public and private. The money, I am sure, must have been spent wisely, properly, but the Minister has to ensure that it is done transparently. I am reminded that when Annual Report would be submitted before the House, Audited Accounts are submitted before the House, a little amount of interference from the Government side also will be there. But, I am of the opinion, I think most Members will be of that opinion, that there should be little interference from the Administration. The autonomy of university is essential towards safeguarding the academic interest and ensuring quality education.

I conclude by saying that through this Bill no attempt be made to encourage political interference in selections, appointments, and day to day administration. I support the Bill

MR. CHAIRMAN: Prof. M. Ramadoss. Before you begin, I have to tell you that if you kindly cooperate, we can finish this Bill. Otherwise, we will not be able to finish it today. All the speakers are from the ruling party. They are the only people who are present here; all others have gone. Actually, it is the duty and concern of the Treasury Benches to see that the Bill is passed.

SHRI S.K. KHARVENTHAN (Palani): I am here.

MR. CHAIRMAN: You are only a Member to speak. Hence, you are there and you happened to be in the list of speakers. Since Prof. Ramadoss happened to be in the list, he is there. But nobody else is there. Dr. Anbumani Ramadoss with the new agenda. It has also to be passed. Will it be possible?

...(Interruptions)

SHRI KHARABELA SWAIN (Balasore): They want that when we come to power, we pass this Bill because if this is not to be passed today, probably, in the 14th Lok Sabha, it will not be passed. That is what I think.

...(Interruptions)

MR. CHAIRMAN: This is the position. I have explained the position. The eleventh hour agenda has also come. Only the Minister is there, but nobody else is there from the Treasury Benches. It is their lookout to see that the Bill is passed today.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): We may sit till the time the Bill is passed.

MR. CHAIRMAN: This is not the proper thing. Remaining Members must also be here. It is the concern of the Treasury Benches to see that the Bill is passed, not the Opposition.

SHRI KHARABELA SWAIN: We are cooperating and we are not asking for quorum also... (Interruptions)

MR. CHAIRMAN: Yes, they are cooperating and they are not asking for quorum also.

...(Interruptions)

PROF. M. RAMADASS (Pondicherry): Mr. Chairman, Sir, I support the Central Universities Laws (Amendment) Bill, 2008. The Bill has the objective of bringing two amendments to five Central Universities in the country, namely, the Banaras Hindu University Act, the Delhi University Act, the Jawaharlal Nehru University Act, the North-Eastern Hill University Act, and the University of Hyderabad Act, 1974. Now, the Statutes of these Central Universities hitherto did not have the provision that the Executive Council and the Senate after passing the annual report and the annual account of the university should lay a copy of these Acts and the rules before Parliament. This has been a big lacuna in these universities but it

lacks or smacks of the accountability on the part of the university. These Central Universities were created by Parliament and therefore they are accountable to both Houses of Parliament on the activities performed by the Central Universities as well as their annual income and expenditure because the expenditure is sanctioned by Parliament and the expenditure incurred and spent by the university should be in the know of two Houses of Parliament. In all the other Central Universities, this practice is in vogue, and therefore, this Bill seeks to fill a big gap that existed so far after their creation. Therefore, I welcome and appreciate the hon. Minister for finding out this lacuna and ensuring the accountability of the university to Parliament.

While appreciating it, I should also say that this House must be provided with the annual accounts and the annual accounts must reflect the real income and expenditure of the universities.

Of course, the expenditures are met out of the funds provided by the Budget of the Ministry of Human Resource Development. But the incomes of the universities are not sufficient enough to meet the growing expenditure, and to provide for both the plan and the non-plan expenditure. It is in that context that we have to look into the performance of the universities also. When the expenditure is not sufficient, the universities would not be able to provide the necessary infrastructure.

Today, higher education plays a vital role and in that higher education sector, it is the central universities which are supposed to provide qualitative and relevant education. The State universities are haunted by paucity of funds; they are not able to organize a number of innovative courses that are required for the emerging society. That is why, the Central Government, with a view to provide national uniformity in the syllabus and curriculum, taking into account the national educational needs, have started the Central Universities. But the Central Universities at least must be equipped with adequate funds.

When we go to most of the areas, we get a complaint that funds are not available, or if the funds are available, they are unable to use it for various projects. So, we should make adequate funds through Parliament; and Madam also knows that long back in 1964, the Kothari Commission had rightly talked about 10 per cent of the GDP; as one of the Members said, it was only 6 per cent of the GDP that must be earmarked for development of education.

Our Common Minimum Programme has rightly acknowledged that at least this Government would be able to provide 6 per cent of the GDP or the national income as expenditure for education. But of course, only now we are crawling to reach the level of about 4-4.5 per cent; and that itself is a great achievement of the Ministry of Human Resource Development; no other Government in this country has reached that level of expenditure. This Government feels that health and education are the two important parameters for human resource development of this country. If you want to create a knowledge society as we are aiming for, or if you are aiming for a developed nation status by 2020, as envisaged by Dr. Abdul Kalam, we should be able to provide for more and more funds for these universities. But unfortunately the debate is such that the higher education is left behind. In our pre-occupation with the elementary and primary education which is very important, we should not leave the universities to the lurch because higher level of technical manpower and scientific manpower has to come from the universities, especially the Central Universities.

Therefore, at any cost, this Parliament should provide—the Ministry should provide — more and more funds and also we must examine the ways and means of financing the Central Universities in other ways, as it is existing in foreign countries — how they are able to finance, how they are able to help the students, the students of the disadvantaged sections of the students, and others, in the matter of financing higher education.

So, it is not merely the submission of accounts that is important. But the accounts of the universities must reflect the ground realities with respect to their income and expenditure. There is an imperative need that the infrastructure in the universities must be created more and more.

Madam, you had visited Pondicherry University; you must have had the opportunity to see the infrastructure that had been developed in the Pondicherry University. But still it is not sufficient enough to provide adequate facilities for students to have on-the-job training or on-the-job learning, etc. Therefore, every university must be provided such funds as to create enough infrastructure that will take care of the needs of the students. Therefore, the expenditure side and the income side must take into account the growing needs of finance for higher education.

As regards the Annual Report, I would like to tell you this. If you look into the Annual Reports which have

already been submitted here, they are all mere rituals of what had been done in the last 10 years, repeatedly, without any startling conclusions or findings that they had made. In the Annual Report, they give only the usual things. But have you come across in any Annual Reports, anywhere, where they have given an evaluation of what the university has done? Suppose you take the Pondicherry University, which has been in existence for the last 22 years; has the Annual Report of that University that has been given to you, gives the details of number of students or the number of manpower that has been created, who are all working in different areas of economic activities?

How many scientists have been produced; how many IAS or IPS officers have been produced? Do you have any such data from the Central Universities? I hope that you do not have that because the Annual Report does not reflect that. These Reports give information as to how many faculties are there, how many students are there, how many rooms and buildings are there. That is not the Annual Report in the right sense of the term. It should contain more than what the public does not know about the Central Universities. Therefore, you should insist that the Central Universities must invariably prepare an evaluation report of their activities every year and submit to the Parliament so that the Parliament then should be able to judge whether giving Rs. 50 crore to the Central University of Hyderabad is justified or not. If they feel that the Central University is only raising unemployables, people with no quality, people who cannot even understand what is happening in the country then why should the Government spend the hard earned tax-payers' money on these universities? So, the Annual Report that they prepare, you should insist on them, must reflect the relevance of education which they impart.

I should tell you that most of the Central Universities are still offering half of the traditional courses which have no relevance to the modern conditions. That is why there is a growing disenchantment even among the youth of this country. The extremists and other such activities that are going on in the country is the reflection of the inability of the university graduates, post-graduates and doctorates who are unable to get a job in the job market. Therefore, the Central Universities should set an example by providing quality education, excellent education so that there is one-to-one correspondence between education and employment. The moment you finish the course you should be able to get the job.

[Prof. M. Ramadass]

In the Anna University and in various IITs even before the students could complete the examination of the fourth year, they are placed in foreign countries or in excelled institutions. Why should the same thing not happen in the Central Universities where we are spending so much of money? Therefore, Madam, you should concentrate on the quality professors.

We have experimented a novel system of education in Pondicherry University to which I would like to present your attention. We have introduced what is called a community college. A community college as the constituent college of Pondicherry University provides the skilled as well as semi-skilled labour out of the colleges. In America about 56 per cent of the graduates are from the community colleges. We should be able to create such colleges. It has been a successful experiment. We are offering two years degree programme, diploma programmes, post-graduate diploma programmes which match the demand and supply of skilled as well as unskilled manpower required for the society. Therefore, the community college of Pondicherry University should be replicated in all the other Central Universities so that at least half of the students who are coming out of the universities have that background of skill education.

Another point to which I would like to bring your attention is, some of the Central Universities happen to be affiliated universities. Instead of being unique unitary university they happen to be affiliated universities. How many colleges can they affiliate? If they affiliate hundreds of colleges; self-financing colleges, deemed college, autonomous colleges and various other colleges, the Central Universities become merely examining bodies. They do not have time to concentrate on quality research and development.

MR. CHAIRMAN: We have approached 6 o'clock. If the House agrees we will extend the time otherwise I will have to adjourn the House.

SEVERAL HON. MEMBERS: Yes, Sir.

MR. CHAIRMAN: The time of the House is extended by one hour.

PROF. M. RAMADASS: Therefore, Madam, there should be no affiliation of colleges and they should be told about this phenomenon.

The Ministry of Human Resource Development is just conferring the deemed university status to colleges. I earnestly appeal to you that you do not dilute the quality of higher education by conferring deemed university status on sub-standard colleges. Colleges which do not satisfy even the prescribed norms are all conferred the deemed university status by the University Grants Commission.

18.00 hrs.

I would like you to probe into these cases to see how the criteria, the guidelines and the rules and regulations have been violated by these institutions.

Finally, I am told that the University Grants Commission has received the 11th Plan proposals. They have constituted various committees. They have gone to the Central Universities, collected the data and they have decided the amount and all that. But even after two years, the funds have not been released to the Central Universities. Therefore, kindly look into this matter and try to see that all the Central Universities get their funding in time so that their activities do not suffer and the Central Universities contribute to the rapid development of this country and the society.

MR. CHAIRMAN: Hon. Members, there is no Member from the Panel of Chairman present in the House now. So, I would request a senior Member to be in the Chair till I come back.

18.02 hrs.

*[SHRI P.S. GADHAVI *in the Chair*]

SHRI S.K. KHARVENTHAN (Palani): Sir, first of all, I want to congratulate and appreciate our hon. Union Minister of State in the Ministry of Human Resource Development for amending the Central Universities Laws with respect to submission of the Annual Report as well as the Accounts. Out of four Universities, with respect to Banaras Hindu University, a mention has been made in Section 13A.(1) for submission of the Annual Report. In this Section, a sub-clause (2) has been added saying that they have to submit the Annual Report to the Court and the Court have to communicate its comments to the Executive Council. Then, it says that the annual report will be forwarded to the Government as well as to the Parliament. I want to know from the Minister whether the report will be submitted to the Government after the

*He is not a Member of Panel of Chairmen.

verification by the Executive Council or before its verification.

Further, out of four Universities, with respect to Hyderabad University, it has been stated separately that the annual report must be sent to the Central Government as also the annual accounts along with the report of the Comptroller and Auditor-General. For other universities, they have mentioned the Audit Report. So, that has to be clarified.

Furthermore, as it is dealing with the University, I want to mention Section 3 of the University Grants Commission Act which was enacted by Parliament. Under this Act, the Government of India has given power to the UGC to grant deemed university status to qualified institutions throughout the country to those who are applying for this status. The University Grants Commission after thorough inspection by a team and after proper verification is giving the deemed university status. It is done under an Act. But recently, the All India Council for Technical Education has sent a letter saying that deemed university status to be given to various colleges with its permission. I would like to know from the hon. Minister how a circular by AICTE will prevail over Section 3 of the University Grants Commission Act which was enacted by Parliament.

I would like to mention how it is affecting the education system in Tamil Nadu.

When Kalaignar was the Chief Minister for the fourth time in the State of Tamil Nadu a university by the name Ambedkar was established for providing legal education. At that time the university status was obtained from the University Grants Commission. But now various law colleges are being opened without the permission of the State Government and without proper affiliation from Ambedkar Law University. For example, one engineering college by the name Shastra has been declared as Deemed University and they are starting law colleges and again another engineering college by the name Savitha has also been declared as a Deemed University and they are also starting law courses without the permission of the State Government and also without the permission of the Ambedkar Law University. Ambedkar Law University Act, Section (6) clearly states that without the permission of the law university no institution can have the right to start law courses. In Tamil Nadu as per Law University rules the students from such colleges cannot enrol before the Bar Council of Tamil Nadu. The University Grants Commission is giving permission to a

number of unqualified colleges as Deemed Universities. So, I would like to request the hon. Minister of Education that without the permission of the State Government a deemed university should not be allowed to start law courses. They are engineering colleges and they should not be allowed to start courses on law without permission.

Sir, these are my few submissions and I support the Bill.

DR. C. KRISHNAN (Pollachi): Sir, thank you very much for giving me this opportunity to speak on the Central University (Amendment) Bill. I welcome this Bill as it would be very useful in imparting very quality education in the country comparable to foreign countries.

Sir, not only audit, expenditure and receipts of money spent for purposes of education should be brought to the notice of the Central Government, but also the quality of teachers and their working during the college hours should also be brought under the supervision of the Central Government.

18.07 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Sir, apart from educational qualification we should also have the freedom of speech and expression in the country in a manner that is applicable for all the communities. In the State of Tamil Nadu, not only in that State but all over the country, all the citizens of India should be given equal respect and their interest should be protected, wherever they live in the world. For instance, for making a speech in Tamil Nadu Shri Vaiko, the leader of the Tamils, has been arrested at present and put in jail. This is for making a speech in favour of the Tamils in Sri Lanka. ...*(Interruptions)*"

MR. CHAIRMAN: What can I do?

...*(Interruptions)*

DR. C. KRISHNAN: This is not a democratic way by which one can be arrested and kept in jail....*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, the Bill relates to some amendments. He has to speak only on those amendments....*(Interruptions)*

*Not recorded.

DR. C. KRISHNAN: Release Mr. Vaiko. This is anti-democratic attitude. ...*(Interruptions)*

SHRI J.M. AARON RASHID (Periyakulam): Sir, the portion which is not relevant to the Bill should be expunged....*(Interruptions)*

MR. CHAIRMAN: I will go into the record and if he has mentioned anything which is not about the Bill, it will not be on record. Now, nothing will go on record. Only that portion which is referring to the Bill will be on record.

...*(Interruptions)**

DR. C. KRISHNAN: Mr. Vaiko should be released. ...*(Interruptions)*

MR. CHAIRMAN: Shri Mani Charenamei may speak now.

...*(Interruptions)*

MR. CHAIRMAN: Shri Mani Charenamei, your speech alone will go on record.

...*(Interruptions)**

SHRI MANI CHARENAMEI (Outer Manipur): Thank you. Sir, I rise to support the Central Universities Laws (Amendment) Bill, 2008. While supporting the Bill, I would like to raise certain issues pertaining to the Central Universities. ...*(Interruptions)*

MR. CHAIRMAN: I have already said that the portions which do not refer to the Bill will be expunged from the record.

...*(Interruptions)*

SHRI RAVICHANDRAN SIPPAPARAI (Sivakasi): Sir, we have every right to speak in a democratic country. We have every liberty to speak here....*(Interruptions)* Arresting Mr. Vaiko is undemocratic and unjustified....*(Interruptions)*

18.11 hrs.

(At this stage, Dr. C. Krishnan and some other hon. Members came and stood near the Table.)

...*(Interruptions)*

*Not recorded.

MR. CHAIRMAN: He should confine himself only to the Bill. But he is not doing so.

...*(Interruptions)*

18.11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

MR. DEPUTY SPEAKER: Please go back to your seats.

...*(Interruptions)*

18.12 hrs.

(At this stage, Dr. C. Krishnan and some other hon. Members went back to their seats.)

...*(Interruptions)*

MR. DEPUTY SPEAKER: I will look into the record. I will expunge whatever is objectionable.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Charenamei, please continue.

SHRI MANI CHARENAMEI: Education is the equalizing factor to bring the uneducated at par with the educated and to bring the poor at par with the rich....*(Interruptions)*

MR. DEPUTY SPEAKER: You may speak for only five minutes as I have a long list of Members who want to speak.

SHRI MANI CHARENAMEI: Sir, as there was a lot of disturbance in the House, I should be given extra time to speak.

In Manipur, unprecedented situation is prevailing in the Central University. The tribal students numbering about 300 have vacated the University. The tribal population in Manipur is 34 per cent and reservation for tribals, according to Central norms, is 7.5 per cent. There have been agitations since the upgradation of Manipur University to Central University. The State Government has also recommended this matter to the Centre for effecting an amendment.

But when I went through this Amendment, I found that the Central Government is not yet prepared to bring any amendment to this effect. So, I would like to mention

that the Central University opened in Manipur is not able to cater to the needs of the tribal people, particularly to the tribal students. Out of 187 faculty members, there are only three tribals in the faculty. So, even though there is 7.5 per cent reservation for them, but in reality it is not even one per cent. So, this is discrimination. We request the Ministry to take necessary steps to amend the University Act or to introduce Indira Gandhi Central University exclusively for the tribal people. Without this, there is no place for the tribal people to get proper education even though we speak of right to education and quality education.

The University authorities are manipulating rules. They are not recruiting tribals; and they have not taken steps to undertake special drive to recruit Scheduled Tribes. In Manipur, the percentage of Scheduled Caste population is only two per cent, but the reservation, according to the Central rules, is fifteen per cent, whereas for 34 per cent tribal population the reservation is only 7.5 per cent. Only two per cent of the population belong to general category in Manipur. The rest belong to OBC, which has got 27 per cent reservation. So, altogether we have a reservation of 49.5 per cent. The rest should have gone to general community or it should be open to all. Besides 15 per cent and 7.5 per cent, the rest are being manipulated by the majority community.

So, if this kind of manipulation takes place in the Central University, where will the tribal people go? Where is the future for the tribal people of the State? Education is the most important factor to bring the poor people to the higher level. If this thing continues, we do not see any future in Manipur, except doom in the near future. So, we request and urge our hon. Minister to expedite the opening of a separate Central University for the tribal people or extend a campus of this Indira Gandhi Tribal University in Manipur at the earliest because so many people are outside the University and they have refused to come back. More than 300 students are now languishing without any education. So, this may be given serious consideration by the Government.

[Translation]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): I rise to support the Central Universities Laws (Amendment) Bill, 2008. As the power of education has grown in importance like the hydel-power and other sources of power and it is very imperative to promote education. There are many universities and many colleges under these universities in the country. The Universities are also

given grants. However, the representation of the students belonging to SCs and STs is not adequate even after 61 years of independence of the country. The educated youth belonging to SCs and STs, even those having PHD degree are not appointed in colleges. I had gone to attend a school function. A PHD degree holder student was appointed as primary school teacher there.

Sir, through the Bill I would like to demand that the grants of those institutions should be stopped which fail to fill the reserved vacancies and recognition of colleges not adhering to the Government's policies should be withdrawn. However so far it has not happened. Those in management of colleges do not want to give admission to SC/ST students in colleges. You will be surprised to know that two SC students qualified IAS examination in Gujarat and the meritorious student capable of teaching in college does not get a job. I would like to suggest that there is a need to conduct a survey to find which colleges have not filled reservation quota and what are the reasons for the same. I am the Chairman of the Parliamentary Committee on the Welfare of Scheduled Castes and Scheduled Tribes and I have visited all parts of the country. I hear the same common plea from everywhere that quota is not filled because capable students are not available and SC, ST students are denied employment opportunities on this pretext.

Similarly, there should be a fixed quota for university admission as well. The SC, ST students cannot pay the exorbitant fees of the recognized private colleges. There should be a provision that fee to be paid by SC, ST students in such institutions be paid from the grants given to the Universities with which they are affiliated. Only then, they could get good education. Common interview is held in the campus. I would like to know how many SC, ST students are selected in such campus interviews. Even today, the mindset of the people has not changed. Notwithstanding frequent amendments, no welfare of SC, ST people can be possible unless is a shift in the mindset of the people.

[English]

We have to have only one mission that without proper education. Our nation will not become a powerful nation.

[Translation]

If we want to make our country powerful, then even the most marginalized people of the country have to be educated. If there are school buildings in villages, there

[Shri Ratilal Kalidas Varma]

are no teachers; if there are teachers there is no proper building. Schools even a talbes and chairs. One lakh twenty thousand teachers were appointed in Gujarat during these five years. Even now 12 thousand teachers are to be appointed. Similarly there should be arrangement of quality education for SC and ST students in all the states of the country from primary level to higher secondary to higher education. I think that the hon'ble Minister would first of all think in this regard and take initiatives for filling up the seats of reserved quota and derecognise the institutions not adhering to it. Our Committee had requested the hon'ble Prime Minister in this regard and suggested to set up a separate Ministry for its implementation so that the SC and ST people could make progress, only then we can say that we are succeeding in furthering the cause of the people belonging to Scheduled Castes and Scheduled Tribes.

[English]

SHRI K. FRANCIS GEORGE (Idukki): Sir, as everybody has pointed out, this Bill has got a very limited purpose. The intention of the Bill is just to bring some kind of accountability to these five Universities through Parliament. It is just to lay their Annual Reports and Statement of Accounts every year before the Parliament. Other than that, actually, there is no other scope for this Bill.

Sir, still everybody has gone into the higher education sector, the pitfalls, the difficulties and the problems that are being faced by the higher education sector of our country. It is high time that we made a real review of our higher educational system.

Sir, we aspire to be one of the most advanced developed countries by 2020.

The single most contributing factor towards achieving that goal is going to be a generation of well-educated people. We have a lot of institutions here. There is no shortage of institutions, Universities and other specialised institutions in this country. But as far as our Universities are concerned, especially the Faculty, do they really pursue knowledge? Is there any research activity going on in our higher educational institutions and Universities?

When we talk of change and development, obviously funds are required. Funds are hard to come in our country. Even though many have said that we are now providing the maximum that is possible from our Budget to the Education Sector, yet when we talk of further

development and further achievement of excellence, we need a lot of funds. If we take the hundred Universities in the world, can we say that at least one from our country be counted amongst that 100? I doubt. There is not even a single one which is of world-class, which can be called a centre of excellence. There is none comparable to the Harvard University or the MIT or the Oxford in our country of one billion plus people. That is basically because we have neglected research or the real pursuit of knowledge in our Universities. Our Universities have been merely degree-producing factories. Beyond that, real academic pursuit is lacking in our institutions. So, Sir, what I would request is that there has to be more interaction from our Universities, academicians with the industry sector. Universities can take up projects for our industries so that they can generate their own funds. Only if there is that kind of an approach, we can have the necessary funds for development on all counts – infrastructure development, etc. Also, there will be more enthusiasm for the real pursuit of knowledge. So, what I would request is that we have to change entirely our orientation.

As far as we are concerned, when we talk of Central Universities, our State of Kerala, which is one of the most advanced States in the field of education, has been long demanding for a Central University. I do not know why the Central Government is not taking a favourable decision. So, I would request the hon. Minister that Kerala, which is the number one State in the country in the education sector, should be provided with a Central University.

Finally, I would congratulate the hon. Minister. Even though the Bill is for a very limited purpose, yet it is good that there is some kind of an accountability to Parliament as far as these five Universities are concerned. So, with these words, I support the Bill.

SHRIMATI ARCHANA NAYAK (Kendrapara): Sir, I thank you for giving me an opportunity to participate in the Central Universities Laws (Amendment) Bill, 2008.

Parliament, as the sovereign authority of the people, has the right to have a copy of an Annual Report, accounts together with the auditor's report of every institution or organization funded by the Central Government. Parliament has the right to scrutiny, to see whether the fund earmarked for the organization is spent accordingly or the money is diverted from the area for which it has been sanctioned.

In order to ensure the executive accountability, Annual Reports as well as Audit Reports of each and every organization funded by the Central Government should be laid before Parliament. In the case of any delay in laying the annual accounts and audit reports, the organization concerned will have to submit the reason for such delay before the Houses. This is the way by which the accountability of the Executive is ensured by Parliament.

With these words, I support the hon. Minister of State for Human Resource Development for bringing forward this legislation.

Before concluding my speech, I would like to extend my thanks to the hon. Minister for taking up the longstanding demand for an IIT in Orissa. Finally, the Central Government has declared to establish an IIT in Orissa.

But till now we do not have a Central University in Orissa. So, we demand that a Central University should be set up in Orissa immediately. I hope the Government will consider it and sanction a Central University for Orissa.

SHRI P.C. THOMAS (Muvattupuzha): Mr. Deputy-Speaker, Sir, when the Central Universities have been sanctioned, one has been earmarked for Kerala and a site has also been allocated near Trichur in Kerala. Nair community is one of the largest communities in Kerala and they are there all over the world. Shri Mannathu Padmanabhan is the founder of Nair Service Society and he has been instrumental in starting hundreds of educational institutions in Kerala and also other places. Anticipating that a Central University is going to come to Kerala, I have already written a letter to the hon. Minister of Human Resource Development Shri Arjun Singh that his name may be given for that. I hope this would be considered very favourably. So, my only suggestion at this stage, since the scope of the Bill is very limited, is that the Central University, which is being given to Kerala, may be named after Shri Mannathu Padmanabhan.

I would like to make one more small point. A point was made regarding opening of an IIT in Orissa. An Indian Institute of Technology has already been promised for Kerala, but that has been, somehow, forgotten. We, the MPs of Kerala, the Government of Kerala and the people of Kerala, have been taking up this matter several times with the Government of India. So, I urge upon the Government to start an IIT in Kerala at the earliest.

SHRI BIKRAM KESHARI DEO (Kalahandi): Mr. Deputy-Speaker, Sir, I support the Bill. I would just like to know from the hon. Minister as to how these institutions, the Banaras Hindu University, Delhi University, Jawaharlal Nehru University, North East Hill University and University of Hyderabad have never submitted their Annual Reports to the Parliament though Parliament has been the highest elected body of our country and till date no accountability could be fixed against anybody. So, we do not know how exactly these institutions were functioning.

Sir, I thank the Government for the announcement that they are going to open a Central University in Orissa. As the Government is very much concerned about the enrolment which is 11 per cent in the country, this clearly shows that the under-developed areas and the backward areas in the country do not have good colleges or universities which is affecting higher education and development of technical skills in various fields.

I urge upon the Government to locate the Central University in Kalahandi in Orissa. As they have decided to open the Central University in the KBK Region which has eight districts and Bhavanipatna in Kalahandi district is centrally located among these eight districts in the KBK Region for which the Government is giving a thrust through the Planning Commission by a programme called the Revised Long Term Action Plan for the KBK Region's development. So, I urge upon the Government and I request the capable Minister Shrimati Purandeswari to tell her Cabinet Minister Shri Arjun Singh for locating this Central University at Kalahandi.

SHRIMATI D. PURANDESWARI: Mr. Deputy-Speaker, Sir, at the outset I would like to thank all the hon. Members who have participated in this discussion. Shri Santosh Gangwar, Prof. Basudeb Burman, Shri K.S. Rao, Shri Ram Kripal Yadav, Shri B. Mahtab, Prof. Ramadass, Shri S.K. Kharventhan, Dr. C. Krishnan, Shri Mani Charenamei, Shri Ratilal Kalidas Varma, Shri Francis George, Shrimati Archana Nayak, Shri P.C. Thomas, Shri B.K. Deo have spoken on this Bill.

I thank all of them for having participated in this discussion.

Let me first brief the august House why we have to actually bring in the amendment today in this forum. This is in order to keep both the Houses of Parliament apprised on the working and the financial management of the Central universities. The annual reports and audited

[Shrimati D. Purandeswari]

accounts are placed on the Table of the House. As these universities have passed through a Central legislation, it is the responsibility of these Central universities to report to the highest House of democracy so that the annual reports could be scrutinised by the Standing Committee and the Members and to usher in transparency and accountability too.

As far as these five universities are concerned, the Acts pertaining to these five universities did not have this particular provision wherein it makes it mandatory for these documents to be placed on the Table of the House. The Parliamentary Committee on Papers Laid on the Table, in its Twelfth Report which was presented to the Lok Sabha on the 17 May, 2007 bringing to the forefront the delay in laying the annual reports of the audited accounts of Banaras Hindu University, recommended that the provision must be incorporated in the Act which made it mandatory wherein these documents are laid.

In view of the above proposed amendment, it was then thought that all the university Acts which did not have such provision must be amended and that is the reason that we have come before the House with the amendment. The Acts pertaining to these five universities did not have this provision and that is the reason that we have come here.

This Bill, which is the Central Universities Laws (Amendment) Bill, 2008, was introduced in the Rajya Sabha, was deliberated upon and passed on the 25th of April 2008. After having been passed in the Upper House, we have brought it to the Lower House for the consideration of the hon. Members and its passing.

Most of the Members felt that this amendment had a very limited scope, yet at the same time some of the Members have pointed out that the funds that have been allocated to the universities have been misutilised and there have been diversion of funds. I am sure, my hon. Colleagues will appreciate the fact that we are trying to usher in transparency and accountability by actually bringing in this amendment. I am sure this is being well taken into notice by my hon. Colleagues.

I am also happy to realise that there have been so much of interest that the Members are taking in the education sector. So many lacunae in the education sector, as they think it is, have been brought to the forefront and they have voiced their concerns and I must thank all my hon. Colleagues for this.

First, let me just emphasise here that we have made a manifold increase in our higher education since we have attained Independence in 1947, where we had 20 universities then, we have 400 universities today; where we had 500 colleges or institutes then, today we have a little over 20,000; where we had about 15,000 faculties then, today we have about 500,000 faculties today and the gross enrolment ratio has also increased largely, where we had just one per cent gross enrolment ratio in 1950, today we are around 10 to 11 per cent gross enrolment ratio in education.

One of the hon. Members has said that we have not done much in literacy. But I must say that our literacy rate was 18 per cent when we attained Independence and today it is about 65 per cent. There has been an exponential growth in our literacy rate in the past decade, that is, between 1991 and 2001. This clearly speaks that we are committed and we would definitely like to see that our literacy rates improve further.

As pointed out by one of the hon. Members, we do accept the fact that we are not par with most of the developed countries, but our continued effort is to ensure that our literacy rates improve. We have been working relentlessly towards achieving high literacy rate.

There have also been concerns raised about allocation for the education sector. I am sure, most of my hon. colleagues would agree to the fact that the outlay for the Eleventh Plan is about 19 per cent of the Plan Budget. That itself is a huge allocation towards the education sector. In higher education, it is about nine-folds of what we have allocated in the Tenth Plan Period. In the Tenth Plan Period, we were a little over Rs. 9000 crore, but today we have been able to allocate for higher education Rs. 84,973 crore. This speaks for itself that we are committed to increasing our allocation towards education. We stand by our commitment that six per cent of our GDP must be our allocation towards the education sector. But, at the same time, I am sure the hon. Members would appreciate the fact that this is public allocation, means both the Central Government's and the State Governments' share. The Government of India has never shirked away from its responsibilities and has increased her allocation towards education. We would request you, all the hon. Members, to also put that kind of pressures on your respective State Governments to ensure that their share also comes on time, and also not only comes on time but also increases considerably. The Central Government's and State Governments' share earlier was 20 per cent and 80 per cent respectively.

Today the Government of India's share has increased to around 23 per cent to 24 per cent. We would request the State Governments also through the august House and the hon. Members that they also considerably increase their share so that we together achieve, as I said. I would once again like to emphasise that it has to be a concerted effort. I would like to request the State Governments also to join hands with us in ensuring that we reach the 6 per cent allocation of our GDP towards higher education.

There were concerns about the Sixth Pay Commission, about the Registrar and Controller of Examination not being taken into consideration. Still, that is under deliberation. We would definitely take the concerns of the hon. Members to the authority concerned who is deliberating upon this.

There was a question raised about our right to education. Once again, let me emphasise that the Right to Education Bill is under deliberation. We have put it up for the stakeholders to send their comments on it. Once all the comments are consolidated, and the concerns have come in, we will come to the House.

There have been questions raised on what we have been doing towards skill development. We realise that vocational education needs to get the right kind of attention and emphasis today. Education sector, as we all know, should be pyramidal in shape, the bottom, which is the broad-base, representing the elementary education; and the middle portion representing the secondary education. We are seized of the fact that the secondary education must have emphasis on vocational education. CBSE has introduced quite a few courses with reference to skill development, and in higher education itself we are looking at a huge increase in the number of polytechnics. Again, let me say, we are contemplating about 1000 polytechnics, probably 300 in the public sector and 600 in the PPP mode. The norms of the Public Private Partnership have yet to be finalised. We will place it; we will circulate it. I am sure, the PPP mode, when it is finalised and formalised, would also help us in actually bridging the gap which exists between the market requirement and the academia. It is because, there has been concern that there is huge gap and the employability of our students, many of the Members have felt, is not as it should be. Such interaction and interface with the industry, I am sure, would help us in bridging the gap. AICTE also has its ten Boards of Education and they are also in dialogue with the market, with the industry and the private sector to see how we could actually bridge

this gap and formulate a curriculum in such a way that we actually bridge the gap that exists right now. UGC is also trying its level best to ensure that this gap is addressed and it is bridged. I am sure, the hon. Members would appreciate the fact that we are putting in our efforts in this direction.

Sir, there was also a concern raised about the marginalized sections of the society. We believe in equity and in equality, and these have been the corner pillars of our education sector. The hon. Members are aware of the fact that 22.5 per cent reservation for SC/STs already exists, and the OBC reservation that we have brought in also speaks of our commitment towards the marginalized sections of the society.

With reference to the fee, there was a concern raised here that probably the fee is being increased
...(*Interruptions*)

[Translation]

SHRI RATILAL KALIDAS VARMA: You rightly said, there in reservation, however, my question was that it is not being filled.

[English]

SHRIMATI D. PURANDESWARI: Sir, our efforts have been to ensure that they do come in, and when it comes to IITs, just to give an example to the hon. Members, through you, Sir, in IITs we have one-year bridge course that we actually give these children so that they are equipped enough to actually rather live up to the rigours of higher education. So, our efforts have been definitely towards ensuring that the children who belong to the marginalized sections are well-equipped to come into the higher sections.

There was also a concern raised about the high fee. But, Sir, we would like to support all these children who are not able to get into higher education. We definitely do not want any child to turn away from the portals of the higher education because he or she lacks the resources. So, there is a good educational loan scheme which is in place as has been rightly pointed out by many of the hon. Members, and I am sure that our efforts would be appreciated by them also.

Sir, regarding a question about the Pondicherry University and about the Community College which has been raised, it has been well taken, and definitely it will

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be placed before the officials as and when they are formulating it, and we would also deliberate with them.

There was also a concern that the size of the Universities should not be as large as they are today, and the number of affiliated colleges must be fewer in number. We have been deliberating this with the Vice-Chancellors of various Universities, and as and when there is a consensus on this, definitely the hon. Members would be apprised about it.

Sir, about funds released from UGC, any University that has been recognized under Section 12B would definitely get the support from UGC. There has been a concern that there is a delay in the release of funds. Probably the delay could be that the Utilization Certifications have not come on time to the University Grants Commission. In case if any particular case is brought to our notice, we will definitely take it across to UGC.

Shri Kharventhan had raised the issue about the deemed Universities and AICTE granting the permission. Let me through you, Sir, inform the House that AICTE only inspects the technical institutes, and that is under their jurisdiction. But a representative of AICTE is normally on the team when they go to inspect the facilities of the deemed to be Universities. But this does not mean that AICTE grants the inspection. There is a rigorous inspection that takes place, and after the inspection is done and the inspection team is satisfied, then the deemed to be University status is granted but yet again if there are cases as such, we would like the Members to get back to us.

There was a concern raised by Shri Mani Charenamei on the Manipur University not catering to the population. We have just passed the Tribal University Bill and we established the Tribal University which has been established at Amarkantak. As per the Act, the Tribal University can set up Centres in the tribal population concentrated areas. So, Manipur is definitely eligible to receive a Centre, and definitely this would be kept in mind as and when we finalize Centres also. He spoke about the indigenous tribal children there being deprived admission into the Manipur University. Sir, 50 per cent of the admissions in the Central Universities are to the children belonging to the State itself. So, they benefit by this because actually they are admitted into the Manipur University. It is not that somebody outside Manipur can come and get admission in the Manipur University.

So, I am sure Mr. Charenamei will appreciate the fact that the children in Manipur are not deprived access to higher education.

As far as my knowledge goes and as whatever I have noted, I think I have answered many of the concerns. ...*(Interruptions)* As far as my knowledge goes, to the best of my capacity I have tried to answer many of the queries that have been raised. In case there is anything left, I would definitely reply to the Member officially.

MR. DEPUTY SPEAKER: Mr. Ratilal Kalidas Varma has asked two clarifications. One is, whether the SCs/STs will have representation in the universities as required by the law. This is his first clarification. And, second, whether the students who are getting education without the teachers in the villages will be able to have their education in your university?

SHRIMATI D. PURANDESWARI: As per the reservation, they are eligible.

MR. DEPUTY SPEAKER: It is in administration.

SHRIMATI D. PURANDESWARI: Yes, we do have reservation in administration.

MR. DEPUTY SPEAKER: It is in recruitment.

SHRIMATI D. PURANDESWARI: That will definitely be taken care of. If there are any lapses somewhere, I would request him to bring it to our notice....*(Interruptions)*

[Translation]

SHRI RATILAL KALIDAS VARMA: Mr. Deputy-Speaker, Sir, hon. Minister has talked of imparting training. However, those who are already qualified are not being appointed. In a University of Gujarat...*(Interruptions)*

[English]

SHRIMATI D. PURANDESWARI: I can answer only for the Central Universities because Central Universities are established by a Central law. The State Universities are established through a State law. So, I think as regards the State Universities, in case there are no admissions done as per the reservation policy, then the attention of the State Universities must be drawn up.

But as far as the Central Universities are concerned, there is an All-India Examination, and as per the merit,

the students are taken. The students coming through the reservation are also given their due admission.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Sir, I raised the sentiments of Bihar and requested That as Central Universities are being set up in case Patna University fulfilled all the requirements and categories, why it could not be for being granted that status Considered?

[English]

SHRIMATI D. PURANDESWARI: In the higher education sector, there are geographical disparities in the sense that there are some regions which do not have Central Universities. There are some States which do have Central Universities. So, our focus at present would be on providing Central Universities in such States which do not have Central Universities. Since Bihar is already receiving an IIT, I am sure the hon. Member keeping that in mind would appreciate the fact that we need to distribute the Central Universities to other States which do not have one.

MR. DEPUTY SPEAKER: The question is:

"That the Bill further to amend the Banaras Hindu University Act, 1915, the Delhi University Act, 1922, the Jawaharlal Nehru University Act, 1966, the North-Eastern Hill University Act, 1973 and the University of Hyderabad Act, 1974, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 to 10 stand part of the Bill."

The motion was adopted.

Clauses 2 to 10 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

SHRIMATI D. PURANDESWARI: I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY SPEAKER: Now the House will take up the Second Supplementary List of Business – Bill to be introduced.

18.55 hrs.

CENTRAL UNIVERSITIES BILL, 2008*

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): Sir, on behalf of my senior colleague, Shri Arjun Singh, I beg to move for leave to introduce a Bill to establish and incorporate Universities for Teaching and Research in the various States and to provide for matters connected therewith or incidental thereto.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to establish and incorporate Universities for Teaching and Research in the various States and to provide for matters connected therewith or incidental thereto."

The motion was adopted.

SHRIMATI D. PURANDESWARI: Sir, I introduce the Bill.

...(Interruptions)

[Translation]

MR. DEPUTY-SPEAKER: We extended the time of the House upto 7 O'clock. What is the sense of the House, should Zero Hour be taken up?

...(Interruptions)

Some Hon. Members. Sir, Zero Hour should be taken up...*(Interruptions)*

*Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 23.10.2008.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): Mr. Deputy Speaker it will take only half-an-hour to pass this Bill, zero-hour can be taken up after that.

[English]

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): Sir, this is a very important Bill. This may be passed.

SHRI PAWAN KUMAR BANSAL: Sir, I request that this may be passed. I would request the hon. Members. ...*(Interruptions)*

SHRI A. KRISHNASWAMY (Sriperumbudur): Sir, this is a very important Bill. ...*(Interruptions)* This Bill may be passed without discussion. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, it can be passed very briefly. It will not take more than 20 minutes.

[Translation]

MR. DEPUTY SPEAKER: This Bill can be raised without discussion, let it be passed without discussion.

SHRI PAWAN KUMAR BANSAL: Sir, they have agreed.

MR. DEPUTY SPEAKER: All right, it may be passed without discussion.

18.57 hrs.

DRUGS AND COSMETICS (AMENDMENT) BILL, 2008

[English]

MR. DEPUTY SPEAKER: The House will now take up Item No. 36 – Drugs and Cosmetics (Amendment) Bill.

...*(Interruptions)*

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): Sir, the Government had set up an Expert Committee under the Chairmanship of Dr. Mashelkar in February, 2003 to recommend measures for strengthening the drugs regulatory system in the country as well as tackling the problems of spurious drugs.

Based on the recommendations of the Mashelkar Committee, a Bill was introduced in the Rajya Sabha to amend the Drugs and Cosmetics Act, 1940 in order to make the penal provisions more stringent to tackle the problems of adulterated and spurious drugs. The Bill was referred to the Parliamentary Standing Committee for detailed examination. On receiving the recommendations of the Parliamentary Standing Committee, the same were examined extensively in the Ministry in consultation with the Ministry of Law and Justice. Most of the recommendations made by the Parliamentary Standing Committee have been accepted. Apart from this, a few new provisions to meet the requirements of the current times have been incorporated in this Bill.

I, therefore, request that the Drugs and Cosmetics (Amendment) Bill, 2008 as passed by the Rajya Sabha may be taken into consideration and be passed.

I beg to move:

“That the Bill further to amend the Drugs and Cosmetics Act, 1940, as passed by Rajya Sabha, be taken into consideration.”

MR. DEPUTY SPEAKER: Thank you. The question is:

“That the Bill further to amend the Drugs and Cosmetics Act, 1940, as passed by Rajya Sabha, be taken into consideration.”

The motion was adopted.

...*(Interruptions)*

MR. DEPUTY SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

...*(Interruptions)*

MR. DEPUTY SPEAKER: The question is:

“That clauses 2 to 20 stand part of the Bill.”

The motion was adopted.

Clauses 2 to 20 were added to the Bill.

DR. SUJAN CHAKRABORTY (Jadavpur): Sir, you cannot pass it without discussion. ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, we cannot accept. ...*(Interruptions)*

[*Translation*]

MR. DEPUTY-SPEAKER: I have taken the sense of the House that this Bill is to be passed without discussion.

...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: The question is:

"That Clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

DR. ANBUMANI RAMADOSS: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

19.00 hrs.

[*English*]

MR. DEPUTY SPEAKER: The House will now take up 'Zero Hour' matters.

...(*Interruptions*)

[*Translation*]

MR. DEPUTY-SPEAKER: Shri Anurag Thakur. Zero Hour is going on...(*Interruptions*)

[*English*]

Silence please.

[*Translation*]

SHRI ANURAG SINGH THAKUR (Hamirpur): Mr. Deputy Speaker, I am speaking for the first time. I would

*Not recorded.

like to bring to your notice that there is 1 S.U.N. train for Sharanpur to Nangal Dam and 3 S.U.M. trains for Nangal Dam to Saharanpur. Besides, the travelling time of trains from Ambala Cantt. to Nangal Dam and Ambala Cant to Chruhu is minimum 6 and 8 hours respectively. There is a dearth of public amenities in these trains. Aged persons, women and children feel much inconvenience due to non availability of a toilet...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Nothing will go on record except the speech of Shri Anurag Singh Thakur.

...(*Interruptions*)*

[*Translation*]

SHRI ANURAG SINGH THAKUR: One Jan Shatabdi Express has been introduced from New Delhi to Nangal Punjab. I had requested even earlier that Una is the doorway to Himachal Pradesh which is only 16 km. from Nangal. It is requested that Jan Shatabdi Express should be started from

Una instead of Nangal, so that lakhs of people travelling from the region throughout the year are facilitated...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Nothing should go on record except the speech of Shri Anurag Singh Thakur.

...(*Interruptions*)*

[*Translation*]

SHRI ANURAG SINGH THAKUR: Many traders, army personnel and businessmen wish to travel to New Delhi by this train. This train should be started from Una instead of Nangal. Una has all the basic amenities due to a broadgauge station...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Whatever I have done, I have done it with your permission.

...(*Interruptions*)

*Not recorded.

[Translation]

SHRI ANURAG SINGH THAKUR: I would like to draw your attention even to this fact that a large number of people from Himachal Pradesh want to go to Mumbai and to other areas of Maharashtra. If some bogies are attached to Sachkhand Express Train no. 2716 playing from Amritsar to Nanded at Una railway station and Ambala Railway Station, then passengers travelling from Una, Himachal Pradesh can easily go up to Nanded directly...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Whatever I have done, I have done it with your permission.

...*(Interruptions)*

[Translation]

SHRI ANURAG SINGH THAKUR: Bogies are attached to Paschim Express No. 2926-A, Kalka-Bandra Terminus and Amritsar-Bandra Terminus No. 2926 at Ambala. Similarly arrangement can be made in Sachkhand Express on experimental basis...*(Interruptions)*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): Sir, when you said that let it be passed without discussion, nobody uttered a word. It was only after you started this ...*(Interruptions)* they have started raising this. ...*(Interruptions)* Nobody had uttered a word. ...*(Interruptions)*

[Translation]

SHRI ANURAG SINGH THAKUR: By this way tourists, pilgrims and officers and personnel of the army can easily travel to Himachal Pradesh to and fro...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please sit down now.

...*(Interruptions)*

[Translation]

SHRI ANURAG SINGH THAKUR: It is requested that an additional train should be plied from Una Railway Station which should be upto Delhi, Agra Cant. Gwalior, Jhansi Bhopal and Manmad. This way North Central Railway, Central Railway and South Central Railway can be directly connected to Himachal Pradesh...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Whosoever speaks without my permission, his statement should not go on record.

...*(Interruptions)**

[Translation]

SHRI ANURAG SINGH THAKUR: This way Hindu devotees can easily go to Mathura-Vrindawan and Shirdi...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Shri Mistry, please sit down.

...*(Interruptions)*

[Translation]

SHRI ANURAG SINGH THAKUR: Sikh pilgrims can easily visit Anandpur Sahib, where the foundation of Khalsa sect was laid. It will also facilitate the defence personnel going to and fro to Army Headquarters, Delhi, Ambala Cant., Mathura, Agra Cantt., Gwalior, Jhansi, Bhopal, Manmad and Aurangabad...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Silence please. Please sit down.

...*(Interruptions)*

[Translation]

SHRI ANURAG SINGH THAKUR: Lastly, I would like to submit that the names of the five trains enumerated by me...*(Interruptions)*

MR. DEPUTY SPEAKER: Mistryji, please sit down.

*Not recorded.

SHRI ANURAG SINGH THAKUR: Please make these facilities available as soon as possible so that aged women and children have toilet facilities available in all the trains. Besides, you are requested to ply Jan Shatabdi train plying from Nangal to Delhi from Una...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

[English]

DR. SUJAN CHAKRABORTY (Jadavpur): Sir, please explain about it to me. ...*(Interruptions)*

MR. DEPUTY SPEAKER: If you will continue to make noise like this, I will not be able to take up Zero-Hour.

...*(Interruptions)*

[English]

DR. SUJAN CHAKRABORTY: Sir, this is bulldozing. ...*(Interruptions)*

[Translation]

MR. DEPUTY-SPEAKER: If you want me to take up Zero Hour, then please be silent.

[Translation]

I took the permission of the House and then go the Bill passed.

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: You did not utter a single word when I asked for the sense of the House.

...*(Interruptions)*

[Translation]

MR. DEPUTY-SPEAKER: You want to take up Zero Hour or not?

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

DR. SUJAN CHAKRABORTY: You are not going to discuss many of the issues. Why is it so? ...*(Interruptions)*

The question is very simple. ...*(Interruptions)* I would have supported it, and I would not have objected to it. ...*(Interruptions)* Does the Parliament not have the right to discuss it? ...*(Interruptions)* This is my question. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing should be recorded.

...*(Interruptions)**

DR. SUJAN CHAKRABORTY: Have you not done anything wrong in this? ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

MR. DEPUTY SPEAKER: I have not done anything wrong. I have got the sense of the House, and then I have decided to take up that Bill.

...*(Interruptions)*

DR. SUJAN CHAKRABORTY: Do you have any explanation to yourself? ...*(Interruptions)* You do not have any explanation to yourself also. ...*(Interruptions)*

[Translation]

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora): Mr. Deputy Speaker, Sir, I welcome the Bill moved in connection with central University. It is proposed to grant status of central university to the Hemwati Nandan Bahugana University located in Garhwal Division of Uttrakhand.

Uttrakhand comprises two divisions. One is kumaun Division and other is Garhwal Division. It is on account of hilly terrain that the distance between them is quite substantial. Earlier in 1970-71 only one university namely Uttrakhand university was sanctioned for the region, however, it was on account of geographical diversity and people's movement that in 1973 Uttar Pradesh Government set up two universities; one Kumaun University and other Hemwati Nandan Bahugana University.

Sir, there are six districts in Kumaun division. Presently the responsibility of higher education in this division lies with the Kumaun university and the responsibility of seven districts of Garhwal lies with the Hemwati Nandan Bahugana university. As per the university Bill moved now the jurisdiction of university

*Not recorded.

extends to only seven districts of Garwal Division where as remaining six districts of Utrakhhand come under the Kumaun Division. The State Government, the University administration and the people of that area have been demanding for a long time to accord status of central university to these two universities and both the universities also fulfil the criteria for becoming the Central University. Presently, there are four central universities in Uttar Pradesh State and six central universities in North-East. So, I would like to demand that the Kumaun University should also be granted the status of a Central university so that higher education and research could be upgraded in Kumaun region as well and the students of Kumaun region may be benefited on account of this. Along with this I would also like to demand that the University Bill, 2008 which has been presented through the second supplementary list should be referred to the standing Committee of HRD Ministry and this demand of ours should also be included in it. The Bill should be amended to accord status of Central university to Kumaun University.

[English]

MR. DEPUTY SPEAKER: Next is Shri M. Shivanna—
not present.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: I will give opportunity to all of you.

...(Interruptions)

SHRI SANTOSH GANGWAR (Bareilly): Sir, through you I would like to draw the attention of the House to a very important problem. Shri Virendra Kumar is a senior Member of Lok Sabha from Sagar. He often raises the various problems of his constituency and also fights to resolve them.

On third of the month Railways Department had taken action to remove encroachment on its land. He talked to the railway officers and told them that if there is any encroachment then notice should be given to them as there are many shops and after four-five days action should be initiated. Unfortunately, the railway officials did not pay attention towards this and the situation became very grave. Then Shri Virendra Kumar ji himself went

there. After reaching there, he looked into the matter and felt that the Railway Department is taking one sided action. He opposed their action, however, RPF personnel did not pay heed to it. The result was that Shri Vivek Sharma, TI RPF alongwith other personnels beat up Shri Virendra Kumar ji black and blue. Today, Shri Virendra Kumar had come here, however, he was not in position to speak. He had also come here yesterday in the morning. I have given a written complaint to the hon'ble Speaker Lok Sabha that it is a very serious matter because he was fighting for the problems of his area. I request that this matter should be immediately referred to the privilege committee and it should be ensured that effective action is taken against the officers responsible for this incident at the earliest.

MR. DEPUTY SPEAKER: Shri Rakesh Singh, Shri Gridhari Lal Bhargava and Shri P.S. Gadhavi also want to associate with this matter.

SHRI RAKESH SINGH (Jabalpur): Mr. Deputy Speaker, Sir, through you I would like to draw the attention of the House to a very important matter. Vehicle factories were set up to meet the demand of vehicles of the military forces in the country and these vehicle factories are the production units of ordnance Factory Board. These factories have provided vehicles like Jonga, Nissan and Shaktiman to the military in the country. In order to meet the requirement of modern vehicles these factories have manufactured thousands of vehicles like LPTA and stallion through technology transfer from Ashoka Leyland and Tata companies and these vehicles are successfully serving the military.

Sir, it has also been the policy of our country that it would be better if the vehicles and their parts being used by military are manufactured indigenously. Keeping in view, this policy a few days back vehicle factory, Jabalpur was instructed to manufacture High mobility vehicle six by six. Alongwith this the facotry was also asked to manufacture equipments like water visor, kitchen container and rocket launch base to be fitted on those vehicles so that all equipments may be installed on them. As per the order vehicle factory, Jabalapur started manufacturing these vehicles. However, in between all of a sudden, 1990 vehicles were purchased from a foreign company named Tatra through Bharat Earth Movers Limited and those Vehicles were four by four instead of sic by six while it was decided that in coming days all the vehicles to be purchased for military will be six by six. I would like to inform the House that the price of each of the imported vehicles is approximately Rs. 65 lakh which is nearly

more than double the cost of a vehicles which were proposed to be manufactured by vehicle factory, Jabalpur which was going to provide each vehicle in Rs. 30 lakh only. When, I got this information then I had sent a written complaint to the hon'ble Minister of Defence on 12 May 2008. On 30 May 2008 I received his reply that an inquiry is being conducted in this regard. Nothing came out of the investigation, however, suddenly the concerned agencies placed demand for various equipments and vehicles to private companies to push out vehicle factory out of the market to benefit private companies. It is not in the interest of the country and the military both. Investigation should be conducted to find out the reasons why the vehicles are being purchased at Rs. 65 lakh instead of Rs. 30 lakh and nearly eight thousand five hundred vehicles are yet to be purchased. That means nearly an additional expenditure of Rs. 3000 crore are going to be incurred on this account... (*Interruptions*) It is an indication of a big scam.

Through you, I would like to demand the Government that a high power Committee should be constituted to investigate this matter. The Committee should not only investigate this irregularities but also prescribe the norms for purchase of vehicles and equipments for military in future so that such scam may not take place.

Many thanks to you that you gave me an opportunity to speak.

[*English*]

PROF. M. RAMADASS (Pondicherry): Sir, I wish to draw the attention of the Government of India on a matter of public interest concerning the population of India. As you know, the population of India is not homogenous but characterized by a number of diversities. There are different groups of people, different communities, different castes, different religions, and we have a variety of groups in the country. We need to know their socioeconomic status and compare inter-temporally and intra-temporally the standards achieved by them. That is why in every population census since 1881, it was started by the Britishers that there should be a census of population on the basis of communities, groups, castes and religions. This continued up to 1931. For some mysterious reasons, this practice of enumerating the population of the country on the basis of the caste was abandoned. After that it was not resumed. But in the last 80 years, several developments have taken place which necessitate caste-wise census by the Government of India.

Recently when the Parliament passed the 27 per cent reservation, it was stayed by the Supreme Court. One of the reasons given by the Supreme Court was that we are giving 27 per cent reservation to OBC students in higher educational institutions but where is the data of the population of the OBC? On what basis you are fixing this 27 per cent? The Government of India could not provide a ready answer. They said that we rely upon the census of 1931 and we rely upon the Mandal Commission Report which extrapolates the population of 1931. But Supreme Court was not satisfied. Therefore, there is an immediate need, imperative need that the Government of India should go in for caste-census from the impending census operations. In 2011 the Government of India is going to start the census operations. We earnestly request that the caste-wise data should be collected. This data would help the Government in several ways. It will determine the proportion of reservation in jobs both in the private sector as well as in the public sector, and also in educational institutions. They resolve the issues of reservation amicably.

Distributive justice requires that each group should get its benefit from the Government in proportion to its population. The Government of India today is implementing a large number of measures of social justice. But this requires that the Government programmes, schemes and other things must be given to people in accordance with their proportion of population. But in the absence of data we are not able to do that. We should know the relative social and economic status of the people and this can be possible only with the help of the data. Therefore, today the implementation of policies, formulation of policies, depends upon the availability of concrete, accurate data with regard to the population. Therefore, my party Pattali Makkal Kachi urges upon the hon. Prime Minister Dr. Manmohan Singh, who is a socioeconomist, and also the Home Minister of India to instruct the Registrar General of India to conduct the impending census of 2011 on the basis of caste. It was in vogue until 1931. What we need to do is just include one column in the questionnaire. After religion, you ask what is your community or caste. That will solve all the problems. We will get the concrete and comprehensive data that is required for all policy matters.

MR. DEPUTY SPEAKER: Shri Ram Kripal Yadav, Shri J.M. Aaron Rashid, Shri K. V. Thangabalu, Dr. Karan Singh Yadav, Shri Madhusudan Mistry and Dr. R. Senthil

associate themselves with Prof. M. Ramadass on this issue.

SHRI KHARABELA SWAIN (Balasore): Sir, it should also be determined as to who is backward in this country. Every year newer and newer castes want to become backward. Nobody wants to be forward. Everybody wants to be backward. It should be decided as to who is backward.

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down, nothing is going on record.

...(Interruptions)

MR. DEPUTY SPEAKER: The Government would decide that.

...(Interruptions)

SHRI J.M. AARON RASHID (Periyakulam): I thank the hon. Deputy Speaker for giving me an opportunity to speak a few words in this august House regarding sanction of funds for the growth of students education. ...*(Interruptions)*. Our UPA Government has sanctioned more than Rs. 1 lakh crores for education. The scheme is welcomed and appreciated by every individual since the Union Government is giving utmost priority to the education sector under the able leadership of our hon. Prime Minister and the auspicious guidance of Madam Sonia Gandhi. But those who undergo teacher training course are being neglected. Our banks are sanctioning Rs. 25,000 to a small trader, but it is a matter of surprise that those who are undergoing teacher training course is sanctioned only Rs. 5,000. A layman also knows that for admitting his son in a kindergarten school, he has to pay Rs. 50,000 or Rs.1 lakh. They have to pay Rs. 2,000 as monthly fees. But teachers training course being two year course, how can the student afford to complete the course with a loan of Rs. 5,000? The hon. Minister is also sitting in the House, I would draw the attention of the hon. Minister and request him to look into this matter. The Government has to give Rs. 30,000 or Rs. 50,000 per year for the students of teacher training course so that they can complete their studies without any hassle or hurdle.

Teaching profession is a noble profession. Teachers are the people who groom and mould the future citizens

of this country. They are the people who will be teaching ethics, morals and values of this great democratic country. Hence, they have to be given more importance. I once again request that suitable instructions may please be given to the bankers in this regard.

I welcome the move of the Tamil Nadu Government to arrest the person who has spoken in favour of banned outfit, LTTE, who are the killers of Rajiv Gandhi. Whoever speaks in favour of LTTE and against the Government of India, they have to be arrested. Recently, in Rameshwaram, Tamil cinema directors like Cheran, Sreeman, Ameer and others have made very anti-inflammatory and anti-national speeches. They have to be arrested. The Central Government have to give suitable instructions to the State Government to arrest them. However big the persons may be, whatever the party he may belongs to, whoever speaks in favour of the internationally banned outfit, LTTE and whoever welcomes the anti-national speeches, whoever praises the leadership of LTTE Supremo, Prabhakar have to be arrested. They have to be brought to book. This is not only the wish of each and every Tamilian but also the Congressmen.

MR. DEPUTY SPEAKER: Shri Thangkabalu, you can associate with him but you have to give a slip.

*SHRI M. SHIVANNA (Chamarajanagar) : Deputy Speaker, Sir, I would like to raise a very important matter regarding shortage of drinking water in my constituency Chamarajanagar.

Sir, Chamarajanagar is one of the most backward districts in the country. Majority of its population belongs to Scheduled Castes and Scheduled Tribes. More than half of my district is hilly region. Shortage of drinking water is a burning problem in my district. People are facing great difficulties due to lack of drinking water. Chamarajanagar consists of assembly segments, namely, Naujangud, H.D. Kote, T. Narsipur, Varuna, Bahur, Kollegal and Hanur. In these assembly constituencies drinking water crises has reached its peak. Bore wells are drying up and ground water level has gone down. We are unable to get ground water even at the depth of 800 ft. Another shocking news is that the available water is contaminated with fluoride, which causes health hazards. So it is not fit for drinking. In this regard, last month, I submitted memorandum to the Hon'ble Prime Minister Shri Manmohan Singhji, the U.P.A. Chairperson, Smt. Sonia Gandhiji and the Hon'ble Minister for Rural

*Not recorded.

*Not recorded.

*English translation of the speech originally delivered in Kannada.

Development Shri Raghuvansh Prasadji to reconsider a reservoir project at Kabini river to provide drinking water to the people of 148 villages in my district. This project can also be expanded further to provide drinking water to another 300 villages. It requires a sum of Rs. 105 crores. I, therefore, urge upon the Union Government to come forward and take up this 2nd phase of Kabini Reservoir Project with an allocation of Rs. 105 crores, so that people of my districts get sufficient safe drinking water. I hope the Centre would take immediate action as it is the joint responsibility of the Governments at the Centre as well as at the State to ensure basic needs like food, education and water to its citizens.

SHRI K. FRANCIS GEORGE (Idukki): Sir, I would like to draw the attention of the Government to the issue of petroleum prices.

In the morning, during the Question Hour, we have discussed this issue, but the point is that the other day, while replying to the debate on the Supplementary Demands for Grants, the hon. Finance Minister told the House that the petroleum prices in this country are decided on the basis of 67 dollars per barrel in the international market, for crude oil. He told the House that once the prices touch that level or come down, automatically, there will be revision of prices of petroleum products in this country.

The hon. Minister of Petroleum and Natural Gas had also confirmed this and today, on record, in the House, he admitted that.

MR. DEPUTY SPEAKER: It was discussed in the morning.

SHRI K. FRANCIS GEORGE: I just want to emphasize it again. The Minister agreed that it has come down to 61 dollars plus per barrel. So, what is the difficulty in revising it down, at least on par with 67 dollars per barrel?

Now, a strange argument is being brought in saying that the value of rupee has depreciated to 20 per cent. If this kind of arguments is being brought in, the prices of petroleum products would never be brought down, at least in the near future. The worst sufferers are the States in the southern part of the country. We all know that because of the rise in the petroleum products, the prices of all essential commodities are going up. We are at the receiving end. I request the Central Government – since the price has come down to 61 dollars – to immediately

revise the prices that have been hiked when the prices went up. So, the Central Government should consider the plight of the ordinary people and bring down the prices of all the petroleum products immediately.

SUBMISSIONS BY MEMBERS—(*Contd.*)

19.28 hrs.

(III) **Re: Need to expedite the setting up of All India Institute of Medical Sciences (AIIMS) in Patna, Bihar**

[*Translation*]

SHRI RAM KRIPAL YADAV (Patna): Mr. Deputy Speaker, Sir, through you, I would like to draw the attention of the hon. Minister of Health and Family Welfare. Six All India Institutes of Medical Sciences were proposed to be set up across the country. One was proposed to be set up even in my parliamentary constituency Patna. It is very unfortunate that though the work began on it approximately 5 years back, only boundary wall has been constructed so far. At the time of laying of foundation stone it was proposed that AIIMS would start functioning by the year 2009. There is no speciality hospital in Bihar. This is the reason 60 per cent people from Bihar come to AIIMS hospital, Delhi for treatment. Bihar is poverty stricken due to which several people cannot even afford to come to Delhi for treatment. The people of Bihar have to face a lot of difficulties for availing medical treatment. If AIIMS is set up in Bihar, then not only the people from Bihar but from adjacent Nepal, Assam and the surrounding areas would also be benefited. I have drawn the attention of the hon. Minister through the House several times. Despite the assurance, no step has been taken to expedite the work in this regard. God knows how long it will take to finish this work.

MR. DEPUTY SPEAKER: You have raised your point. Please conclude now.

[*English*]

You are now repeating the same thing.

[*Translation*]

SHRI RAM KRIPAL YADAV: Several people do not have money to pay for fare to come to Delhi for treatment. Hon. Minister is sitting here, through you, I would like to

[Shri Ram Kripal Yadav]

know from the hon. Minister as to when the work would be and by when it is likely to be completed. In a poor state like Bihar people face a lot of difficulty in getting medical treatment.

[English]

SHRI KHARABELA SWAIN: Sir, hon. Minister is here. He should reply not only to the hon. Member's question but other questions also. I have asked a number of questions.

MR. DEPUTY SPEAKER: I cannot compel the Minister to reply.

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): Sir, under the Pradhan Mantri Swasthya Suraksha Yojana the Government of India intends to start six new AIIMS like institutions in States like Bihar, Madhya Pradesh, Orissa, Rajasthan, Uttarakhand and Chhattisgarh. The CCA had given approval only in 2006. Since then we have been going through a lot of process. One tender was un-responsive. Another tender was a single bidder. We had to go through the project management consultants. In all we have to go through a lot of process and there was a delay. I accept the responsibility for delay on part of my Ministry. Nevertheless, I had again asked them to quicken the process. Finally, I could say that the construction work has started in five out of six AIIMS like institutions, including Bihar, Orissa and Rajasthan. Except Bhopal, work at other five sites has already begun and at Bhopal the work will start in the beginning of November.

I categorically assure that the work has started and the entire construction work will be over in another two-and-a-half to three years and it will be fully functional. Not only that, we also want to upgrade some more institutions in Northern part of the country. We have added some more institutions, which again after getting the approval we will inform the hon. House.

[English]

SHRI J.M. AARON RASHID: Sir, since the hon. Minister belongs to Tamil Nadu, he should see to it that Tamil Nadu also has such an institution.

SHRI P.S. GADHAVI (Kutch): Sir, I would like to raise a very important issue concerning my constituency regarding the development of Jakhau Fishery Harbour Project....(Interruptions)

[Translation]

SHRI RAM KRIPAL YADAV: Sir, on behalf of the people of my State I would like to thank the hon. Minister of Health and Family Welfare for his gift to the people.

Shri Swainji, You also thank the Hon. Minister.

SHRI KHARABELA SWAIN (Balasore): I have thanked the hon. Minister many a time.

[English]

SHRI P.S. GADHAVI: Sir, I would like to raise an important issue concerning my constituency regarding the development of Jakhau Fishery Harbour Project. Jhakau port is just near Pakistan on the Western border of the country.

The Government of India had accorded administrative approval to Jakhau Fishery Harbour under hundred per cent Centrally sponsored scheme amounting to Rs. 11.43 crore in May 1993. This harbour was designed in such a way that it could accommodate vessels of Coast Guard, Navy for national security purposes.

However, the construction work of the project got delayed substantially because of the Government of India's pre-condition of obtaining environment clearance before the commencement of construction work resulting in cost escalations twice. The revised cost estimates of Rs. 34.84 crore were submitted by the Government of Gujarat to the Government of India in August 2007. Thus, the approval of the Government of India towards the difference amount of Rs. 23.41 crore is awaited since August 2007.

It is pertinent to mention here that Jakhau is strategically located and has national security importance. The Government of India has accorded administrative approval on this project under 100 per cent CSS, as a special case.

I, therefore, urge upon the Central Government to sanction and release the difference amount of Rs. 23.41 crore incurred by the State Government on the project, as immediately as possible.

[Translation]

DR. KARAN SINGH YADAV (Alwar): Sir, I may be allowed to speak from this seat.

MR. DEPUTY SPEAKER: You are allowed to speak from this seat.

DR. KARAN SINGH YADAV: Sir, the sowing season of mustard and wheat has commenced in Rajasthan particularly in my parliamentary constituency Alwar these days. However, with deep regret I have to submit that the farmers are not getting DAP fertilizer in sufficient quantity and there is acute shortage of it. The allotment of quota for Rajasthan is less. Some of it is being black marketed due to which the farmers of Alwar buy it in black market from Haryana. It is of poor quality and the farmer is being cheated. Through this House I would like to draw the attention of the Government and request it to increase the quota and make proper arrangements for DAP in Rajasthan particularly in Alwar district.

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, Marwadi in Rajasthan's group of dialects is the largest dialect of western India. Usually, Marwadi is known as the synonym of Rajasthani however this dialect is spoken mainly in the Central and Western part of Rajasthan in Districts Bikaner, Nagaur Ajmer, Jodhpur, Pali, Jalaur, Jaisalmer and Barmer. This area is known as Marwad. Marwadi community is business community, spread across the world and they have a great fascination for their own language. They use their own language in their household and social functions by means of which this language passes of from one generation to another and it is spoken by approximately one crore people. Like Hindi Marwadi is also written in Devnagri script and has a grammar similar to that of Hindi. The affinity between Marwadi and Hindi words is 50 to 65 per cent. Marwadi is not used as medium of education or even as official language for disposal of official work but it is used in business. Haroti, Mewadi, Dhudhari, Mewati, Shekhavati and Bagdi etc. are other dialects in Rajasthani group of languages. So, the Union Government is requested to include this language in the Eighth schedule of the constitution so that it becomes more recognized and diffused and Rajasthani language could also get recognition.

Dr. KARAN SINGH YADAV: Why are you dividing Rajasthan?... (*Interruptions*)

MR. DEPUTY-SPEAKER: Nothing will go on record.

...(*Interruptions*)*

[*Translation*]

SHRI GIRDHARI LAL BHARGAVA: I associate myself with the problem of fertilizer raised by you in regard to Rajasthan. However, Rajasthani language has not got recognition, if Marwadi language gets recognition there would not be any problem... (*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Nothing would go on record now.

(*Interruptions*)* ...

SHRI P.C. THOMAS (Muvattupuzha): The waiver and the relief scheme to the farmers is a very good scheme which is going to help many farmers. But when the scheme was to be implemented, the Government framed guidelines and according to those guidelines many of the declared benefits which were to accrue to the farmers have been curtailed. I can quote one example. In the Budget declaration in the Lok Sabha it was mentioned that all loans before 31.03.07 will be waived in case of all those eligible ones. But when it came to implementation, clause 4 of the guidelines stipulated that all long term loans before 01.03.97 will be out of the scheme. That is totally against what had been declared in the Lok Sabha.

There is another one and that is for short-term loans it was said that all the loans would be waived. But when it came to the guidelines, clause 3 of the guidelines states that in case of short-term loans a limit is fixed and that is Rs. 1,00,000/-. Any loan above Rs. 1,00,000/- would not come under this scheme. This is actually in contradiction to what had been declared in the Budget.

In fact, I have moved a Privilege Motion. I do not know the fate of that Privilege Motion because nothing has been said so far. The reply which has been given to the hon. Speaker also is very vague. For example, about long-term loans on or before 01.01.97, the hon. Minister has given a note to the hon. Speaker stating that the loans which are already 10 years old will be provisioned by that time. How can it be provisioned? There are loans which are pending. For example, loans taken for cash crops like Rubber, Coffee and Tea are for 14 to 15 years and the repayment itself starts, in some cases, after

10 years. It does not get provisioned. I think, the matter has to be re-looked into. The Government should come forward to clear the contradiction and help the farmers who are now out of this scheme.

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, I would like to draw the attention of the Government towards the plight of thousands of mid-day meal workers who are working in different school establishments preparing meal for the school children. Since many years the persons who are running the mid-day meal scheme are getting Rs. 500, the cook is getting Rs. 250/- and the cleaner is getting a sum of Rs. 125/-. Their wages have not been revised for more than 10 years. Many of the State Governments, like Tamil Nadu and Gujarat, were running this scheme before the Central Government began supporting this scheme. Recently the wages of the *Anganwadi* workers have been increased to Rs. 500/- in many of the States. Day before yesterday I requested the Union Government to pay their increased salary along with their dues from the month of April onwards. Since now the wages of the Anganwadi workers have been increased, I demand that the wages for the mid-day meal workers, who prepare meals for school children should also be doubled, that is, those who are getting Rs. 500/-, it should be enhanced to Rs. 1000/-, those getting Rs. 250/-, their wages should be enhanced to Rs. 500/- and those getting Rs. 125/-, their wages should be enhanced to Rs. 250/-.

Sir, one more point that I would like to raise is that the hon. Finance Minister has made a statement here that the total amount involved in loan waiver is Rs. 65,000/-. It may be about Rs. 71,000/- crore. I understand that there is still Rs. 6,000/- crore left with the Government and it should have gone as loan waiver.

I suggest to the Government that the Mid-Day Meal workers in this country should be given a wage rise or their remuneration should be increased. Using this amount, since it is lying safely with the Government, the wages of workers may be increased. It may not be an increase of more than Rs. 1000 crore at the most for the entire country.

I request the Union Government to look at this issue sympathetically and see to it that the Mid-Day Meal workers in the country get an increased remuneration. In fact, they should be immediately, or as early as possible, given this wage increase.

[Translation]

SHRI MUNSHI RAM (Bijnor): Mr. Deputy Speaker, I would like to raise the problem of sugarcane growing farmers here. Maximum sugar is produced in Uttar Pradesh, Maharashtra and Tamil Nadu through sugarcane. Per hectare yield of sugarcane in Maharashtra and Tamil Nadu respectively, is one and half and two times more in comparison to U.P. The Minimum Support Price fixed by the Government of India is very less. It has accepted neither what was recommended by the Farmer's Price Commission nor the report of agriculture scientist Dr. Swaminathan and without giving a thought to the cost incurred by the farmer in producing sugarcane and the price he should get, it has fixed the Minimum Support price at Rs. 81.18 paise, however, the loss is being suffered by the farmers owing to the nexus between the private sugar mill owners and the State Government of Uttar Pradesh. In the year 2007-08 the State Government fixed the already prevailing price of Rs. 125 and Rs. 130. However, the High Court and various benches have issued different orders relating to the Minimum Support Price. On some places it is Rs. 86 per quintal and on other places it is Rs. 100 per quintal and Rs. 10 per quintal. The State Government has not pleaded the cause of sugarcane growing farmers. So, different prices have been fixed by the courts. The intention of the Uttar Pradesh Government is not pure because it has not helped sugarcane growers even to get the price of sugarcane announced by it for cooperative sugar mills in the State... *(Interruptions)*

MR. DEPUTY SPEAKER: What do you expect from the Union Government? What is your demand? Tell it.

...*(Interruptions)*

SHRI MUNSHI RAM: Sir, listen to me. The intention of the U.P. Government is not clear with regard to price fixation of the sugarcane for the sake of farmers growing sugarcane. At the same time, meeting of Muradabad Division's Sugarcane Reservation is held... *(Interruptions)*.

MR. DEPUTY SPEAKER: You tell us what you expect from the Union Government?

...*(Interruptions)*

SHRI MUNSHI RAM: Mr. Deputy Speaker, Sir, I demand that both the Union and State Governments

should move the Apex Court against the order of the High Court in order to get it repealed in regard to the fixing of the support price of sugarcane as the State Government did not plead the cause of the sugarcane growers in a proper way before the latter. The prices that the Government fixed for the year 2007-08 and 2008-09 were not in tune with Dr. Swaminathan's report which says that it should be at the rate of at least Rs. 160 and Rs. 165 per quintal respectively for the sugarcane growers. This is my demand to the Government of India.

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Deputy Speaker, Sir, through you, I want to bring a very important subject to the notice of the Union Government. In my parliamentary constituency of Jalaun, ponds were got dug by the Union Government under the National Rural Employment Guarantee Scheme with a view to preserving the ground water there itself. As per the criterion for digging ponds, they were 10 feet deep, 20 feet wide and 30 feet long. After digging the pond, polythene was to be laid and then barricading and plantation was also to be undertaken. In course of the implementation of this scheme the small farmers holding one or two acres of land, lost their agricultural land, as they no longer remained cultivable. Now, they can neither sow seeds nor make plantation nor produce crops through any other scheme.

Mr. Deputy Speaker, Sir, the farmers earned their livelihood through their land, but today they are on the verge of starvation. That is why, thousands of farmers from Kathaun Block of my parliamentary constituency are sitting on fast unto-death. I urge the Union Government that enquiry may be conducted in each of ponds which have been dug overlooking the criterion for the same. The materials which were required to be provided as per the scheme like polythene, barricading wires, plantations with which the farmers could have earned their livelihood were not given to them at the time of its implementation.

I, therefore, demand the Union Government that compensation be provided to those farmers who have lost even small pieces of their land and ponds should be dug over there as per the criterion to be followed in the country or they should be compensated so that they could earn their livelihood.

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Deputy Speaker, Sir, through you, I would like to draw your attention towards the 15 crore denotified domain Tribals of the country which are known for their wandering and nomadic society. For these people, the Government of India had constituted the Balkrishna Committee, which

was called the National De-Notified Domain Commission. The report of this Commission has been received by the Government on 2nd of July. the report reveals such facts as there are 6 crore such people who have no ration cards or any houses to live in and they are deprived of education. They are leading a life worse than that of the SC/ST people. It is worth-mentioning that in 1949-50 itself the Ayngar Committee was constituted. It was followed by Lokur Committee for the people. After that a constitution review committee was constituted under the chairmanship of Justice Venkatchallai. While undertaking a review it stated in its report that the Government have overlooked all the reports that have been submitted in respect of this nomadic society. Today this society feels apprehension that the 15 crore people...(*Interruptions*)

MR. DEPUTY SPEAKER: What is your demand and what do you expect from the Central Government?

SHRI HARIBHAU RATHOD: The hon'ble Prime Minister had informed us that he was putting this report before the cabinet. Today all the 15 crore people are looking forward to the moment when it would be put before the cabinet a decision would be taken in this regard and the Government provide relief to them. It has also been stated in this report that there should be a census of the De-notified Domain Tribes in 2011. There should be a separate provision for their education. Separate policy should be framed for these people. There should be reservation for them. All these things have been covered in that report.

Mr. Deputy Speaker, Sir, for the last 60 years 15 crore people are looking forward to the moment when the Government would give them justice. We wish and have faith that the hon'ble Prime Minister...(*Interruptions*)

MR. DEPUTY SPEAKER: Tell, what you expect from the Union Government.

SHRI HARIBHAU RATHOD: We expect the Government to take a decision in this regard at the earliest to mete out justice.

[*English*]

MR. DEPUTY SPEAKER: The House stands adjourned to meet on 24th October, 2008 at 11 a.m.

19.54 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, October 24, 2008/Kartika 2, 1930 (Saka).

ANNEXURE I

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