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**Thursday, December 2, 2004**  
**Agrahayana 11, 1926 (Saka)**

**LOK SABHA DEBATES**  
**(English Version)**

**Third Session**  
**(Fourteenth Lok Sabha)**



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## LOK SABHA DEBATES

### LOK SABHA

Thursday, December 2, 2004/Agrahayana 11, 1926 (Saka)

*The Lok Sabha met at Eleven of the Clock*

[MR. SPEAKER *in the Chair*]

[*Translation*]

SHRI RAMJI LAL SUMAN (Firozabad) : Mr. Speaker sir, I have an humble suggestion....(*Interruptions*)

[*English*]

MR. SPEAKER : May I Make a request to all the hon. Members? If you want to draw my attention, then kindly raise your hand. Please do not go on interrupting with the help of your vocal representations. It only disturbs the House, and does not help your cause also. I do not call those Members who interrupt the House.

(*Interruptions*)

MR. SPEAKER : What do you want? It is the Question Hour.

[*Translation*]

SHRI RAMJI LAL SUMAN : Mr. Speaker Sir, my submission is that question No 21 and 28 are similar.... (*Interruptions*)

[*English*]

MR. SPEAKER : Let me see.

### ORAL ANSWERS TO QUESTIONS

11.01 hrs.

#### Hike in Prices of Petrol, Diesel, Cooking Gas and Kerosene

+

\*21. SHRI GURUDAS DASGUPTA :  
SHRI TEK LAL MAHTO :

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

(a) whether the prices of Petrol, Diesel and Cooking Gas have been raised w.e.f. November 4, 2004 midnight;

(b) if so, the details of the price increase effected for Petrol, Diesel, Cooking Gas and Kerosene during the last three years;

(c) whether it has also been decided to increase the price of LPG at the rate of Rs. 5 per cylinder every month till the entire subsidy is wiped out;

(d) if so, the extent of subsidy on different petroleum products;

(e) whether the Government will take suitable relief measures to help the people by rolling back the increased prices; and

(f) if so, the action being taken by the Government in this regard with special reference to recommendations made by the Group of Ministers in respect of hike in prices of petroleum products?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (f) A statement is laid on the Table of the House.

#### Statement

(a) Yes, Sir.

(b) The details of revisions in the retail selling prices (RSPs) of petrol, diesel, domestic LPG and PDS kerosene from 1st April 2002 onwards are given in the enclosed Annexure.

(c) It was earlier decided that the RSP of domestic LPG cylinder would be increased by Rs.5/- per month till the end of 2004-05. However, later, it was decided that this monthly increase would not be effected.

(d) and (e) Considering India's high dependence on oil imports, the increase in international prices does impact on the domestic consumer prices of petroleum products. However, steps have been taken to contain the impact of such increases in the domestic consumer prices of four major products, viz., PDS kerosene, domestic LPG, diesel and petrol. The Government reduced excise duties on petrol, diesel and domestic LPG by 4%, 3% and 8%, respectively effective 16.6.2004. Later,



effective 19.8.2004, the excise duties on petrol, diesel and PDS kerosene were reduced by 3%, 3% and 4% respectively. Also, effective 19.8.2004, customs duties on petrol, diesel, PDS kerosene and domestic LPG were reduced by 5% each.

PDS Kerosene and domestic LPG are subsidized products. In addition to the Government subsidy, oil PSUs have been sharing the burden by not passing the full increase in international prices on to the domestic consumer prices of these products. Despite the steep increase in international prices, the selling price of PDS kerosene has not been increased since 1.4.2002 and the RSP of domestic LPG was increased by only Rs.20/- cylinder each, effective 16.6.2004 and 5.11.2004 respectively. During the first half of 2004-05, the estimated provisional under-recovery/subsidy on these products was as follows:

Product	Government Subsidy	Oil PSUs' under-recoveries	Total Subsidy/ under-recoveries
PDS Kerosene (Rs./litre)	0.82	7.05	7.87
Domestic LPG (RS./Cylinder)	22.58	113.03	135.61

In addition, oil PSUs have had under-recoveries during 2004-05 for non-revision in the domestic consumer prices of petrol and diesel in line with the international prices.

(f) No Group of Ministers has been constituted by this Government to consider issues relating to the rise in prices of petroleum products.

#### Annexure

##### *Revision in the retail selling prices of Petrol, Diesel, Domestic LPG and PDS Kerosene at Delhi from 1.4.2002, onwards*

	Petrol (Rs./litre)	Diesel (Rs./litre)	Domestic LPG (Rs./Cylinder)	PDS Kerosene (Rs./Litre)
1	2	3	4	5
01.04.02	26.54	16.59	240.45	8.98
04.06.02	28.94	17.99		
16.06.02	29.18	18.23		
16.08.02	29.00	18.05		
01.09.02	29.20	18.34		
16.09.02	29.66	18.68		
01.10.02	29.91	18.91		
17.10.02	30.24	19.23		
01.11.02	30.26	19.25	241.20	

1	2	3	4	5
16.11.02	29.57	18.57		
01.12.02	28.91	18.06		
03.01.03	29.93	19.07		
16.01.03	30.33	19.47		
01.02.03	30.71	19.84		
01.03.03	32.10	21.21		
16.03.03	33.49	22.12		
16.04.03	32.49	21.12		
27.04.03	31.49	20.12		
01.05.03	31.50	20.13		
16.05.03	30.40	19.18		
01.06.03	30.30	19.08		
26.06.03				9.01*
01.09.03	32.40	20.33		
01.10.03			241.60**	
16.10.03	31.70	19.73		
16.12.03	32.70	20.73		
01.01.04	33.70	21.73		
01.03.04	33.71	21.74		
16.06.04	35.71	22.74	261.60	
01.08.04	36.81	24.16		
05.11.04	39.00	26.28	281.60	
16.11.04	37.84			

**Notes:**

\*Due to variation in state levies

\*\*Due to increase in distributors' commission.

[Translation]

**Production Cost of Petrol, Kerosene,  
Diesel and LPG**

\*28. SHRI RAMJI LAL SUMAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the basic production cost of petrol, diesel, kerosene and LPG in the country is less than that of the cost of the imported one;

(b) if so, the assessment of the Government in this regard;

(c) the basic production cost of the above mentioned product during 2004-05 from April to September; and

(d) the difference of costs and average cost of these products in the international market during the above mentioned period?

[English]

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) A statement is laid on the Table of the House.

**Statement**

(a) to (d) Oil refining is a continuous process and the cost of refining of individual petroleum products is not worked out separately because all products are produced together. The details of average production cost of select public sector refineries during April – September 2004 is given in the enclosed Annexure.

At present, the Oil Marketing Companies pay to the domestic refineries the import parity prices of petrol, diesel, kerosene and LPG. The average refinery gate price of these products during April – September 2004 on import parity basis was as follows:

Product	Average refinery gate price (Rs./MT)
Petrol	Rs. 21,293
Diesel	Rs. 18,353
Kerosene	Rs. 17,913
LPG	Rs. 17,472

**Annexure**

*Average Production Cost per ton for all refined products taken together of select PSU refineries during April-September 2004 (cost includes cost of crude, refining cost including depreciation but no return on capital employed)*

Refinery	(Rs./MT)
<b>IOCL-</b>	
–Guwahati	16722
–Barauni	16887
–Haldia	15590
–Mathura	14198
–Panipat	15022
CPCL	15625
BPCL	15664
KRL	16540
<b>HPCL-</b>	
–Mumbai	15484
–Visakh	15617

SHRI GURUDAS DASGUPTA : Mr. Speaker, Sir, we are sick and tired of the...*(Interruptions)*

SHRI MANI SHANKAR AIYAR : I am sorry, Sir. I have to say before Mr. Gurudas Dasgupta puts his supplementary that "(a) to (f) : A statement is laid on the Table of the House."

MR. SPEAKER : Mr. Dasgupta, you are in a hurry to put your questions, and you did not allow the hon. Minister to mention it.

SHRI GURUDAS DASGUPTA : Sir, we are sick and tired of the ritualistic statements. Even the most vocal Minister like Shri Mani Shankar Aiyar is facing difficulties before the House.

It is well known that the decision for increase of prices of petrol, etc. has caused widespread resentment and protests, including among those parties who are supporting this Government. Will the Government consider a rollback or not? Is the Government responsive to this issue? It is for the Government to decide as it is a political question, and I do not want to go into it. I am sure that the hon. Minister is aware that the Indian consumers are paying 140 per cent tax on petroleum products, and 60 per cent on diesel. This is one aspect.

The other aspect is that we are importing quantity of 10 million petroleum products, and a quantity of 117.6 million is being produced within the country itself. Out of that, we are exporting 13 per cent. May I ask my hon. friend Shri Aiyar to kindly respond to my question in view of this fact? Will the Government consider full or partial rollback of the tax rate, and make good the loss of revenue suffered as a result of enlarging the direct tax-base of the country? I am asking this because India is one of the least taxed countries.

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, I am, unfortunately, not the Minister of Finance. So, I cannot tell you how we can restructure the fiscal system in this country. But I am a bit surprised at hon. Member Shri Gurudas Dasgupta of the CPI asking this particular supplementary. I am saying this because it was during the Government of a party of which he was a Member, which in its dying

days, that is, on the 21st November 1997 – when it had hardly any life left in it – brought out a Notification. It set out how prices were going to be dismantled under the APM. ...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA : Sir, what has the CPI, and the previous Government got to do with this Question? The hon. Minister should reply to the specific question asked by the hon. Member.

MR. SPEAKER : He can look after himself.

...*(Interruptions)*

MR. SPEAKER : The hon. Minister has just mentioned about the supporting parties. Please do not interrupt him.

...*(Interruptions)*

SHRI GURUDAS DASGUPTA : Sir, he is misusing his position.

MR. SPEAKER : Please you yourself have referred to it.

SHRI MANI SHANKAR AIYAR : If the intentions expressed by the CPI on the 21st November 1997 had been fulfilled, then the price of LPG in Delhi would have been Rs.492, instead of Rs.281.60, as it is today. The price of kerosene would have been Rs.20.06, instead of Rs.9.01, as it is today.

Sir, I have inherited a system of partial dismantlement of the APM, and we have attempted to try and introduce some element of humanity into a system that has been designed not to deal with high volatility in international prices. We have based ourselves on the principle of equitable distribution of burden between the consumers, the OMCs, and the Government, all in the interest of the citizens.

We are suffering huge under-recoveries on account of the fact that we are preventing our oil marketing companies from realising market prices and in consequence of this, huge under-recoveries. The resources available for investment in the oil sector and the rest of the economy are declining. Shri Gurudas Dasgupta and his friends

should not forget that the petroleum sector contributes to the exchequers of the State and the Central Governments over a hundred thousand crore rupees a year, which is more or less equivalent to the Central Plan outlay. Therefore, I have to look at all these issues in the totality of the perspective of this country and not in this narrow manner.

PROF. VIJAY KUMAR MALHOTRA : It is not a matter concerning Shri Gurudas Dasgupta and the hon. Minister. It is a matter concerning the whole country. The Minister is referring, again and again, to Shri Gurudas Dasgupta and his friends. One hundred crore people of this country are suffering because of this.

MR. SPEAKER : He is informing the country through Shri Gurudas Dasgupta, Kindly put your supplementary; this is not a matter of discussion.

SHRI GURUDAS DASGUPTA : I am not starting any debate and I am putting my question. The Minister has put himself in bad light by referring to 1997 and not referring to 2001.

MR. SPEAKER : Forget that and come to your supplementary.

SHRI GURUDAS DASGUPTA : He has made a remark which he should not have because it is in a bad taste and, sometimes, it is characteristic of a person. How can I help it? It is in a bad taste and it is characteristic of a person. We have to tolerate this.

MR. SPEAKER : The issue is a very important one.

SHRI GURUDAS DASGUPTA : He has been speaking of subsidies and he has been speaking of taxes. This has been the most patent ground on the basis of which they had been stalling the argument for a rollback. May I know from the Minister as to what is the volume of subsidy that they are giving and what is the total revenue they are collecting? My specific point is that the Government is making use of the issue concerning the price of petroleum products to raise revenue surreptitiously leaving other areas from which they can collect revenue. Therefore, will he kindly confide as to what is the total volume of subsidy

and what is the volume of total tax that he is collecting? I hope, he will be able to find out today because he is not the Finance Minister.

MR. SPEAKER : That is correct that he is not the Finance Minister.

SHRI MANI SHANKAR AIYAR : The subsidy that is currently provided for is from the Budget. It was Rs. 4,495.80 crore in the year 2002-03 and, in 2003-04, from the Budget, it was Rs. 6,292.44 crore. This year, we estimate that the total Budget subsidy for these items will be around Rs. 5,000 crore. I cannot give you an exact figure because the rates had been changed during the course of the year.

SHRI GURUDAS DASGUPTA : I would like to know as to what is the revenue that you are collecting.

MR. SPEAKER : Please wait till he completes his answer.

SHRI MANI SHANKAR AIYAR : The revenue that comes to the Government, I have already said ...*(Interruptions)*

SHRI GURUDAS DASGUPTA : I want the figure pertaining to the State as well as the Centre.

SHRI MANI SHANKAR AIYAR : Please give me a chance to answer. I have already stated, Sir, that the total contribution of the oil sector to the exchequers of the Centre and the State together amounts to approximately a hundred thousand crore rupees. Of this, the Central share is approximately Rs.70,000 crore. It is out of these revenues that an Expenditure Budget is prepared. If you add Rs.70,000 crore to Rs.30,000 crore and come to one hundred thousand crore rupees, this is approximately equal to the Central Plan outlay. The entire development effort of this country will be put into jeopardy if we blindly accept the idea that the only role of the petroleum sector is to provide revenues to the Government. ...*(Interruptions)*

MR. SPEAKER : You cannot go on having a running question here.

SHRI MANI SHANKAR AIYAR : What we are

attempting to do is to balance the interests of the consumer in the oil sector by sharing the burden equitably between the oil marketing companies, the Government and the customer, but without affecting the revenues that will be available for spending on development. Do we want to invest in our future or not? The revenue is not for consumption; the revenue is for investment in our future.

[Translation]

SHRI TEK LAL MAHTO (Giridih) : Mr. Speaker, Sir, in reply to part 'C' of the question it has been stated that in the context of proposed increase on LPG by five rupees per month, it has been decided later that the monthly increase will not be effected but there is no mention of the date from which the decision will be implemented. Along with this it has also been stated in reply that no Group of ministers has been constituted to consider the matters related to increase in the price of petroleum products. My question is when the Group of Ministers will be constituted? The hon'ble Minister should place it before the Cabinet. I would like to request that the group should be constituted at the earliest and concrete steps should be taken in this regard.

[English]

SHRI MANI SHANKAR AIYAR : With regard to the prices of LPG, they were raised by Rs.20 on the mid-night of 4-5th November, 2004 and prior to that, an announcement was made that with effect from the 1st of every month, they would be increased by a sum of Rs.5. But before the first date in that series, namely, the 1st of December, 2004 came, the Government made an announcement that they would not be increased with effect from the 1st of December. So, until and unless that decision is changed, there will be no further increase in that on a monthly basis. As I stated earlier, the previous decision of the CCEA with respect to increasing prices by Rs.5 every month stands rescinded. It has been proved that it is rescinded because prices were not raised by Rs.5 on the 1st of December, 2004.

Secondly, as regards the question as to when a Group of Ministers will be constituted, there is no proposal before the Government to constitute a Group of Ministers on the question of the pricing of petroleum products.

[Translation]

SHRI RAGHUNATH JHA : We have also given you in writing in this regard.

MR. SPEAKER : Everyone has given.

SHRI TEK LAL MAHTO : The reply of my question has not yet been given.

MR. SPEAKER : The reply has been given.

PROF. VIJAY KUMAR MALHOTRA : They should make it clear as to when they are giving to roll back the price or are they not going to rolling back.

[English]

MR. SPEAKER : Q.No.28.

I have clubbed Question Nos.21 and 28. Shri Ramji Lal Suman.

PROF. VIJAY KUMAR MALHOTRA : Are they going to roll back or not?...*(Interruptions)*

MR. SPEAKER : Shri Malhotra, I will call you. Then, you put specific question on that.

*(Interruptions)*

MR. SPEAKER : I will give you an opportunity.

*(Interruptions)*

MR. SPEAKER : I have called Shri Ramji Lal Suman.

*(Interruptions)*

[Translation]

SHRI RAGHUNATH JHA : Had you done so? ...*(Interruptions)*

MR. SPEAKER : You please sit down.

PROF. VIJAY KUMAR MALHOTRA : They had promised...*(Interruptions)*

SHRI HARIN PATHAK : Let them declare openly that it will be hiked.

[English]

MR. SPEAKER : Shri Harin Pathak, I want such Youthful energy to be utilised elsewhere.

(Interruptions)

[Translation]

MR. SPEAKER : It is upto twenty third. Today many days have not passed.

SHRI PAWAN KUMAR BANSAL : Their intention was to increase the price of a cylinder to Rs. 400 ... (Interruptions)

MR. SPEAKER : You please sit down. Save something for outside. If you speak out everything here then what will you speak outside.

SHRI RAMJI LAL SUMAN : Mr. Speaker, Sir, the price of petroleum products has been increased 19 times by the Government from 1989 to till date.

[English]

MR. SPEAKER : Shri Ramji Lal Suman, has he answered your question? I have clubbed Question Nos.21 and 28. This shows that you are inattentive.

(Interruptions)

MR. SPEAKER : Mr. Minister, I have clubbed this Question along with Question No.28.

(Interruptions)

MR. SPEAKER : If Mr. Minister is not ready, I cannot blame him.

(Interruptions)

MR. SPEAKER : Mr. Minister, I will help you.

(Interruptions)

MR. SPEAKER : I have clubbed these two Questions together.

MR. SPEAKER : Please put a question relevant to your Question.

[Translation]

SHRI RAMJI LAL SUMAN : Mr. Speaker, Sir, the prices of petroleum products have been increased 19 times since 1989 and whenever the Government increases the prices of petroleum products it has only one ground that the prices of crude oil have hiked in international market hence the Government are compelled to increase prices. Mr. Speaker, Sir, yesterday it has been reported in newspapers that the price of crude oil has decreased in international market, but oil companies have clearly stated that they would not decrease its price at any cost. Mr. Speaker, Sir, through you, I would like to know from the hon'ble Minister as to what is the basic price of petroleum products especially petrol and diesel and whether the Government propose to formulate any fuel policy in near future. The Government have no comprehensive fuel policy. Will the Government propose to formulate any fuel policy immediately.

[English]

MR. SPEAKER : It is a very good question. Let him answer.

[Translation]

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, 70 percent of the crude oil is imported in the country. There is no difference between domestic crude oil and the imported crude oil and both are used in the same refinery and 93 percent price of petroleum products are linked with the price of the crude oil. When 70 percent of the crude oil is imported in the country then it is quite natural that as per the policy that was announced in 1997 and is being implemented in the year 2002 the price of the domestic oil is determined on the basis of price of the crude oil in the international market at which we purchase it and then average refinery gate price is determined. Our contribution to the refinery is only 7 percent. I have stated in my reply that there is slight variation in average refinery gate price. As for example the price of one metric ton of oil in IOC refinery, Guwahati comes to Rs.16,722. There is similar variation in petrol price as well, however, in my reply I have given comparative prices in the international market and the domestic price at the refinery gate. Please excuse me,

there was some mistake on my part. The average production cost of petrol in Guwahati was Rs. 16,722 and average refinery gate price was Rs. 21,293. Thus there is some difference. There is no much difference between average gate prices and the cost of its production as the price that is paid by the consumers also include sales tax. There is no share of Central Government in sales tax. That is fixed by the State Government and the State Governments have imposed heavy sales tax on it. That is why I have written to the State Governments that they should pay attention to it. My humble request to them is that they should reduce sales tax on it as the Central Government have reduced its duty on it so that consumer could get some relief. Except Orissa till today none of state have contributed in this regard. In reply to my letter Orissa Government stated that they were already pondering over it. The sales tax on LPG in Orissa has been reduced. But other States have not taken any step in this direction. I feel that they should take into account it.

[English]

MR. SPEAKER : Shri Suman, you have got a very comprehensive answer.

(Interruptions)

MR. SPEAKER : Now, Shri Harin Pathak, please tell him not to put it again.

[Translation]

SHRI HARIN PATHAK : Thank you, Mr. Speaker, Sir. In reply to this question hon. Minister in UPA Government has stated that in view of public resentment, demand by the Opposition parties and other Members, the Government have decided to withdraw proposed Rs.5 monthly hike in the price of LPG cylinders. They were still making fuss...(Interruptions) Let him increase the price, I will keep opposing it...(Interruptions)

[English]

MR. SPEAKER : Please do not get derailed. You are making good points.

[Translation]

SHRI PAWAN KUMAR BANSAL : It has been withdrawn in view of public resentment. ...(Interruptions)

MR. SPEAKER : The public will decide it.

SHRI HARIN PATHAK : 10 lakh people attended yesterday's rally. Mr. Speaker, Sir, I would like to draw attention of hon. Minister towards this fact.

[English]

That the procedure the Government adopted resulted in increased black marketing and in scarcity of gas cylinders to the consumers. Why did that happen? That is what I want to know from hon. Minister.

[Translation]

The announcement made on night of 3rd and 5th November regarding monthly hike in the price of gas cylinders by Rs.5 from next month onwards led to black marketing of gas cylinders and created a scarcity as everyone, who had registered his demand for cylinders, say for 6-7th November, or 12th rushed for it. Consequently, people did not get gas cylinder even upto 30th. I would like to tell the Government that on the one hand lakhs of consumers were deprived of cylinders, on the other hand dealers made crores of rupees. People failed to get gas for 25 days whereas dealers made crores of rupees as a result of this announcement made in advance. I would like to ask the Government, whether it would reconsider such policy so that poor people are not put in trouble.

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, since even I did not know of an increase of Rs.5 on 4th November, how anybody else could know about it. The time when it was decided. ...(Interruptions)

MR. SPEAKER : Please try to listen to the reply.

SHRI HARIN PATHAK : He is making a mockery by doing so.

SHRI MANI SHANKAR AIYAR : No mockery is being made. An announcement regarding price hike of Rs.5 per cylinder was made on 4th November. When it was decided



not to effect the hike, no one know that a hike would not take place. The hike was not only to take place on 1st December but every month. It may have made some impact on the market. If black marketing took place, none complained to me about it. Harin Bhai is my...(Interruptions)

[English]

MR. SPEAKER : It is a very good question. Now, let the hon. Minister reply to it.

SHRI HARIN PATHAK : I had registered for a cylinder on the 7th but it was not given. I am talking about my own case...(Interruptions)

[Translation]

SHRI MANI SHANKAR AIYAR : Excuse me, so far, none has made any sort of complaint to me. Now, he has made a complaint...(Interruptions)

[English]

MR. SPEAKER : If the hon. Minister is giving a wrong answer, then you have every right to take it up.

(Interruptions)

[Translation]

SHRI MANI SHANKAR AIYAR : Now he has made a complaint and I would get it inquired. But we must understand that the hike of Rs.20 per cylinder may rarely have affected the market. Secondly, I will have to see, whether scarcity was resulted because of black marketing or were there other problems also. Contractors, who had been given contracts earlier, have declined to fulfill their commitment because of hike in steel prices.

In addition, in absence of marketing distribution plan at industry level, some of the tenders had inadequate capacity to make desired supply. I had given an assurance in Rajya Sabha in August that waiting list will be cleared by September. And today I assure you that the Waiting List would be cleared by December. The process is going on. As far as black – marketing is concerned, if hon. Member has some specific information about it, I would request him to apprise me of that.

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, I would like to ask whether the Government propose to roll back the price-hike.

[English]

MR. SPEAKER : Mr. Malhotra, I will give you an opportunity to speak. Mr. Raghunath Jha.

(Interruptions)

MR. SPEAKER : Nothing else will be recorded except what Mr. Jha is saying.

(Interruptions)\*

[Translation]

SHRI RAGHUNATH JHA : Mr. Speaker, Sir, would like to ask hon. Minister whether the present Government is following the policies of its predecessor Government and its working only in the direction of price-rise, whether any alternative policy...(Interruptions)

[English]

SHRI MADHUSUDAN MISTRY : Sir, how can they say like this?...(Interruptions)

MR. SPEAKER : Has the Speaker asked for any assistance from you? The Chair has not asked for any assistance from you. Do not stand up like this.

(Interruptions)

11.26 hrs.

(Prof. Vijay Kumar Malhotra and some other hon. Members then left the House.)

MR. SPEAKER : It is all right. It is a part of parliamentary procedure. Mr. Jha, if you do not want to ask your supplementary, then I will call the next Member.

(Interruptions)

[Translation]

SHRI RAGHUNATH JHA : Mr. Speaker, Sir, I would like

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\*Not recorded.

to ask hon. Minister whether the present Govt. is following policies of its predecessor Govt. leading to price-rise...*(Interruptions)*

*[English]*

MR. SPEAKER : Nothing is being recorded. Why are you saying this? I will call you later if you want.

*(Interruptions)*

MR. SPEAKER : Nothing else will be recorded except what Mr. Raghunath Jha is saying.

*(Interruptions)\**

*[Translation]*

SHRI RAGHUNATH JHA : Can the Govt. not make any alternative policy to check price-rise? Is it true that hike in price by American Companies is adversely affecting us, whether the Govt. propose to any alternative policy in Commutation with neighbouring countries so that it does not affect common men so frequently.

*[English]*

SHRI MANI SHANKAR AIYAR : Sir, since the hon. Member made a reference to our neighbouring countries, may I avail this opportunity to inform him that with regard to kerosene, whereas the price in Delhi is Rs.9.01, in Bangladesh it is Rs.15.19 and in Nepal...*(Interruptions)*

*[Translation]*

SHRI RAGHUNATH JHA : Mr. Speaker, Sir, Kerosene is not available in the market for less than Rs.20 a litre.

*[English]*

SHRI MANI SHANKAR AIYAR : There are two types of kerosene that are sold. One is free market kerosene and the other is the PDS kerosene.

*[Translation]*

SHRI RAGHUNATH JHA : Hon. Minister, please make everything free.

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\*Not recorded.

*[English]*

SHRI MANI SHANKAR AIYAR : Currently, I am talking about subsidized kerosene rates. I think it is important for the House to be informed that as against approximately Rs. 9 in India, Rs. 18 in Pakistan, Rs. 15 in Bangladesh, Rs. 15 in Nepal and Rs. 11 in Sri Lanka. As far as LPG is concerned, the cost in Delhi is Rs. 281.60 as against Rs. 384 in Sri Lanka, Rs. 470 in Nepal and Rs. 355 in Pakistan. This being so, I think, the idea of our collaborating with our neighbouring countries might have the effect of only so influencing our policy as to raise the prices.

Sir, it was the Government in 1997 which announced the dismantling of the APM. This was implemented or began to be implemented by the NDA Government. Now, our Government has been running a different policy although we cannot escape from the general policy parameters which we inherited from the past. But in the process of doing so, we have introduced a system of having surveillance on pricing of all petroleum products during a phase of high volatility. We keep prices under extremely close monitoring. The Prime Minister has already announced that he has under consideration a regime which will provide us with greater stability in the domestic market. But, I think, the hon. Member needs to recognize that we would have had an unprecedented rise in prices in India if we had followed the policy set out by the 1997 and 2002 Governments. Our prices would have gone through the roof. We have very carefully managed the prices. Now, seeing that there is some decrease in international prices, I hope we will be able to introduce some more stable price regime within the country.

*[Translation]*

SHRI RAGHUNATH JHA : Sir, Government control on Kerosene be abolished. Common people have to shall out entire money, it is of no use, Control on it should be done over with. ...*(Interruptions)*

MR. SPEAKER : May I make a request?

*(Interruptions)*

MR. SPEAKER : Hon. Member, sit down. You are not

helping yourself. The question is answered. If you are not satisfied with the reply and going to interrupt the proceedings of the House, then other hon. Members are not getting opportunity to put questions. They have as much right to do that. If you are not satisfied with an answer, then there are other methods under the rules which you can take recourse to. Please let us behave in a manner that the rules have some primacy. You cannot monopolies all the time. Therefore, although you have taken more than half an hour because of the importance of the matter – Members rightly want to put questions – I will allow a few more Members to put questions. Please cooperate. Then you can have this opportunity.

Shri Braja Kishore Tripathy – not present.

SHRI L. RAJAGOPAL : Hon. Speaker, Sir, I appreciate the Government's concern. ...*(Interruptions)*

MR. SPEAKER : Reciprocate the effort that is being made by the Chair.

SHRI L. RAJAGOPAL : I appreciate the concerns and then the compulsions that the Government had to increase the prices of petroleum products. However, I would like to ask the hon. Minister whether there is any proposal to reduce the LPG prices for the BPL and lower middle class families. If not today, will the Government consider a proposal to have a differential pricing of LPG for BPL and lower middle income class families?

Is it fair to adopt import parity price when it is supposed to be export parity price which should be used for fixing prices of all the petroleum products?

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, there is no proposal before the Government to have a differential pricing for domestic LPG. There is already a differential pricing between LPG for domestic users and LPG for commercial users.

With regard to import parity pricing, the fact is that it is the benchmark. But the price that we are actually charging in respect of LPG today is approximately Rs.210 below what it would have been per cylinder if we had gone on full import parity pricing for LPG.

MR. SPEAKER : Shri Basu Deb Acharia. Please put pointed question.

SHRI BASU DEB ACHARIA : There is an urgent need for scrutinising the refinery cost and profit vis-a-vis the actual profit. We should not burden the consumer by hiking the prices of petroleum products. It is because of the hike in the prices of petroleum products that there is a cascading effect on the prices of other commodities.

The Government is also allowing unhindered profit to some oil-producing companies – especially to a giant private sector refinery.

MR. SPEAKER : What is your question?

SHRI BASU DEB ACHARIA : The revenue which the Government is getting is more than rupees one lakh crore. Without increasing the price, the Government can manage the situation. I say this because the refinery cost is much less than the profit that the oil companies are making. By reducing the margin of profit, the Government can reduce the burden imposed on the people of our country. The increase in the price of petroleum products directly hits the common people of our country. So, I would like to know from the hon. Minister of Petroleum whether the Government – in view of the reduction of crude oil price in the international market and in view of the demand for the reduction in the tax, cess and duties – would consider reducing the price which has been increased from the 4th of November. I would also like to know whether the Government would roll-back the price of diesel, LPG and petrol.

SHRI MANI SHANKAR AIYAR : As I have already said, prices are under constant monitoring and measures have been taken in the very recent past to reduce excise duties and customs duties. I regret to say that the States are not cooperating by reducing the sales tax at least proportionately which, I think, they ought to be doing. But, in order to put these issues into perspective, I think it is necessary for the hon. Member to be informed that the profits of the oil marketing companies in the public sector, in the period April-September 2004 compared to April-September 2003, are already down by Rs.3,167 crore. Further, under-recoveries in this period of April-September 2004 were of the order of – please hold your breath – Rs.9,801 crore. This is the burden that we are bearing. We

calculated this. As a result, if we were to slash the duties on crude oil and petroleum products down to nil, that is to say, we withdraw all tariff protection and bring refinery margin down, the loss that would be suffered by our oil companies will amount to Rs.5,092 crore. If we take measures without recognising that this is the goose that lays the golden eggs, you are going to kill the goose. I do not think that is in the interest of the country. We need to balance the interest of the consumer against the interest of growth in the country. That is what we are attempting to do. We have protected the Indian consumer from the worst effects of the rise in international prices in a way without parallel in any other country of the world, either developing or developed. This, I think, needs to be kept in mind. ...*(Interruptions)*

SHRI BASU DEB ACHARIA : Sir, he has not responded about the roll-back, reducing the prices.

MR. SPEAKER : We will not have a discussion now. You have already taken 40 minutes on one Question. So, there is no case to persist with it.

*[Translation]*

SHRI RAJIV RANJAN SINGH 'LALAN' : Mr. Speaker, Sir, I...*(Interruptions)*

SHRI ILYAS AZMI : Mr. Speaker, Sir, I have been raising my hand for quite a long, you are not giving me an opportunity to speak.

MR. SPEAKER : I will call you also. Please keep patience. Those hon. Members who interrupt, will not get an opportunity to speak.

SHRI RAJIV RANJAN SINGH 'LALAN' : Mr. Speaker, Sir, recently there has been a steep hike in the prices of petroleum products. The entire country has been affected by it especially the farmers and the poor have been most severely affected by it.

Sir, I agree with what Gurudas Dasgupta said that the reason for the petro products being costlier is that there is heavy rate of duty on petro products.

MR. SPEAKER : Why are you asking the same question repeatedly?

SHRI RAJIV RANJAN SINGH 'LALAN' : Mr. Speaker, Sir, I am not repeating his question. I would like to know from the hon. Minister as to what is the average cost of the imported crude oil, what is its production cost and how much tax has been imposed on it?

*[English]*

MR. SPEAKER : He has answered those things. You may put something new.

*[Translation]*

SHRI RAJIV RANJAN SINGH 'LALAN' : Mr. Speaker, Sir, I would like to know only this from the hon. Minister as to what is the average cost of imported crude oil?

*[English]*

MR. SPEAKER : Mr. Minister, you have to answer only about the import cost. You have already answered other things.

SHRI MANI SHANKAR AIYAR : Sir, I can easily provide the details to him.

MR. SPEAKER : You need not give all the details, you may give a broad idea.

SHRI MANI SHANKAR AIYAR : In Delhi, the prices of petrol, without any taxes, would have been Rs.17.42 but it actively is Rs. 37.84...*(Interruptions)*

*[Translation]*

SHRI RAJIV RANJAN SINGH 'LALAN' : Sir, I want to know about the import price...*(Interruptions)*

SHRI MANI SHANKAR AIYAR : I am replying to it. If no tax is imposed on it then it would cost Rs. 18 and 4 paise in Delhi instead of the present value of Rs. 28 and 28 paise. Similarly dutiless LPG Cylinder would cost Rs. 229.69 instead of the present cost of Rs. 281.60. When no tax is imposed on kerosene it would cost Rs. 6.95 per litre against its present cost of Rs. 9.01. Several taxes are imposed on petro-products which are a source of revenue to the Government and the country can develop only when the Government has its earnings in form of revenue receipts. When the issue of paying heavy duties and taxes

on petro products is raised, its response can be summed up by saying that the country's development can not take place without it. As far the protection of the interest of the consumers is concerned, banks the Union Government, State Government should also share the burden of taxes. The State Governments too need to reconsider their sales tax structure. ...*(Interruptions)*

SHRI RAJIV RANJAN SINGH 'LALAN' : Mr. Speaker, Sir, hon. Minister did not tell about the import price. ...*(Interruptions)*

*[English]*

SHRI MANI SHANKAR AIYAR : Sir, I was also asked as to what we are spending on crude oil imports. During 2003-04, we spent around \$18 billion. This year, we may have to spend about \$24 billion. Therefore, we have to understand that the price of crude is going up and something has to be done about it.

*[Translation]*

SHRI RAJIV RANJAN SINGH 'LALAN' : I want to know the average cost of imported crude oil?...*(Interruptions)*

MR. SPEAKER : He has spoken about it.

*(Interruptions)*

SHRI RAJIV RANJAN SINGH 'LALAN' : He has given a mixed clear reply. I am asking about the cost of the imported crude oil...*(Interruptions)*. Sir, I am not getting the reply of my question. ...*(Interruptions)*

SHRI RAMDAS ATHAWALE : Mr. Speaker, Sir, the entire country has been affected by the increase in petrol and diesel prices. Sir, my submission is that there is a need to reduce these prices. We had made an electoral promise in this regard. I want to know by when the Government propose to reduce the prices of petro products? Secondly I am of the view that there is a need to formulate a policy in regard to bring at par the prices of petrol and diesel in all the metropolitan cities i.e. Mumbai, Delhi, Calcutta and Chennai because the prices of these commodities are Rs.4 to 5 more in Mumbai. I, therefore, would like to know

whether his Ministry propose to take a decision in regard to strike a uniform price policy or not?...*(Interruptions)*

MR. SPEAKER : Are you going to reduce the prices? Please say 'yes' or 'no'?

*[Translation]*

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, we can have some control on the domestic oil prices through our efforts but in view of the fact that we have to import 70 percent of our total oil consumption and the soaring international prices, increase in price is inevitable. The disparity in prices of petrol in all metro cities is not due to the fact that oil marketing companies or refineries are selling there petro products at varying rates but because of the varying sales tax structure in various states, a peculiar situation has emerged in Maharashtra. The tax in Mumbai is more than other parts of the States. State Government has the power to make it uniform but hon. Chief Minister has yet to respond to my query raised twice and the situation is likely to prevail till any clarification in this regard arrives. It is owing to this reason that the consumer has to shall out more money in Mumbai and the disparity in petro prices in Mumbai and Chennai will continue.

*[English]*

MR. SPEAKER : There should be specific questions and specific replies.

*[Translation]*

SHRI ILYAS AZMI : I do not want give any speech, I just want to ask Petroleum Minister about the rate per barrel at which petrol is purchased from Iran and other OPEC Countries under the agreement and about the Holland and American market rates they show to get money from common man, at what price, do they purchase from there? The second thing is that on the basis of which they have increased prices of oil this time, after that there has been a reduction of 15-15 dollar in the International market. When are they going to reduce prices according to that?

SHRI MANI SHANKAR AIYAR : I need to give a

clarification about the international prices we pay, we call it Indian Basket, because we do not import from any single place, we import it from many places, so we have made a formule...(Interruptions) Please listen to me, please understand.

MR. SPEAKER : What is this, you ask the question and then you don't have the patience to listen to the answer.

SHRI MANI SHANKAR AIYAR : In North-America the purchase is done on the basis of Western Texas Intermediate Index. In Europe it is done on the basis of Brent Dated and in Asia, it is called Oman-Dubai Index. The oil imported in the Country comes from various places and keeping it in mind. We have prepared an Indian Basket. In the year 2003-2004 when we were spending approximately 28 dollars for one barrel in the Indian Basket, this year till now we have spent approximately 37.50 dollars per barrel on average, there has been such a difference in the prices. Consumer doesn't buy crude oil, but he buys petrol, diesel etc. Yes, no doubt the price paid by the consumer in America is less than what Indian consumer pays but the reason for this is that there less tax is levied on it and because of less tax the consumption is so high that whatever is left is very less for me and you. Moreover the rates in Europe are higher than America and even more than India. If he wants the complete International comparison then we will send that to him.

MR. SPEAKER : All right.

SHRI ILYAS AZMI : Mr. Speaker, Sir, my question has not been answered.

[English]

MR. SPEAKER : Nothing will be recorded.

(Interruptions)\*

MR. SPEAKER : You are a senior member. You are such a helpful member, please understand. Extend your help.

\*Not recorded.

### Introduction of Bullet Trains

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\*22. SHRI ANANDRAO VITHOBA ADSUL :  
SHRIMATI MANORAMA MADHAVRAJ :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Indian Railways propose to introduce Japanese style bullet trains on some routes;

(b) if so, the routes identified therefor alongwith the speed of bullet trains;

(c) whether the Indian tracks are found suitable for these trains;

(d) if not, the steps taken by the Government to upgrade the tracks as per Japanese standard;

(e) whether Japan has agreed to provide technical assistance to modernise basic infrastructure with a view to run bullet trains in India;

(f) if so, the details thereof; and

(g) the time by which the bullet trains are likely to be plying on identified routes?

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

### Statement

(a) Yes, Sir.

(b) to (g) A Techno-economic feasibility study for running High-speed trains between Mumbai and Ahmedabad has already been initiated through RITES (Rail India Technical and Economic Services). A proposal for a development study has also been submitted to Government of Japan. The issues raised shall be examined on receipt of the feasibility report.

SHRI ANANDRAO VITHOBA ADSUL : Mr. Speaker Sir, in reply to my question, the hon. Minister of Railways has mentioned that a techno-economic feasibility study for running high-speed trains has already been initiated. I appreciate that it is the demand of the day. But there are so many routes of Railways which are to be upgraded.

There are so tracks which are to be updated and the Railway Ministry does not have sufficient funds. Now, these high-speed trains will be feasible depending on the funds of our Railways. I wish to ask the hon. Minister whether it is possible and if it is possible, how will they raise the funds.

MR. SPEAKER : We are awaiting their report. Till now, the report has not come.

SHRI R. VELU : Hon. Speaker, Sir, this is now at the initial stage. We have given this project for development study by the Japanese Government. They have authorised their own International Co-operation Agency and their International External Trade Organisation Agency to go into the techno-economic feasibility aspect along with our RITES, which is also doing it. RITES, as such, is doing its work and they would complete it by December this year. Later on, the Japanese Government will also co-ordinate and give us the development study.

As regards the funding part of it, we have not yet decided on that. It may be from the external agency. That will be decided only after the receipt of the development study.

MR. SPEAKER : A very good answer.

SHRI ANANDRAO VITHOBA ADSUL : Sir, the metropolitan cities of Kolkata and Delhi have started Metro trains, but Mumbai, being a metropolitan city and the commercial capital of India, has no Metro trains. Is there any proposal before the Railway Ministry to have Metro trains in Mumbai?

[Translation]

MR. SPEAKER : Mr. Adsul, this question is not related to Metro Rail, earlier you had asked a very specific question about bullet train. ...*(Interruptions)*

[English]

SHRI ANANDRAO VITHOBA ADSUL : I can understand that. It is a part of that. If the Railway Minister is prepared to answer it, then he can.

MR. SPEAKER : Mr. Minister, are you in a position to answer?

SHRI R. VELU : Sir, although it does not relate to this Question, development of transport system of the metropolitan cities is the responsibility of the Urban Development Ministry.

MR. SPEAKER : Shrimati Manorama Madhavaraj – Not present.

Now, Chaudhary Lal Singh

[Translation]

CHAUDHARY LAL SINGH : Mr. Speaker, Sir, here we are talking about running a bullet train. With your permission I would like to ask hon'ble Minister as to when he will inaugurate the non-bullet train made ready for last six months in our Udampur. The people there, are demonstrating against him as well as use. I want that he should run this train along with Bullet Trains.

[English]

MR. SPEAKER : Mr. Minister, are you in a position to answer this question?

SHRI R. VELU : Sir, I require a separate notice for this.

MR. SPEAKER : Very good, very specific answer. Thank you.

SHRI M.P. VEERENDRA KUMAR : Sir, the Minister has initiated development study for Ahmedabad-Mumbai route. Because of Vallarpadam Terminal, there is a lot of traffic congestion in Cochi, Kerala. Will the Minister initiate a study to have bullet trains in Cochi, Kerala?

SHRI R. VELU : Sir, as I mentioned earlier, we have now taken up the route between Mumbai and Ahmedabad for development study. Depending on it success, we will be able to identify other routes in the whole of India, and maybe Cochi etc. will be taken up later.

MR. SPEAKER : Cochi is far away.

[Translation]

SHRI RAM KRIPAL YADAV : Mr. Speaker, Sir, through you I would like to say to the hon'ble Minister that the decision of Government to run Bullet Trains like Japan is very good, but in his reply he did not say anything about

Railway lines, this puts us all in doubt about the railway lines they are considering? Whether the railway line going through Bihar to Kolkata is under consideration, or railway lines in other parts of the country are being considered.

...(Interruptions)

[English]

MR. SPEAKER : Unfortunately not.

[Translation]

SHRI RAM KRIPAL YADAV : I would like to know from the Minister whether in future he is going to make plan for starting a train from Capital Delhi to Kolkata via Patna that it goes through your area i.e. to your area. Does he has any such proposal if so, then whether he would conduct a study in this regard?

[English]

MR. SPEAKER : Mr. Minister, are you thinking of his State and my State?

SHRI R. VELU : As I told you, depending on the development study, we will identify other routes. In 2000, we had identified Kolkata-Tatanagar, Kolkata-Dhanbad, Hyderabad-Bangalore, Hyderabad-Chennai, Bangalore-Chennai, Delhi-Lucknow, and Mumbai-Ahmedabad.

...(Interruptions)

SHRI RAM KRIPAL YADAV : What about Patna?...  
(Interruptions)

SHRI R. VELU : These routes had been identified in 2000. Now, we will definitely identify such of the routes which are going to be techno-economically feasible.

MR. SPEAKER : I am very happy we are concerned about bullet trains, and not bullets.

(Interruptions)

MR. SPEAKER : Shri Mohan Rawale, no question on bullet.

[Translation]

SHRI MOHAN RAWALE : Mr. Speaker, Sir, my question is about Metro. More than 75 lakhs of residents in Mumbai

suburbs travel by train daily. I would like to know from the Minister whether there are any plans to make parallel Railway for them [English] Have you got any plan for the parallel railway?

MR. SPEAKER : It does not arise out of this question.

SHRI MOHAN RAWALE : Sir, it is related to the Railways.

MR. SPEAKER : No, you are an intelligent Member.

SHRI P. KARUNAKARAN : It is a good news that the Government is going to introduce the Japanese bullet trains. But at the same time, due to the compulsion of many States and the MPs, every year the Railway Board is introducing new trains whereas the Government is giving less importance to infrastructure. Is it one of the reasons for the frequent railway accidents that are taking place? So, instead of going to Japan and other countries, will you think about to strengthen our infrastructure and save the people?

SHRI R. VELU : Sir, safety is the prime responsibility of the Railways. We have undertaken, on a large scale, the work of the renewal of tracks, improvement of signal system, etc., but that does not deter us from going ahead with a new concept of introducing bullet train. This is separate and that is separate. On the question of the allotment of funds, we have already taken up this matter with the Planning Commission and our hon. Prime Minister to sanction the necessary financial assistance to cope up with our throw-forward which is now of the order of Rs.46,000 crore. So, we will definitely take this into account.

(Interruptions)

MR. SPEAKER : Accidents have to be stopped.

(Interruptions)

MR. SPEAKER : People will suffer from accidents. You do not refer them to the Planning Commission.

(Interruptions)

SHRI R. VELU : No, Sir, the accident rate has also come down.



[Translation]

**Film On Lok Nayak Jai Prakash Narayan**

\*23. SHRI SANTOSH GANGWAR :

SHRI NITISH KUMAR :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Censor Board has passed the film made on the Lok Nayak Jai Prakash Narayan without any change;

(b) whether Prasar Bharati had banned the telecast of the said film on Doordarshan;

(c) if so, the reasons therefor;

(d) whether film producer was requested to make certain changes in the film; and

(e) if so, the details of such changes alongwith the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (e) A statement is laid on the Table of the House.

**Statement**

(a) Yes, Sir.

(b) and (c) No, Sir. Prasar Bharati has informed that the film is scheduled to be telecast over Doordarshan's National Channel on 4th December 2004 at 9.30 p.m. in the prime time film slot.

(d) and (e) Prasar Bharati informs that some changes were made through discussions between Doordarshan and film producer, which include insertion of credit caption of Ministry of Culture, correction of Map of Undivided India, editing of some audio bytes, editing of portrayal of physical torture in the Lahore Jail, colour correction of British Flag shown in Hazaribagh Jail and insertion of designations of interviewees.

SHRI SANTOSH GANGWAR : Hon'ble Speaker, Sir, How this Government is working, whatever has been said about Shri Jai Prakash Narayan shows what kind of treatment is being given to patriotic people here. During the regime of previous Government it was decided that on the birth centenary of Shri Jai Prakash Narayan some functions will be held. A Committee was set up under the Chairmanship of hon'ble Vice President. In the Committee it was decided that a documentary film will be made and screened. Unfortunately the film could not be completed till 12th October, 2003. Shri Prakash Jha gave it two months later...*(Interruptions)*

[English]

MR. SPEAKER : There will be no time for reply. Please allow him to answer.

[Translation]

SHRI SANTOSH GANGWAR : When the film was submitted in Prasar Bharti, it did the job of Censor Board. I would like to say that the answer given by hon'ble Minister is completely false. The words asked to be removed were-became a victim of dictatorship, slogan saying remove Indira, dictatorship will not work. One more important thing was that the then Commissioner of Chandigarh had given a statement that it was asked by an important leader to delay the treatment in Chandigarh. ...*(Interruptions)* Will the Minister tell us whether the job of Censor Board has been given to Prasar Bharti? Now, when the Censor Board has passed the film, whether the film will be telecast on the 4th. It is my request that the jobs of censor Board and Prasar Bharti should be kept separate. Whether there will be transparency in future and how the Government plans to work in this direction?

[English]

SHRI S. JAIPAL REDDY : Sir, I would like to ignore the tendentious comments made by the hon. Member. However, I consider it necessary to answer the questions raised by him.

MR. SPEAKER : Do it very briefly.

SHRI S. JAIPAL REDDY : It is no doubt true that the

picture, the documentary film, was cleared by the Censor Board on 28th October. I would like the House to note that in case of all films, be they documentary or otherwise, even after the clearance by the Censor Board, there is an internal preview in Doordarshan. In the same way, some internal preview was held. Discussions were held with the commission producer. The matter is over. The film is being telecast on 4th December. Corrections were mostly factual.

There was only editing of two audio bits and nothing more. You can see the film day after tomorrow, enjoy, and get educated but do not get agitated.

### WRITTEN ANSWERS TO QUESTIONS

[English]

#### Reservation for SC/ST and Weaker Section in Private Sector

\*24. SHRI BALESHWAR YADAV :  
SHRI HARIBHAU RATHOD :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Government has held any talks with the 'Corporate-world' and political parties for providing reservation in employment to SCs, STs and weaker sections in the private sector;

(b) if so, the details thereof and the reaction of the corporate world and political parties thereon;

(c) whether the Government propose to enact any law in near future in this regard;

(d) if so, the time by which it is likely to be enacted;

(e) if not, the other alternative measures proposed to be taken for enforcing provision of reservation in the private sector;

(f) whether the NGOs funded by the Ministry are implementing the reservation for said categories; and

(g) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR) : (a) to (e) According to the National Common Minimum Programme, the Government has to initiate a national dialogue with all political parties, industry and other organisations to see how best the private sector can fulfill the aspirations of Scheduled Castes and Scheduled Tribe youth. Accordingly, 218 organisations of the industry and trade in the corporate world have been addressed to elicit their views/comments on affirmative action including reservations for Scheduled Castes and Scheduled Tribes in the Private Sector. After receiving their response, meetings will be held with the industry and thereafter, consultations will be held with the political parties and other organisations on this issue. The future course of action depends upon the outcome of the national dialogue with the industry, political parties and other organisations.

(f) and (g) The NGOs are agreeable to implementing the Reservation Policy. The Terms and Conditions of the grant to NGOs include a provision for implementing Reservation. The grant is released only on acceptance of the Terms and Conditions. The DOPT instructions provide that all NGOs employing more than 20 persons on a regular basis and in receipt of annual grant-in-aid, which exceeds 50% of its recurring expenditure, should follow the "Reservation Policy. The Ministry has now started actively monitoring the implementation of the reservation Policy.

[Translation]

#### Crash of Aircraft

\*25. SHRI RAMDAS ATHAWALE :  
SHRI RAM CHANDRA PASWAN :

Will the Minister of DEFENCE be pleased to state

(a) the number of fighter aircraft crashed during 2001-2002, 2002-2003, 2003-2004 and 2004-2005 till date, place-wise:

(b) the number of persons killed and wounded in these accidents, accident-wise and the financial loss suffered by the Government as a result thereof:

(c) the amount disbursed as compensation, accident-wise;

(d) whether each air crash has been investigated;

(e) if so, the details thereof and responsibility fixed therefor, accident-wise and action taken by the Government on each investigations;

(f) the steps taken by the Government to prevent such accidents in future;

(g) whether the Government is seriously considering to take steps not to use fighter aircraft Mirage; and

(h) if not, the main reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (h) The number of fighter aircraft crashed during 2001-2002, 2002-2003, 2003-2004 and 2004-2005 till date place-wise, along with the details of pilots killed and civilians killed and injured, the financial loss suffered by the Government, the amount of compensations paid to the affected civilians, the findings of each crash investigations, responsibility fixed and action taken

in each case are given in the enclosed statements I, II and III.

A continuous and multi-faceted effort is always underway in the Indian Air Force to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels ability to exercise sound judgment and situational awareness of pilots are being pursued.

Constant interaction with Hindustan Aeronautics Limited (HAL) and Original Equipment Manufacturers (OEMs) of concerned countries are also maintained to overcome the technical defects of aircraft. Besides, anti-bird measures are also undertaken.

As of now there is no proposal to ground the Mirage 2000 fighter aircraft. These aircraft are amongst the most modern fighter aircraft in the Indian Air Force inventory. The past flight safety record of the aircraft since its induction has been excellent. The operational capability of the aircraft has also stood the test of time in all crisis situations including the Kargil conflict. There is no doubt regarding the reliability of this aircraft as an operational platform.

#### Statement-I

S. No.	Date of Accident	Type of Aircraft	Place of Accident	No. of Pilots Killed	No. of Civilians killed/injured	Financial loss suffered by the Government
1	2	3	4	5	6	7
1.	10.04.2001	MiG 21 BIS	Srinagar	01	—	10,01,63,563
2.	06.05.2001	MiG 21 BIS	Suratgarh	01	—	3,32,32,200
3.	08.06.2001	MiG 21 M	Pathankot	—	—	1,46,00,000
4.	04.07.2001	MiG 29	Adampur	01	—	20,41,17,498
5.	05.07.2001	MiG 23 UB	Jodhpur	—	—	12,35,84,543
6.	28.08.2001	MiG 21 FL	Tezpur	01	—	1,46,36,149

1	2	3	4	5	6	7
7.	21.08.2001	MiG 23 BN	Halwara	—	—	2,58,50,400
8.	17.09.2001	MiG 21 BIS	Suratgarh	01	—	3,32,71,495
9.	26.09.2001	MiG 21 M	Pathankot	—	3/1	1,46,39,600
10.	25.10.2001	Jaguar	Ambala	—	—	94,19,57,865
11.	13.12.2001	MiG 21 BIS	Uttarlai	01	—	3,33,35,617
12.	27.12.2001	MiG 21 FL	Tezpur	—	—	#1,86,02,000
13.	04.01.2002	MiG 25	Adampur	—	—	11,83,29,000
14.	21.02.2002	MiG 23 BN	Pathankot	—	—	4,60,00,000
15.	15.03.2002	MiG 23 MF	Uttarlai	—	—	5,43,18,000
16.	04.04.2002	MiG 21 BIS	Jodhpur	01	—	2,06,94,064
17.	11.04.2002	MiG 29	Adampur	01	—	91,89,16,159
18.	20.04.2002	MiG 21 T69	Tezpur	02	—	2,01,38,659
19.	26.04.2002	MiG 21 M	Sirsa	—	—	1,59,85,000
20.	03.05.2002	MiG 21 BIS	Adampur	—	9/5	3,32,35,000
21.	09.05.2002	Jaguar	Ambala	01	—	94,21,31,524
22.	07.06.2002	MiG 27 ML	Srinagar	—	—	16,14,86,000
23.	26.06.2002	MiG 23 BN	Halwara	—	—	5,40,84,460
24.	27.06.2002	MiG 21 BIS	Barrackpur	—	—	#1,56,36,000
25.	15.07.2002	MiG 21 T69	Bagdogra	—	—	1,43,26,596
26.	09.09.2002	MiG 21 BIS	Jodhpur	—	—	2,64,94,398
27.	09.09.2002	MiG 21	Ambala	—	—	1,01,880
28.	11.10.2002	MiG 21 T69	Tezpur	—	—	2,00,51,559
29.	21.10.2002	MiG 21 BIS	Uttarlai	—	—	3,35,18,000
30.	05.11.2002	Jaguar	Ambala	—	13/6	94,05,37,119
31.	14.11.2002	MiG 21 T 69	Bagdogra	02	—	#1,42,87,000

1	2	3	4	5	6	7
32.	19.12.2002	MiG 27 ML	Kalaikunda	—	—	#16,02,42,236
33.	26.12.2002	MiG 21 BIS	Srinagar	—	1/2	10,00,25,000
34.	28.01.2003	Jaguar	Nal	01	—	93,99,08,173
35.	04.04.2003	MiG-23 BN	Halwara	—	7	#5,40,24,500
36.	07.04.2003	MiG-21 Bison	Ambala	—	0/7	#2,73,58,000
37.	04.06.2003	MiG-21 BIS	Uttarlai	01	—	3,35,36,000
38.	07.07.2003	MiG-23 BN	Halwara	—	—	#4,99,17,852
39.	14.07.2003	MiG-21 T 69 B	Srinagar Runway	02	—	#10,02,26,482
40.	22.07.2003	Jaguar	Ambala	—	—	#94,93,63,820
41.	28.11.2003	MiG-21 BIS	Nal	—	—	#4,40,37,250
42.	04.12.2003	MiG-29	Adampur	—	—	#20,29,00,000
43.	07.02.2004	MiG 23 BN	Jaisalmer	01	—	#4,37,73,229
44.	20.02.2004	MiG-21 M	Bhuj	—	5/17	#2,74,27,144
45.	26.02.2004	Jaguar	Nal	01	—	#31,82,44,436
46.	02.04.2004	Jaguar	Ambala	02	—	#1,88,05,87,692
47.	28.04.2004	MiG-27	Jodhpur	—	01	#18,33,26,200
48.	07.05.2004	Jaguar	Ambala	—	—	#94,93,63,820
49.	19.05.2004	MiG-27 ML	Hashimara	01	—	#19,99,99,082
50.	23.09.2004*	Mirage 2000	Gwalior	—	—	#1,29,52,14,704
51.	12.10.2004	Mirage 2000	Gwalior	—	—	#1,29,52,14,704
52.	01.11.2004	MiG 21 BIS	Nal	—	—	#3,35,36,000
53.	05.11.2004	MiG 27 ML	Bareilly	—	—	#19,99,99,082
54.	09.11.2004	Mirage 2000	Gwalior	—	—	#1,29,52,14,704
<b>Total</b>				<b>22</b>	<b>39/38</b>	<b>6,03,32,05,321</b>
<b>#Indicates total provisional figures</b>						<b>9,35,84,95,937</b>
<b>Grand Total</b>						<b>15,39,17,01,258</b>

## Statement-II

Sl. No.	Date of accident	Type of Aircraft	Place of accident	Compensation paid to the affected civilians
1	2	3	4	5
1.	05.07.2001	MiG 23 UB	Jodhpur	18,500
2.	28.08.2001	MiG 21 FL	Tezpur	1,34,81,863
3.	26.09.2001	MiG 21 M	Pathankot	6,61,587
4.	25.10.2001	Jaguar	Ambala	6,000
5.	04.04.2002	MiG 21 BIS	Jodhpur	Under process
6.	03.05.2002	MiG 21 BIS	Adampur	92,27,669
7.	26.06.2002	MiG 23 BN	Halwara	12,000
8.	09.09.2002	MiG 21	Ambala	20,000
9.	11.10.2002	MiG 21 T69	Tezpur	2,05,000
10.	05.11.2002	Jaguar	Ambala	76,75,440
11.	14.11.2002	MiG 21 T 69	Bagdogra	Under process
12.	19.12.2002	MiG 27 ML	Kalaikunda	48,240
13.	26.12.2002	MiG 21 BIS	Srinagar	12,53,000
14.	04.04.2003	MiG-23 BN	Halwara	62,11,080
15.	07.04.2003	MiG-21 Bison	Ambala	10,43,400
16.	07.07.2003	MiG-23 BN	Halwara	3,90,000
17.	20.02.2004	MiG-21 M	Bhuj	Under process
18.	28.04.2004	MiG-27	Jodhpur	Under process

## Statement - III

Sl.No.	Date of accident	Type of Aircraft	Causes of accident	Responsibility fixed/Action taken
1	2	3	4	5
1.	10.04.2001	MiG 21 BIS	HE(A)	Review of Operational procedures and provision of simulators

1	2	3	4	5
2.	06.05.2001	MIG 21 BIS	HE(A)	Disciplinary and Administrative actions taken against senior supervisors
3.	08.06.2001	MIG 21 M	TD(E)	Maintenance improvements at overhaul agency
4.	04.07.2001	MIG 29	HE	Nil, as pilot killed
5.	05.07.2001	MIG 23 UB	TD(E)	Maintenance improvements at overhaul agency
6.	28.08.2001	MIG 21 FL	BH	Bird hazard combat measures improved
7.	21.08.2001	MIG 23 BN	HE(A)	Administrative actions taken against pilots
8.	17.09.2001	MIG 21 BIS	HE(A)	Improved monitoring and training of pilots
9.	26.09.2001	MIG 21 M	TD	Modification of component and maintenance improvements
10.	25.10.2001	Jaguar	HE(A)	Administrative actions taken against pilots and supervisors
11.	13.12.2001	MIG 21 BIS	TD	Modification of component and maintenance improvements
12.	27.12.2001	MIG 21 FL	HE	Administrative action taken against pilot
13.	04.01.2002	MIG 25	HE(A)	Administrative action taken against pilot
14.	21.02.2002	MIG 23 BN	TD(E)	Maintenance improvements
15.	15.03.2002	MIG 23 MF	HE(A)	Administrative action taken against pilot
16.	04.04.2002	MIG 21 BIS	TD(E)	Administrative taken against maintenance personnel
17.	11.04.2002	MIG 29	HE(A)	Administrative action taken against supervisors
18.	20.04.2002	MIG 21 T 69	HE(A)	Maintenance and training improvements

1	2	3	4	5
19.	26.04.2002	MiG 21 M	HE(A)	Administrative action taken against pilot
20.	03.05.2002	MIG 21 BIS	TD(E)	Administrative action taken against supervisors
21.	09.05.2002	Jaguar	HE(A)	Maintenance and training improvements
22.	07.06.2002	MIG 27 ML	TD(E)	Maintenance and training improvements
23.	26.06.2002	MiG 23 BN	TD(E)	Maintenance and training improvements
24.	27.06.2002	MIG 21 BIS	HE(S)	Under finalisation
25.	15.07.2002	MiG 21 T69	TD(E)	Maintenance improvements on engines
26.	09.09.2002	MIG 21 BIS	TD(E)	Maintenance improvements on engines
27.	09.09.2002	MIG 21 BISON	TD(E)	Maintenance improvements on engines
28.	11.10.2002	MIG 21 T69	TD(E)	Maintenance improvements on engines
29.	21.10.2002	MiG 21 BIS	HE(A)	Administrative action taken against supervisors
30.	05.11.2002	Jaguar	TD	Maintenance improvements
31.	14.11.2002	MiG 21 T 69	HE(A)	Administrative action taken against supervisors and support services
32.	19.12.2002	MiG 27 ML	MD	Maintenance improvements and quality assurance at overhaul agency
33.	26.12.2002	MIG 21 BIS	HE(A)	Administrative action taken against pilot
34.	28.01.2003	Jaguar	HE(A)	Training improvements
35.	04.04.2003	MiG-23 BN	TD(E)	Maintenance improvements and review of modification



1	2	3	4	5
36.	07.04.2003	MiG-21 Bison	TD(E))	Maintenance improvements at overhaul agency and review of operational procedures
37.	04.06.2003	MiG-21 BIS	HE(A)	Training improvements
38.	07.07.2003	MiG-23 BN	TD	Maintenance improvements
39.	14.07.2003	MiG 21 T 69B	HE(A)	Review of operational procedures
40.	22.07.2003	Jaguar	HE(A)	Administrative action taken against pilot
41.	28.11.2003	MiG-21 BIS	HE(A)	Administrative action taken against pilot
42.	04.12.2003	MiG-29	TD(E)	Maintenance improvements
43.	07.02.2004	MiG-23 BN	HE(A)	Nil
44.	20.02.2004	MiG-21 M	TD(E)	Maintenance improvements
45.	26.02.2004	Jaguar	TD	Maintenance improvements on fuse
46.	02.04.2004	Jaguar	HE(A)	Administrative action taken against Commanding Officer.
47.	28.04.2004	MiG-27	UI	—
48.	07.05.2004	Jaguar	UI	—
49.	19.05.2004	MiG-27 ML	UI	—
50.	23.09.2004	Mirage 2000	UI	—
51.	12.10.2004	Mirage 2000	UI	—
52.	01.11.2004	MiG 21 BIS	UI	—
53.	05.11.2004	MiG 27 ML	UI	—
54.	09.11.2004	Mirage 2000	UI	—

HE- Human Error

HE(S) - Human Error (Servicing)

TD(E) - Technical Defect (Engine)

BH - Bird Hit

HE(A) - Human Error (Aircrew)

TD - Technical Defect

MD - Manufacturing Defect

UI - Under Investigation

### Construction of Tunnel

\*26. DR. COL. (RETD.) DHANI RAM SHANDIL : Will the Minister of DEFENCE be pleased to state :

(a) the present status of the construction of tunnel at Rohtang pass in Himachal Pradesh alongwith estimated cost thereof and amount spent thereon so far;

(b) the amount proposed to be spent during the current financial year;

(c) the target date for completion of project;

(d) the benefits that will accrue with the construction of this tunnel; and .

(e) the steps taken by the Government for timely completion of said tunnel?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) It is proposed to construct a tunnel at Rohtang to provide an all weather road to Leh.

In May 2002 it was decided as a first step to construct approach roads to both the North and South portals of the proposed tunnel at Rohtang at a cost of Rs.30 crore. Two approach roads were to be constructed of 2.7 kms. (South portal) and the approach road to the North portal of 23.8 kms. The approach road to the South portal of the tunnel has been completed and 23.46 kms of the approach road to the North portal has been completed.

A sum of Rs.30 crore has been utilised till March 2004. The amount spent during the current financial year is Rs.14.82 crore in addition. Because of limited working season no further expenditure is anticipated in this financial year.

On the basis of Detailed Project Report (DPR) prepared by M/s Rail India Technical & Economic Services (RITES) the estimated cost of Rohtang Tunnel and other related works is Rs. 1709.35 crore. The work relating to construction of approach roads and alternate route to Leh is already under progress by the Border Roads Organisation and construction of tunnel will be taken up through a contractor for which global tenders would be invited.

Construction of tunnel and other related works will provide strategic operational support to the Army and lead to economic development of the area. This will also reduce the distance between Manali and Leh by 40 Km.

The work relating to construction of tunnel and other related works is proposed to be completed by 2011-2012.

[English]

### Modernisation of Non-Metro Airports

\*27. SHRI PRABODH PANDA :  
SHRI KIRIP CHALIHA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Union Government has finalised the action plan to modernise non-metro airports in the country;

(b) if so, the details thereof and names of the airports to be modernised;

(c) whether the Government has decided to upgrade all of these non-metro airports to international standard; and

(d) if so, the details thereof alongwith the financial allocation made for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Airports Authority of India has proposed to modernize twenty five (25) non-metro airports in phases with focus on airside and city side development and enhancement of non-aeronautical revenues. In the first phase, approximately ten(10) airports would be taken up in hand and the remaining in the second phase. The selection of airports will be made keeping in view their commercial and traffic growth potential.

(c) and (d) Airports Authority of India (AAI) has decided to upgrade these airports to world class standards through the process of modernisation. AAI is in the process of appointing Indian Financial Consultant (IFC) and Global Technical Advisor (GTA) who will assist AAI in conducting

techno-economic feasibility study of identified airport to evolve an appropriate model based on viability of the project.

#### Protected Monuments

\*29. SHRI BIR SINGH MAHATO :  
SHRI GIRIDHARI YADAV :

Will the Minister of CULTURE be pleased to state :

- (a) the details of monuments being protected by the Archaeological Survey of India as on date, State-wise;
- (b) the amount spent by the Government during the last three years;
- (c) the efforts made by the Government to develop the above as tourist spots;
- (d) whether certain monuments are in a dilapidated condition and are on the verge of collapse;
- (e) if so, the details thereof, State-wise; and
- (f) the steps being taken by the Government for the protection of such monuments?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) There are 3650 centrally protected monuments under the jurisdiction of Archaeological Survey of India as on date. A State-wise list of centrally protected monuments is given in the enclosed statement.

(b) During the last 3 years following expenditure has been incurred on the conservation of centrally protected monuments.

	Rs. in lakhs
2001-2002	3955.73
2002-2003	6499.92
2003-2004	9027.36

(c) The conservation, preservation, maintenance,

development of environs of centrally protected monuments is an ongoing process and is undertaken as per archaeological norms. Government is also developing tourist amenities like parking, gardens, toilets, pathways, signages, interpretation centres etc. at some selected monuments. Master plans have been prepared and taken up for implementation for integrated development of tourist infrastructure in some of the World Heritage Sites and more sites are being covered under this programme depending on the availability of resources.

(d) No, Sir. No centrally protected monument is in a dilapidated condition or on the verge of collapse.

(e) and (f) Question does not arise.

#### Statement

*List of Centrally Protected Monuments under Archaeological Survey of India (State Wise) as on 20th November 2004*

Sl. No.	States/U.T	No. of Centrally Protected Monuments in each State/U.T.
1	2	3
1.	Andhra Pradesh	136
2.	Arunachal Pradesh	5
3.	Assam	49
4.	Bihar	65
5.	Chhattisgarh	47
6.	Daman & Diu	12
7.	Delhi	170
8.	Goa	21
9.	Gujarat	202
10.	Haryana	90

1	2	3
11.	Himachal Pradesh	40
12.	Jammu & Kashmir	69
13.	Jharkhand	12
14.	Karnataka	506
15.	Kerala	26
16.	Madhya Pradesh	287
17.	Maharashtra	286
18.	Manipur	01
19.	Meghalaya	08
20.	Nagaland	04
21.	Orissa	75
22.	Pondicherry	07
23.	Punjab	31
24.	Rajasthan	160
25.	Sikkim	03
26.	Tamil Nadu	416
27.	Tripura	05
28.	Uttar Pradesh	742
29.	Uttaranchal	44
30.	West Bengal	131
<b>Total</b>		<b>3650</b>

**Stampede at New Delhi Railway Station**

\*30. SHRI RAGHURAJ SINGH SHAKYA :  
SHRI BHAL CHANDRA YADAV :

Will the Minister of RAILWAYS be pleased to state :

(a) whether an incident of stampede has taken place recently at New Delhi Railway Station;

(b) if so, the details of the incident alongwith the number of persons died/injured and compensation paid to them;

(c) the detailed reasons of the incident;

(d) the details of the inquiry ordered into the incident and outcome thereof alongwith the action taken/to be taken against the guilty officials;

(e) whether the Government is aware that tickets issued for non-reserved compartments exceed the carrying capacity of a train, causing inconvenience even to bonafide reserved passengers;

(f) if so, the reaction of the Government thereto and the steps to be taken to ensure issue of limited tickets as per the capacity of the train; and

(g) the detailed plans chalked out by the Government to avert such incident of stampede in future and to ensure comfortable boarding of passengers on the train?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) :

(a) to (d) On 13.11.2004 Train No.2388 Down Jan Sadharan Express scheduled to start at 1510 hrs. was placed at Platform No. 3 at 1100 hrs., and the doors were opened at 1210 hrs. There was heavy rush at New Delhi Railway Station due to Chhat Festival and Id towards Bihar. While crowd was descending to Platform No.3 to board Jan Sadharan Express, suddenly a woman passenger, due to pressure of rush, slipped down on the landing in the middle the staircase connecting Foot Over Bridge and Platform No 2/3. Consequently, some more passengers panicked and a stampede started which resulted in stumbling of some more passengers.

5 ladies, including one 14 years old girl, unfortunately, succumbed to their injuries. Of the remaining 10 injured, 02 who were having convulsions were shifted to Ram Manohar Lohia Hospital. All the others were provided proper treatment at Northern Railway Central Hospital. One doctor was specially deputed at Ram Manohar Lohia

Hospital to look after the injured and all the medicines were made available for the injured admitted in Ram Manohar Lohia Hospital.

Ex-gratia payments of Rs.1 Lakh for the dead, Rs.15,000/- for grievously injured and Rs. 5000/- for simple injured were given and disbursed promptly. Details are enclosed as Statement.

A fact-finding enquiry was ordered by the General Manager/ Northern Railway by a committee consisting of Chief Traffic Manager, Deputy Commissioner of Police (Crime & Railways), Additional Chief Security Commissioner / Railway Protection Force & Additional Divisional Railway Manager (Operations), Delhi Division.

The enquiry by the above committee revealed that the incident could only be taken as an unfortunate isolated incident and there was no lapse on anybody's part which would have caused the lady passenger to fall. Therefore, the committee held no one responsible for the incident.

(e) and (f) Unreserved tickets are not issued for any specific train. The unreserved tickets are issued only for

a particular destination in the second class and are valid for originating journeys on the date mentioned on the ticket. The issue of unreserved tickets cannot be linked to carrying capacity of a specific train.

- (g) Following steps are proposed to avert such incidents of over crowding and stampede:
- (i) Decongestion of major stations by originating/ terminating Holiday Special Trains from alternative stations.
  - (ii) Installing comprehensive closed Circuit Television System (CCTV)
  - (iii) Development of additional terminals in Delhi area.
  - (iv) Construction of additional Foot Over Bridges (FOB) wherever feasible at New Delhi station.
  - (v) Implementing plan of construction of new building on Ajmeri Gate side of New Delhi Station.

#### Statement

##### List of Injured Persons during Stampede on 13.11.2004 at New Delhi Railway Station

S. No.	Name of Victims	Gender/Age	Address	Type of Injury	Amount of Ex-gratia paid (In Rs.)
1	2	3	4	5	6
1.	Sh. Alok S/o Sh. Verender Nath	M.-19	R/o 1031.28, Gali No.7, Block-D, Khajuri Khas, Delhi	Contusion right thigh	5,000.00
2.	Sh. Jai Kumar Jha	M.-33	C/o M.N. Jha, 474, Gali No.5, Block-D, Sangam Bihar	Blunt injury on left upper limb and lower back	5,000.00
3.	Sh. Narain Jha	M-49	Security Guard / PNR East of Kailash, C-Block, New Delhi	Injury RT lower limb	5,000.00

1	2	3	4	5	6
4.	Mrs. Sudha Devi W/o Sh. Vijay Ram	F-30	Jhuggi Laxmi Nagar, Delhi	Chest Injury	5,000.00
5.	Sh. Raja Ram Mehto S/o Sh. K.N. Mehto	M-19	Nehru Nagar, New Delhi	Injury to pelvis and left thigh	5,000.00
6.	Sh. Somaru	M-40	Jhuggi 76, Sonia Colony, Jhilmil, Delhi-92	Simple Injury	500.00
7.	Sh. Gandori	M-26	Jhuggi 76, Soina Colony, Jhilmil, Delhi-92	Simple Injury	500.00
8.	Ms. Neera Vohra	F-43	265/2h, Merrut Line, Saharanpur, U .P.	Simple Injury	500.00
9.	Sh. Mohd. Taunez	M-19	Mangolpuri, Delhi	Head Injury with COPD	15,000.00
10.	Smt. Adravati W/o Ranjit	F	Nodhia Distt., West Bengal	Multiple Injuries	15,000.00

*List of Dead Persons during Stampede on 13.11.2004 at New Delhi Railway Station*

1.	Smt. Kanta Devi W/o K.K. Goel	F	R/o AG-491, Shallmar Bagh, Delhi	Dead	1,00,000.00
2.	Ms. Laxmi D/o Rajeshwar	F-14	R/o S-27/A-154, V.P. Singh Camp Tugalkabad Railway Colony	—	1,00,000.00
3.	Smt. Jayati Devi W/o Pradeep Singh	F-50	R/o Vill.-Roopas Tola, Chedi Singh P.O. Achmal Gola, Distt. Patna (Bihar)	Dead	1,00,000.00
4.	Smt. Sita Devi W/o Jagat Rai	F-50	Vill.-Achmal Gola, Distt. Patna, Bihar	Dead	1,00,000.00
5.	Unknown	F	—	Dead	Nil

**Revival of Sick Industries**

\*31. SHRIMATI KIRAN MAHESHWARI :  
SHRI AJAY CHAKRABORTY :

Will the Minister of HEAVY INDUSTRIES AND PUBLIC  
ENTERPRISES be pleased to state :

(a) the profit earned and losses suffered by the  
various CPSUs during each of the last three years, till-date,  
CPSU-wise;

(b) whether the Government has recently decided  
to close down some loss making public sector undertak-  
ings;

(c) if so, the details thereof;

(d) whether the Government is contemplating to sanction special package under revival/closure programme for CPSEs;

(e) if so, the details thereof, and the areas in which this package will be utilized; and

(f) the other steps taken by the Government for the revival of sick and loss making industries?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) There are 48 Central Public Sector Undertakings (CPSUs) directly under the Ministry of Heavy Industries and Public Enterprises. 9 PSEs have since been closed and 3 are not in operation. A statement

showing profit/loss of remaining 36 PSEs during the last 3 years is enclosed.

(b) No, Sir.

(c) Does not arise.

(d) to (f) A Board for Reconstruction of Public Sector Enterprises (BRPSE) is being constituted to make recommendations on the revivability and the future of the PSEs. The details of the packages for PSEs shall be recommended by BRPSE. Some of the steps taken from time to time for revival, inter-alia, include: financial and organizational restructuring; financial assistance for payment of salary and wages; assistance for manpower rationalization to improve productivity and competitiveness; assistance for securing orders; capital investment support; providing guarantee to raise money from market; etc.

#### Statement

*Profit(+)/ Loss (-) (before Tax) of Operating Public Sector Enterprises under the Department of Heavy Industry*

(Rs. in crore)

Sl. No.	Name of PSE	2001-2002 (Actual)	2002-2003 (Actual)	2003-2004 (Actual Prov.)
1	2	3	4	5
<b>(A) Profit Making PSEs</b>				
1.	Bharat Heavy Electricals Ltd.	663.00	803.00	979.00
2.	Bridge & Roof Co.Ltd.	3.61	3.85	3.07
3.	Engineering Projects (India) Ltd.	9.44	3.01	2.26
4.	Hindustan Newsprint Ltd.	6.45	-7.55	9.00
5.	Hindustan Paper Corporation Ltd.	63.75	40.60	42.15
6.	HMT (International) Ltd.	0.54	0.34	0.11
7.	Hoogly Printing Co. Ltd.	0.41	1.72	1.02

1	2	3	4	5
8.	Rajasthan Electronics & Instruments Ltd.	0.60	3.55	3.58
9.	Scooters India Ltd.	2.26	2.65	2.80
	<b>Sub-total for (A)</b>	750.06	851.17	1042.99
	<b>Profit making Cos.</b>			
	<b>(B) Loss Making PSEs</b>			
10.	Andrew Yule & Co Ltd.	-39.45	-60.66	-55.04
11.	BBJ Construction Co.Ltd.	0.57	-4.39	-5.88
12.	Bharat Heavy Plates and Vessels Ltd.	1.72	1.53	-158.81
13.	Bharat Ophthalmic Glass Ltd.	-31.87	-35.11	-39.95
14.	Bharat Pumps and Compressors Ltd.	-11.86	-8.51	-24.75
15.	Bharat Wagon Engineering Co.Ltd.	-26.87	-8.99	-22.15
16.	Braithwaite and Co.Ltd.	-33.55	-21.89	-23.42
17.	Burn Standard Co.Ltd.	-78.35	-73.74	-77.95
18.	Cement Corporation of India Ltd.	-215.33	-215.36	-61.70
19.	Heavy Engineering Corporation Ltd.	-173.78	-173.82	-136.12
20.	Hindustan Cables Ltd.	-236.08	-256.31	-302.16
21.	Hindustan Photo Films Ltd.	-353.72	-385.39	-457.13
22.	Hindustan Salts Ltd.	-1.91	-2.78	-2.26
23.	HMT (Bearing) Ltd.	1.02	-15.03	-9.81
24.	HMT (Chinar Watches) Ltd.	-10.16	-6.31	-22.18
25.	HMT (Hldg. Co.) Ltd.	10.24	-34.41	-6.64
26.	HMT (Machine Tools) Ltd.	-70.75	-102.05	-113.96
27.	HMT (Watches) Ltd.	-106.00	-113.00	-115.41
28.	Instrumentation Ltd.	-30.49	-29.18	-28.63



1	2	3	4	5
29.	National Instruments Ltd.	-5.90	-2.08	-2.15
30.	Nepa Ltd.	-35.16	-50.9	-41.18
31.	Praga Tools Ltd.	-35.06	-37.5	-10.79
32.	Richardson and Cruddas Ltd.	-19.21	-28.19	-40.64
33.	Sambhar Salts Ltd.	-3.02	-2.66	-2.89
34.	Triveni Structuralis Ltd.	-12.23	-8.54	-27.00
35.	Tungabhadra Steel Products Ltd.	-0.66	-2.63	-99.98
36.	Tyre Corporation of India Ltd.	-67.41	-16.91	-37.02
<b>Sub-total (B)</b>		-1585.27	-1694.81	-1925.60
<b>Loss making Cos.</b>				
<b>Grand Total (A&amp;B)</b>		-835.21	-843.64	-882.61

Note:

- (i) Categorisation of profit making or loss making PSE is done based on (2003-04) results  
(ii) 12 PSEs have been closed / not in operation.

**Scam In Purchase of Railway Sleepers**

\*32. SHRI ASADUDDIN OWAISI :  
SHRI VIJOY KRISHNA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a 200 crore Rupees scam in the purchase of railway sleepers has come to the notice of the Government recently;

(b) if so, the details thereof;

(c) whether the Government has set up any inquiry committee to look into the matter;

(d) if so, the details thereof and time by which the inquiry committee report is likely to be received;

(e) whether CAG also raised objection on the

purchase of railway sleepers during the previous regime; and

(f) if so, the details thereof and time by which the action is likely to be taken against those involved in this scam?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) :

(a) and (b) The Standing Committee on Railways 2004 (14th Lok Sabha) in their report presented in Lok Sabha on 19.8.2004 had noted that the procurement of concrete sleepers have become a very sensitive matter because a lot of unscrupulous existing manufacturers have formed a cartel to secure orders by unfair means or tampering with procedure and simultaneously keeping new competitors out of race. They also expressed their unhappiness that new entrants are not encouraged which ultimately strengthen the cartel of old/existing manufacturers. They

recommended that the procedure of procurement of concrete sleepers be streamlined and be made foolproof and transparent and has desired that the losses incurred on this account should be enquired into by an independent agency.

C&AG vide para 4.4.2 of report no.8 of 2004 has observed that failure to counter offer the updated rate of Railway Board tender No.CS-120/1997 in case of Railway Board tender No.CS.145/2000 has resulted into extra expenditure of Rs.30.97 crore and further through Audit Note dated 8.7.2004 it has been observed that the updating of higher rate given in case of tender No.CS-145/2000 in tender No.CS-152/2002 Railways incurred additional extra expenditure of Rs.30.61 crore in procurement of 160 lakh sleepers. Thus C and AG has observed that Railways have incurred total extra expenditure of Rs.61.58 crore in the above two tenders.

Railway Board has forwarded the relevant paragraphs of the Report of Standing Committee on Railways (14th Lok Sabha) and C&AG's observations to CBI for keeping the same in view while scrutinizing the case.

The case is under scrutiny by the CBI. The exact details will be known after the scrutiny is over.

(c) No, Sir.

(d) Does not arise.

(e) Yes, Sir.

(f) The details of Comptroller and Auditor General of India's (C and AG's) objections are as under:

(i) Vide para 4.4.2 of the C and AG's Report No.8 of 2004, C and AG has concluded that failure to counteroffer the updated rate of Railway Board Tender No.CS-120/1997 in case of Railway Board Tender No. CS-145/2000 resulted into extra expenditure of Rs. 30.97 crore and would increase the price of sleepers in all future contracts.

(ii) An audit note "regarding extra expenditure due

to injudicious finalization of rates of prestressed concrete sleepers" has been issued by the office of Comptroller and Auditor General of India vide their letter dated 8.7.2004 which is reproduced as under:-

"in the present tender (CS-152) the updated rate of last purchase i.e. Rs.608 per sleeper was counter offered but in the previous tender (CS-145) the updated rate of Rs.593.23 of last tender was ignored though it was the lowest available rate for counter offer. Consequently, Rs.608 instead of Rs. 593.23 per sleeper became the Last Purchase Rate (LPR) for future procurement and hence resulted in pegging the price of sleeper at a higher level.

The updating of the rate for the present tender was done on the last analysis rate of Rs.608 and worked out the rate of Rs.774.63 per sleeper (including Rs.68 MODVAT benefit retained) whereas the updated rate for Rs. 593.23 allowing the MODVAT benefit of Rs.68 to be retained worked out to 755.50 per sleeper. Thus, ignoring the lowest available rate in the previous tender resulted in extra burden of Rs.19.13 per sleeper. As such the Railway incurred an extra expenditure of Rs.30.61 crore in procurement of 160 lakh sleepers at a unit price of Rs.774.63 instead of Rs.755.50 i.e. the rate that should have been counter offered based on the rate of Rs.593 ignored in the previous tender."

As CBI has collected related documents for scrutiny, the question of taking action, if any, against the person(s) found responsible will arise only after the completion of scrutiny.

#### **Appraisal of working of Panchayati Raj Institutions**

\*33. SHRI PAWAN KUMAR BANSAL : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Government has undertaken an

exercise to appraise the working of Panchayati Raj Institutions (PRIs) in the country;

(b) if so, the details thereof;

(c) whether even the UTs have not transferred necessary functions to PRIs;

(d) if so, the details thereof; and

(e) the steps proposed to make PRIs effective institutions of Local Self-government?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Ministry of Panchayati Raj came into existence on 27th May, 2004. For appraising the working of Panchayati Raj Institutions (PRIs) in the country on 29-30 June, 2004 a Conference of Chief Ministers and State Ministers in charge of Rural Development and Panchayati Raj on "Poverty Alleviation and Rural Prosperity through Panchayati Raj" was convened at New Delhi jointly by the Ministry of Rural Development and Ministry of Panchayati Raj. The Conference was inaugurated by the Prime Minister.

The Ministry of Panchayati Raj tabled issues relating to effective implementation of Part IX and IX-A of the Constitution on Panchayati Raj as agenda for discussion during the Conference. These issues included effective devolution of functions, finances, functionaries, planning, Gram Sabhas, reservation for women and SCs, STs, Special problems of women and SCs/STs, elections, audit, parallel bodies, capacity building and training and state of the Panchayat reports and jurisprudence. Later on, two more issues namely IT enabled e-governance and Rural Business Hubs were added to the list. The Conference decided to hold seven Round Table Conferences to formulate a draft action plan towards achieving the objective of strengthening of Panchayati Raj Institutions in order to enable them to emerge as institutions of self-government for the planning and implementation of programmes of economic development and social justice as envisioned in the Constitution. Six Round Table Conferences have been held wherein 16 issues have

already been discussed. Remaining two issues will be discussed in the seventh Round Table Conference scheduled to be held at Jaipur from 17th-19th December, 2004. In these Round Table Conferences, Ministers in charge of Panchayati Raj and representatives of Panchayati Raj Institutions agreed to recommend to their respective governments the conclusions reached during the Round Table Conferences.

(c) to (e) Issues relating to Panchayati Raj in Union Territories were discussed in the Fourth Round Table Conference held at Chandigarh on 7-8 October, 2004, which was attended by Ministers in charge of Panchayati Raj and their representatives, Members of Parliament in the Union Territories and Administrators of the Union Territories and their representatives. During the Conference it was agreed to recommend the following points for joint acceptance by the Centre and the UTs:—

- (i) As the Union Government has the responsibility for implementing in letter and spirit, the provisions of the Constitution relating to Panchayats and Nagarpalikas, every effort might be made towards evolving the Local Self Government institutions in the Union Territories as a model for the whole country to follow.
- (ii) Recognizing that decided activity mapping is the foundation for the effective devolution of functions, functionaries and finances, the exercise jointly begun between the Union Government and joint Administration of Daman and Diu and Dadra & Nagar Haveli may be extended to the other Union Territories.
- (iii) With a view to providing a forum for consultation with representative body of public opinion on issues generally affecting the Union Territories, the Union Ministry of Home Affairs might consider the establishment of an appropriate mechanism to supplement the elected institutions of local self-government.
- (iv) With a view to institutionalizing consultations on matters relating to Panchayati Raj between the

Union Government, the administration of the Union Territories, the elected representatives in the Panchayati Raj Institutions (PRIs) and the Union Government may consider establishing an institutional framework within which periodic consultations are held in New Delhi as well as in the Union Territories. The institutional mechanism could meet twice in a year, once in New Delhi and once in each Union Territory, by rotation. In establishing this proposed institutional mechanism, Union Home Ministry may consider co-opting representatives from other Ministries concerned, including in particular, the Ministry of Panchayati Raj. This institutional mechanism will consider the specifics of the proposal relating to present shortcomings and future work that might emanate from elected representative on the one hand, and Administrators concerned with Panchayati Raj on the other.

- (v) In respect of Union Territories covered by the Island Development Authority (IDA), the Union Home Ministry may bring to the attention of the Prime Minister the need for IDA to review the implementation of Panchayati Raj in the island territories in its biennial meetings.
- (vi) With respect to the implementation of the Forest Conservation Act and Coastal Regulation Zone, the special development problems of the Union Territories may be brought to the attention of the Union Ministry of Environment and Forests by the Union Ministries of Home Affairs and Panchayati Raj with a view to harmonizing the imperatives of environment with the needs of development to ensure sustainable development.
- (vii) The Union Ministries of Home Affairs and Panchayati Raj may bring to the attention of the Ministry of Finance, the special problems with respect to construction material faced by the island Union Territories with a view to seeking how the cost of construction might be reduced.

#### Norms for Radio TV Programmes

\*34. SHRI RAYAPATI SAMBASIVA RAO :  
SHRI ADHIR CHOWDHURY :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has not so far taken any decision in regard to norms for cable TV news channels DTH, FM Radio and Print Media;

(b) whether the Government is examining the proposals submitted by the Telecom Regulatory Authority of India on implementation of the Conditional Access System (CAS) that had given options of rolling out CAS;

(c) if so, the main reasons for delay in taking the action; and

(d) the time by which the final decision in this regard is likely to be taken?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) The Telecom Regulatory Authority of India (TRAI) has furnished final recommendations on two issues, viz.

- (i) Issues relating to broadcasting and distribution of TV channels; and
- (ii) Licensing issues relating to second phase of private FM radio broadcasting.

Besides, a Group of Ministers (GoM) has been constituted to consider various issues relating to Print Media.

The recommendations on issues relating to broadcasting and distribution of TV channels include the issues concerning the implementation of Conditional Access System (CAS). The Government has sought the comments of all the State Governments on this report. The recommendations of TRAI on both the issues as such are

under various stages of examination. No time-frame can be indicated for a final decision on these recommendations.

**Construction of Walls to reduce the  
Menace of Encroachment**

\*35. SHRI SHRINIWAS DADASAHEB PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is planning to construct armed boundary walls around the railway property in metropolitan cities like Delhi, Mumbai, Chennai and Kolkata to reduce the menace of encroachment;

(b) if so, the steps taken by the Government to protect the railway properties from being encroached upon by slum dwellers in metropolitan cities of Mumbai, Chennai, Kolkata and Delhi;

(c) whether the Government is also planning to commercialise the un-used lands belonging to railways to mobilise funds for development; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) :

(a) and (b) Construction of boundary walls have been taken up, specially in the metropolitan cities to protect railway land from encroachments, including slum dwellers. However, there is no such proposal to construct armed boundary walls. Apart from boundary walls, the land is put to plantation, landscaping, and thorn bearing trees along the boundary to prevent encroachments.

(c) Yes, Sir; Railways have taken up commercial use of vacant Railway land / air space having potential.

(d) Under the scheme, the available/developable land is/shall be given on long lease to Developers/Promoters on payment of lease money up-front and nominal annual licence/lease charges. In addition, some of the floor space shall be kept reserved for Railway's own use. The development will be done in tune with local bye-laws and with such approvals as may be needed from local bodies/State Government.

[Translation]

**Smuggling of Gold through  
Parcel Wagons**

\*36. SHRI DEVIDAS PINGLE :  
SHRI MUNSHI RAM :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there were a number of cases of smuggling of gold worth lakhs / crores of rupees through parcel wagons in important trains of the country;

(b) if so, the details thereof;

(c) whether any major arrest has been made in this regard;

(d) if not, the reasons thereof;

(e) whether there are cases of involvement of some officers of Railways and Railway police in such smuggling cases;

(f) if so, the details thereof;

(g) the names of States from where maximum number of cases of smuggling have been reported; and

(h) steps being taken to check this menace?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) :

(a) and (b) No, Sir. However, 04 (four) cases of carrying of gold, silver and currency, misdeclaring them as general goods, were noticed in Ashram Express, Andhra Pradesh Express and Mumbai Rajdhani Express.

On 03.3.2004 on an information received from Army Intelligence, the Leased front brake van 2916 Ashram Express was checked and 886 Kilograms (Kgs.) of Silver, 7.3 Kilograms (Kgs.) of gold and Rs.55,03,255/- in cash (Total worth Rs.1.77 Crores approx.) were seized by Delhi Police Special Branch with the assistance of Railway Protection Force. Case was handed over to Delhi Police for further inquiry. They have referred the case to the Income Tax Department.

In the 2nd case on 03.4.2004, a team of Railway Protection Force and Railway vigilance staff detected 614 KGs. of silver valued approximately Rs.1 (one) crore, booked as general goods and about to be loaded in the rear brake van of Andhra Pradesh Express at New Delhi Railway Station. The parties affected had filed the case in the Delhi High Court and the goods are being released to the parties after imposing appropriate fines under the Railways Act, after clearance from the Income Tax Department.

In the 3rd case, on 02.7.2004, on an information received by the Railway Vigilance, suspected packages were unloaded from the front brake van of Ashram Express and 600 Kilograms of silver, 11 Kilograms of gold, Rs.41,68,330/- in cash and precious stones worth Rs.65,000/-, totally valued at Rs.1.5 crore were seized. Case was handed over to Government Railway Police / Delhi Main who have registered a case under section 420, 406, 36 of the Indian Penal Code and Section 163 of the Railways Act, 1989 with the arrest of one accused. Further enquiries are on.

In the 04th case, on 01.8.2004 the Leased brake van of 2952 Rajdhani Exp. was checked by Railway Protection Force / New Delhi and gold and silver weighing 605 KGs. and currency Notes of Rs.1000 denominations totally valued Rs.1 (one) crore was seized. From the same train, on 02.8.2004, on arrival at Mumbai Central, 02 more packages containing approximately 250 Kilograms of silver, valued approximately Rs.12,10,000/- was seized. All these valuable items had been declared as general goods. Cases under the Railways Act, 1989 were registered against 03 accused at New Delhi and they were convicted with fines. Case against 02 accused registered under the Railways Act in Mumbai is under trial.

(c) A total of 07 accused have been arrested including 2 Lease holders.

(d) Does not arise.

(e) No, Sir. No involvement of any officers of Railways and or Railway Police in such cases has come to light.

(f) Does not arise.

(g) In all the cases, the goods had been loaded in Delhi / New Delhi stations of National Capital Territory, Delhi.

(h) The Railways have been asked to take following preventive measures:—

1. The Lease Holders are asked to furnish a certificate that no illegal goods are being transported in the leased Second Class Luggage Brake Van.
2. Government Railway Police (GRP), Railway Protection Force and Commercial Staff have been advised to gear up intelligence in a coordinated manner and keep a close watch on movements of suspicious characters in the Station area.
3. To avoid recurrence of such incidents, surprise, checks are conducted by the Railways.

#### Norms for Increasing Air Fare

\*37. SHRI DUSHYANT SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of times Air Fares have been increased during this year?

(b) the circumstances that led to the increase of Air Fare each time;

(c) the norms prescribed by the Government for revision of Air Fare; and

(d) the steps taken to avoid the frequent increase in the Air Fare?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) Government does not regulate the air fares and airlines are free to determine the same in accordance with their commercial judgement and market forces. However, as per the information available the Indian Airlines has increased

domestic Rupee fares during the current financial year as below:—

- 10% increase effective 21st June, 2004
- 10% increase effective 14th October, 2004

#### **Digitalisation of Speeches**

\*38. SHRI KULDEEP BISHNOI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government is aware that the All India Radio is in possession of recordings of several important speeches of our national leaders and freedom fighters;

(b) if so, whether the Government has any plan for digitalisation of these important speeches with a view to preserve them for posterity;

(c) if so, the details thereof;

(d) if not, the reasons thereof; and

(e) the steps taken by the Government to make CDs of immortal Voices of our freedom fighters to make them available in the common market?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir.

(b) to (d) A project to digitisation of all archival recordings of AIR is under implementation and recordings of approximately 15742 hours have already been transferred into digital format. The project is scheduled for completion within this financial year.

(e) The AIR has already made available to general public recordings of speeches of National leaders on nominal service charges. These include cassettes containing speeches of Mahatama Gandhi, Pandit Jawaharlal Nehru, Netaji Subhas Chandra Bose, Sardar Vallabhbhai Patel, Maulana Abdul Kalam Azad who were great freedom fighters.

[Translation]

#### **Cancellation of Allotment of Petrol Pumps**

\*39. SHRI BRAJESH PATHAK : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) Whether the high powered committee constituted by the Supreme Court regarding the irregularities committed in the allotment of petrol pumps, has recommended cancellation of the allotment of petrol pumps in large number in October, 2004;

(b) if so, the details thereof;

(c) the details of the other recommendations made by the committee; and

(d) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) The high powered committee, comprising two retired Judges, appointed by the Supreme Court to enquire into certain selections made by the erstwhile Dealer Selection Boards (DSBs), submitted its report to the Court on 29.9.2004.

409 cases of retail outlet dealerships (petrol pumps), LPG distributorships and SKO-LDO dealerships were considered by the Committee. 297 of these have been recommended for cancellation. The general observations contained in the report of the Committee inter alia include:—

(i) The maximum mark assigned to the Chairman of a DSB in the matter of evaluation of a candidate was 200 while it was 100 only in respect of each of the other two members of the DSB, thus providing a disproportionately higher weightage to the assessment made by the Chairman.

(ii) In a large number of cases, arbitrarily high marks have been awarded to the allottees.

particularly by the Chairman of the DSB, as compared to other more or equally meritorious applicants.

- (iii) Transparent and objective criteria / procedure laid down in the guidelines were not followed in the dealer selection process.
- (iv) The DSBs did not adopt a uniform practice while evaluating the candidates for awarding marks, and in some cases, the same person, while chairing another DSB, has been found to have adopted a different approach.
- (v) Scrutiny of applications in some cases by the oil company was found to be perfunctory and applications of ineligible applicants accepted.
- (vi) The field investigation, which is done after selection by the DSB, has not been satisfactory in many cases as no proper verification was made regarding the correctness of the information given in the application, and fresh documents were taken in the record by the officer conducting the field investigation, though he was not authorized to do so.
- (viii) There was a lacuna in the guidelines for computing the income of the candidates. Where a candidate is dependent on his/her parents, the income of the parents has to be taken into consideration; but if the candidate is the wife of a person who is dependent on his parents, the income of the parents of the husband is not required to be taken into consideration; as a result, the person, who is dependent on his parents, could easily defeat the provision of the income limit by submitting an application in his wife's name.
- (viii) Since the guidelines provide that the dealer is required to be a "Full Time Working Dealer", the Committee has held that Members of Parliament (MPs)/Members of Legislative Assemblies (MLAs)

cannot run the dealership on a full-time basis on account of their pre-occupations with Parliamentary work and, therefore, they do not fulfil the necessary condition of "full time working dealer". The Committee's view is that an MP/ MLA, in the event of being allotted dealership/distributorship, should resign from membership of the legislature.

The Court is now expected to take a decision in the matter on the basis of the report of this Committee. Further action by the Government in this regard will depend on the orders of the Court.

[English]

#### Losses to Doordarshan in Athens Olympic

\*40. SHRI GURUDAS KAMAT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

- (a) whether Doordarshan had to bear the loss of crores of Rupees in Athens Olympics;
- (b) if so, the details thereof;
- (c) whether the Government had not assessed the losses before the Olympic Games;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Yes, Sir. Doordarshan spent a sum of Rs.20,27,79,839/- for acquiring the rights of Athens Olympic Games - 2004 and arranging its telecast over various DD channels. The total revenue generated by sale of commercial airtime was Rs.8,00,00,000/-.

(c) to (e) Prasar Bharati (BCI) Act, 1990 has mandated Prasar Bharati to provide adequate coverage to sports and games so as to encourage healthy competition in the spirit of sportsmanship. In view of this, it was the duty of Prasar



Bharati to show the Olympic Games to the people of India even if the revenue generated were to fall short of costs incurred. It may please be noted that this was the case with every Olympics covered by DD and AIR so far and indeed the revenue generated during Athens Olympic is the highest even by DD and AIR. During the last Olympic at Sidney, revenue generation was only Rs. 1 crore.

[English]

#### Introduction of Trains

231. SHRI A.V. BELLARMIN :  
 SHRI D. VITTAL RAO :  
 SHRI ANANTA NAYAK :  
 SHRI S.K. KHARVENTHAN :  
 SHRI AVTAR SINGH BHADANA :  
 SARDAR SUKHDEV SINGH LIBRA :  
 SHRI KULDEEP BISHNOI :  
 SHRI SUNIL KUMAR MAHATO :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government has any proposal to introduce more trains and increase the frequency of more trains other than those announced in the budget and during festival time;
- (b) if so, the details thereof alongwith the norms/criteria adopted in this regard; and
- (c) the details of demands/proposals/representations received from various quarters/State Governments in this regard and the reaction of the Government thereto, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) Introduction of trains on Indian Railways is an ongoing process. Proposals for introduction and increase in frequency of trains are received from various quarters including those from State Governments from time to time. These are examined and suitable action is taken subject to traffic pattern, operational feasibility and availability of resources.

#### Induction of Defence Forces in Civil Aviation Security

232. SHRI MOHAN RAWALE :  
 SHRI RAJENDER KUMAR :  
 SHRI NIKHIL KUMAR CHOUDHARY :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government proposes to induct defence forces in the management of civil aviation security;
- (b) if so, the details thereof and the time by which a final decision is likely to be taken in this regard;
- (c) whether the views of the service Chiefs/Defence Ministry have been obtained;
- (d) if so, the details thereof;
- (e) whether any exhaustive plan has been finalised to deal with the aviation security crisis permanently;
- (f) if so, the details thereof; and
- (g) the steps taken by the Government to provide foolproof security at all airports in the country?

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

(c) and (d) Do not arise.

(e) to (g) At all airports in the country, adequate security arrangements are in force according to the guidelines of Annexure 17 of International Civil Aviation Organisation (ICAO) and India's National Civil Aviation Security Programme. A Contingency Plan, formulated to safeguard civil aviation operations against acts of unlawful interference, has been circulated to all concerned to the used as Working Plan. To further strengthen Security arrangements at airports the Government has taken following steps:-

- (i) Time bound deployment of Central Industrial Security Force (CISF) at all operational airports in the country.
- (ii) Deployment of Quick Reaction Teams at major airports.
- (iii) Introduction of Ladder point frisking.
- (iv) Deployment of Sky Marshals on all domestic scheduled flights of Indian Airlines, Jet Airways and Air Sahara on random basis.
- (v) Regular monitoring of security arrangement through inspections and dummy checks.
- (vi) Installation of Closed Circuit Televisions (CCTVs) at important airports.
- (vii) Strengthening of Training of security personnel.

**LOI to Space TV Ltd. for DTH**

233. SHRI SURENDRA PRAKASH GOYAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to reply given to Unstarred Question No. 3276 dated 19-08-2004 and state :

- (a) whether DTH application of Space T.V. Ltd., have been processed and Letter of Intent (LoI) issued;
- (b) if not, the reasons therefor; and
- (c) whether the Government would associate high level experts to examine grant of LoIs to parties who fulfill all norms as per the guidelines of the Government; and
- (d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) The application of M/s Space T.V. Ltd. is currently under examination in the Ministry.

(c) and (d) There is no proposal to involve outside experts and in examining the applications for LoIs.

**Transfer of Keltron to  
Ministry of Defence**

234. SHRI C.K. CHANDRAPPAN : Will the Minister of DEFENCE be pleased to state :

- (a) whether the Government of Kerala has offered all units of Keltron to Ministry of Defence to transform these into sophisticated units of Defence production;
- (b) if so, whether the task force, appointed to study this proposal has submitted its report;
- (c) if so, the findings, suggestions and recommendations made by the said task force;
- (d) the action taken by the Union Government thereon; and
- (e) the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE):

- (a) Yes, Sir.
- (b) Yes, Sir.
- (c) Recommendations are given in the enclosed Statement.
- (d) and (e) Defence Production Units have been advised to develop and intensify further areas of cooperation, based on the existing framework of government guidelines and purchase policies.

**Statement**

**Report of the Task Force :**

- 8. Recommendations of the Task Force with respect of long-term arrangements.
- 8.1 The two State PSUs, KELTEC/KELTRON, are valued suppliers to Defence Establishments and

Space Department for over a decade. The companies have been more involved in supplies of developmental nature, which does not provide a long-term and planned feed for their consistent growth and upgradation. It is desirable to provide the Companies with a consistent and committed workload through long-term procurement relationship.

- 8.2 HAL, BEL, BDL, OFB, ISRO and DRDO have identified items for such long-term relationship. These are listed in Chapter 7.0. DRDO and ISRO have already a successful ongoing procedure for placing orders on these firms. Continuation and further enlargement of this relationship would be useful for mutual benefit of these organisations. However, with respect to DPSUs and OFB a viable procedure for implementation of such a relationship be looked into and approved by competent authority because at present they are bound to follow the general tendering procedure based on Government/CVC guidelines.
- 8.3 For orders of development nature, small batch size and requiring constant interaction and upgradation of skills and facilities appropriate long term relationship with KELTEC and KELTRON would be desirable.
- 8.4 The Task Force, after considerable deliberations, recommends the following:-
- 8.4.1 The DPSUs, DRDO, OFs, etc. may appoint KELTEC and KELTRON as a 'Preferred Vendor' as currently being done by Space Department, in specified areas of procurement. The buying company may follow the limited tender process within the preferred vendors for such procurements.
- 8.4.2 In view of the financial constraints of KELTEC and KELTRON, the long-term orders may

include advance payment/free issue of material along with orders, wherever possible.

- 8.4.3 DPSUs/OFB may also consider investment in upgradation of specific technologies as needed for their niche production coupled with operational control, if desired.
- 8.4.4 The items and work identified may be put on a 'Rate Contract' for a period ranging from one to five years, depending on the nature of items, volumes involved and the spread over a time frame. The 'Rates' and terms shall be mutually agreed by the buying company and KELTEC/KELTRON. For the period when this Rate Contract is in vogue, the buying company can straightaway procure from KELTEC and KELTRON based on agreed schedule, without having to follow any tendering process. Arrangement currently in practice with DGS&D in this respect may be considered.
- 8.5 OFB representative has cited synergy between OFB and KELTEC and some of the units of KELTRON and has indicated an option to acquire KELTEC and some units of KELTRON either as subsidiary or direct integration with OFB.

Considering the proposal from Kerala Government to the Central Government for acquiring KELTEC and KELTRON the Government may examine this in details including due diligence.

#### Disinvestment Limit in PSUS

235. SHRI JYOTIRADITYA M. SCINDIA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) whether Government has lately decided to raise disinvestment limit in oil PSUs;
- (b) if so, the extent to which the upper limit has been raised; and

(c) the reasons therefore?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) No, Sir.

(b) and (c) Do not arise.

**Financial allocation in Gauge  
Conversion in Maharashtra**

236. SHRI HARIBHAU RATHOD : Will the Minister of RAILWAYS be pleased to state :

(a) the financial allocation made by the Government for various gauge conversion projects in Maharashtra State during the last three years including Latur-Miraj gauge conversion;

(b) whether the Government has recommended any proposal from State Government of Maharashtra for construction of overbridges in the State; and

(c) if so, the details thereof, location-wise during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A total outlay of Rs.405.16 crore was provided for various ongoing gauge conversion projects falling fully/partly in Maharashtra during the last 3 years in various Budgets.

(b) and (c) Yes, Sir. The following proposals of Road over/under bridges were sponsored by the State Govt. of Maharashtra during the last three years which were sanctioned by the Railways on cost sharing basis.

YEAR 2001-02 :

1. Road over Bridge (ROB) at Ramwadi in lieu of Level Crossing (LC) No. 55-B at Km.456/0-1 on Solapur-Wadi Section.
2. Kurduwadi-ROB in lieu of LC No.38-A at Km.375/13-14 on Daund-Solapur section.

3. Jeur-ROB in lieu of LC No.33-A at Km. 342/3-4.

4. Navade Road-ROB in lieu of LC No. 12A at Km. 65/4-5 on Diva-Panvel section.

YEAR 2002-03 :

5. Pachora-ROB in lieu of LC No.131/A at Km.371/23-25 on Igatpuri and Bhusawal Section.

YEAR 2003-04 :

6. ROB at Nagar Devla in lieu of LC No.127/A at Km. 353/23-25.

7. ROB at Kalyan in lieu of LC No.1/A at Km. 54/18-19 on Kalyan-Lanawala section.

8. ROB at Kalyan in lieu of LC No.47B at Km. 57/16-58/18.

Works of two more ROB's have been sanctioned during the Current Works Programme.

YEAR 2004-05 :

9. ROB at Jogeshwari (North) in lieu of LC No. 26 & 27, and

10. ROB at Jogeshwari (South) in lieu of LCs No. 24 & 25

[Translation]

**Air Fares of Indian Airlines**

237. SHRI RAJENDER KUMAR :  
SHRI KIRIP CHALIHA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Indian Airlines have introduced apex fares in many destinations;

(b) if so, the details thereof along with the names of States and destinations covered thereunder;

(c) the extent to which the Airlines have benefitted after introduction of the scheme;

(d) whether destinations in the North East have not been covered under this scheme;

(e) if so, the reasons therefor; and

(f) the steps taken by the Government to make the national aviation company more attractive?

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

(b) Indian Airlines offers Apex fares, an advance Purchase Scheme, wherein travellers planning their journey well in advance can avail of substantially discounted fares on select domestic sectors for travel in economy class. Sectors on which APEX fares are available are enclosed as Statement.

(c) The scheme has helped Indian Airlines in making its presence felt in the competitive market and in

maintaining daily average passenger carriage of 2221 under this scheme between January, 2004 to September, 2004.

(d) No, Sir. APEX fare has been offered on select Indian Airlines/Alliance Air services to Guwahati and Imphal. It may also be mentioned that normal IA fares on sectors to/from North Eastern States are on the lesser side as compared to comparable sectors in rest of India.

(e) Does not arise.

(f) Indian Airlines constantly endeavours to upgrade and add value to the product offered to the passengers. In order to remain competitive Indian Airlines introduces market driven schemes taking into account factors like seasonality, supply and demand equation etc. Based on the above factors, which are highly dynamic in nature, Indian Airlines launches short term promotional schemes from time to time.

#### Statement

*APEX Fares are offered on the following select domestic sectors*

S.No.	Sector
1	2
1.	Bangalore (Karnataka) to Ahmedabad (Gujarat), Goa (Goa), Hyderabad (Andhra Pradesh), Pune (Maharashtra)
2.	Chennai (Tamil Nadu) to Calicut (Kerala), Cochin (Kerala), Coimbatore (Tamil Nadu), Hyderabad (Andhra Pradesh), Kolkata (West Bengal), Maduarai (Tamil Nadu), Trivandrum (Kerala)
3.	Delhi (Delhi) to Ahmedabad (Gujarat), Bangalore (Karnataka), Bhopal, (Madhya Pradesh), Chandigarh (Chandigarh), Chennai (Tamil Nadu), Cochin (Kerala), Coimbatore (Tamil Nadu), Guwahati (Assam), Hyderabad (Andhra Pradesh), Indore (Madhya Pradesh), Jammu (Jammu & Kashmir), Kolkata (West Bengal), Lucknow (Uttar Pradesh), Patna (Bihar), Pune (Maharashtra), Trivandrum (Kerala), Vadodara (Gujarat), Varanasi (Uttar Pradesh), Bagdogra (West Bengal), Udaipur (Rajasthan), Calicut (Kerala), Srinagar (Jammu & Kashmir).

1

2

4.	Guwahati (Assam) to	Imphal (Manipur)
5.	Hyderabad (Andhra Pradesh) to	Ahmedabad (Gujarat), Vishakhapatnam (Andhra Pradesh)
6.	Kolkata (West Bengal) to	Ahmedabad (Gujarat), Bagdogra (West Bengal), Bangalore (Karnataka), Guwahati (Assam), Hyderabad (Andhra Pradesh), Jaipur (Rajasthan), Imphal (Manipur)
7.	Mumbai (Maharashtra) to	Kolkata (West Bengal), Ahmedabad (Gujarat), Aurangabad (Maharashtra), Bangalore (Karnataka), Bhopal (Madhya Pradesh), Bhuj (Gujarat), Calicut (Kerala), Chennai (Tamil Nadu), Cochin (Kerala), Coimbatore (Tamil Nadu), Delhi (Delhi), Hyderabad (Andhra Pradesh), Indore (Madhya Pradesh), Jaipur (Rajasthan), Jodhpur (Rajasthan), Managalore (Karnataka), Nagpur (Maharashtra), Rajkot (Gujarat), Trivandrum (Kerala), Udaipur (Rajasthan), Vadodara (Gujarat), Jamnagar (Gujarat), Lucknow (Uttar Pradesh), Patna (Bihar), Varanasi (Uttar Pradesh), Chandigarh (Chandigarh), Bhubaneswar (Orissa).

Note : \*On some sectors on certain flights APEX fares may not applicable.

\*APEX fares are also applicable on v.v. sectors.

[English]

**Railway Zones under Railway Board**

238. SHRI P.K. VASUDEVAN NAIR :  
SHRI CHENGARA SURENDRAN :

Will the Minister of RAILWAYS be pleased to state :

(a) the details of Railway Zones now operating under the Railway Board;

(b) the details of norms for formation of Railway Zones;

(c) whether regional imbalance in Railway development and the rectification of the same is a consideration in this respect; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The following 16 Railway Zones are operational at present:-

1. Central Railway, Mumbai
2. Eastern Railway, Kolkata
3. East Central Railway, Hajipur
4. East Coast Railway, Bhubaneswar
5. Northern Railway, New Delhi
6. North Central Railway, Allahabad
7. North Eastern Railway, Gorakhpur
8. Northeast Frontier Railway, Guwahati
9. North Western Railway, Jaipur

10. Southern Railway, Chennai
11. South Central Railway, Secunderabad
12. South Eastern Railway, Kolkata
13. South East Central Railway, Bilaspur
14. South Western Railway, Hubli
15. Western Railway, Mumbai
16. West Central Railway, Jabalpur

(b) Railway Zones are set up keeping in view the factors like size, workload, accessibility, traffic patterns and other operating/administrative requirements etc. consistent with the needs of economy and efficiency.

- (c) No, Sir.
- (d) Does not arise.

#### Houses for Handloom Weavers

239. SHRI D. VITTAL RAO : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

- (a) whether the National Commission for Minorities has decided to build houses for handloom weavers in Andhra Pradesh;
- (b) if so, the details thereof;
- (c) the number of labourers likely to be benefited by this scheme;
- (d) whether Housing Urban Development Corporation has been consulted in this regard;
- (e) if so, the suggestions made by the Housing Urban Development Corporation in this regard; and
- (f) the reaction of the union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI

SUBBULAKSHMI JEGADEESAN) : (a) No, Sir. The National Commission for Minorities has not taken any decision to build houses for handloom weavers in Andhra Pradesh.

(b) to (f) Do not arise.

#### Incidents of Fire in Railway Coaches

240. SHRI MADHUSUDAN MISTRY : Will the Minister of RAILWAYS be pleased to state :

- (a) the details of the incidents of fire in Railway coaches while running/standing at station yards during each of the last two years, till date, incident-wise and zone-wise
- (b) the loss suffered by the Railways in these fire incidents, incident-wise;
- (c) the details of inquiry ordered, their outcome and the action taken on inquiry report, incident-wise;
- (d) the number of persons booked for sabotage activities in these incidents along with the number of members of railway staff and RPF booked for negligence in these fire incidents, incident-wise;
- (e) the time by which the investigation is likely to be completed in all these fire incidents in which the investigation has not been completed so far; and
- (f) the measures taken to check the recurrence of such fire incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (f) The information is being collected and will be laid on the Table of the Sabha.

#### Laying of Track for High Speed Freight Trains

241. SHRI IQBAL AHMED SARADGI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Prime Minister has asked the railway minister to set up a dedicated high speed freight train corridor to connect the major ports of the country with the four metros cities;

(b) if so, the details thereof;

(c) the action taken by the Railways thereon?

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

(b) and (c) Do not arise.

#### Transporting of Marine Products from Andhra Pradesh

242. DR. M. JAGANNATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways are aware that road transport in Andhra Pradesh is the main carrier of marine products to the Eastern parts of the country;

(b) if so, the railways have conducted any study of the potential of rail traffic which is likely to be generated by transporting marine products from the coastal districts of Andhra Pradesh;

(c) if so, the details thereof; and

(d) the steps likely to be initiated by railways to obtain a portion of the transportation of marine products from Andhra Pradesh?

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

(b) and (c) As per a survey conducted in the past, 10% to 15% of the total volume of marine products in the coastal area of Andhra Pradesh was offered for transportation by Railways. A recent study has revealed that traders from Eluru area prefer to move their traffic to Guwahati. As per another survey, there is no adequate potential available from Rajahmundry area.

(d) The steps taken by the Railways for the clearance of marine products offered for transportation to railways from Andhra Pradesh are as under:—

(i) Clearance of traffic in the Brake Vans (SLRs) by Mail/Express trains.

(ii) Clearance of traffic by the Parcel Vans (VPs) attached to Mail/Express trains.

(iii) Clearance of traffic by Special parcel trains.

(iv) Utilisation of Refrigerated Vans (VPRs) as per demand and availability of stock.

#### Broadgauge line to Pilibhit

243. SHRIMATI MANEKA GANDHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the survey regarding feasibility of broad gauge lines to Pilibhit has been planned to be taken up;

(b) if so, the present status of the survey exercise and its time frame for completion;

(c) if not, whether the growing demands of rail users in the region for gauge conversion is under consideration of Government; and

(d) if so, the status of its implementation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS SHRI R. VELU : (a) to (d) Yes, Sir. An updating survey for Bhojipura-Pilibhit-Tanakpur gauge conversion (102 kms.) has been taken up and the survey is in progress. Field work has been completed. The survey is likely to be completed by 31.12.04.

#### Composite proposal for Fleet Acquisition

244. SHRI CHANDRA BHUSHAN SINGH :  
SHRI NAVJOT SINGH SIDHU :  
SHRI THAWAR CHAND GEHLOT :

Will the Minister of CIVIL AVIATION be pleased to state :



(a) whether Air India is working out a composite proposal for fleet acquisition at an estimated cost of Rs. 20,000 crores;

(b) if so, whether Air India will require eighteen aircrafts for Air India Express to be launched in April, 2005;

(c) if so, whether Air India plans to operate flights to some new destinations; and

(d) if so, the details thereof, country-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Air India has prepared a revised fleet plan for Air India and Air India Express which, inter-alia, includes proposal for acquisition of 18 aircraft for operations by Air India Express.

(c) and (d) Yes, Sir. Air India and Air India Express propose to operate to several additional international destinations which include new services/points in USA, Canada, UK, Italy, Russia, Korea, China, Taiwan, Australia, Nigeria, Mauritius, South Africa and Gulf.

#### Retail outlet by HPCL & BPCL

245. SHRI SURAJ SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether some irregularities have been found in the process of modernization of the retail outlets by the HPCL (Hindustan Petroleum Corporation Limited) and BPCL (Bharat Petroleum Corporation Limited);

(b) if so, the details thereof;

(c) whether BPCL and HPCL have spent crores of rupees for the releasing of advertisements and publicity for the sake of modernization;

(d) the scheme-wise details of the amount spent during the last three years on advertisement/publicity with

regard to the marketing of products and modernisation and the details of the companies engaged for advertising services;

(e) whether the higher officials of the organization have been benefited by the amount spent on these heads and some people have been improperly benefited; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) No irregularities have been reported in the process of modernization of retail outlets by HPCL and BPCL.

(c) and (d) BPCL and HPCL have not spent on advertisements and publicity for the sake of modernization alone. However, expenditure incurred by BPCL and HPCL during the last three years on advertisement/publicity on marketing of products and sales promotion is as under:—

Name of the Company	Year (Rupees in crores)		
	2001-02	2002-03	2003-04
HPCL	Nil	15.99	23.82
BPCL	3.66	7.56	14.17

Advertising/Publicity agencies engaged by HPCL were M/s. Rediffusion DY and R and M/s. J. Walter Thompson.

Advertising/Publicity agencies engaged by BPCL were M/s. Saatchi and Saatchi, M/s. Initiative Media, M/s. Virtual Marketing Pvt. Limited, M/s. Chadha Dhar and Hoon and M/s. Contract Advertising.

(e) and (f) No such report has been received in the Ministry.

[Translation]

**Incomplete Devangana Aerodrome**

246. SHRI SHYAMA CHARAN GUPTA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the aerodrome at Devangana near the world renowned tourist site of Chitrakut in the Banda constituency of Uttar Pradesh has been constructed;

(b) if so, the details thereof alongwith the amount spent so far for its construction;

(c) if not, the reasons for the non-completion of the airport so far; and

(d) by when this aerodrome is likely to be completed?

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]

**Railway Bridges in North Eastern States**

247. PROF. MAHADEORAO SHIWANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has investigated construction work of railway bridges in North Eastern States as reported by Rashtriya Shahara, dated November 09, 2004;

(b) if so, total number of railway bridges under construction in North Eastern States;

(c) if so, the reasons therefor;

(d) whether the construction was of inferior quality and not as per approved maps;

(e) total number of years during which these bridges are likely to be safe for railway traffic and the passengers;

(f) whether the Government propose to issue orders for reconstructions of these bridges; and

(g) the time by which action is taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A newspaper report published in Rashtriya Shahara, dated November, 09, 2004 refers to North Eastern Railway. As such, Hon'ble MP is perhaps referring to North Eastern Railway and not to North Eastern States. The inspection and checks of railway bridges during various stages of construction are carried out as a normal course. During the checks if any deficiencies are noticed, the same are rectified. As such, no separate investigation has been done.

(b) The number of bridges under construction varies from time to time. However, at present total 20 major Railway Bridges are being constructed in the North Eastern Railway.

(c) and (d) The construction is being done strictly as per approved drawings, designs and in accordance with quality criteria, which are very well laid down in relevant Railway Codes and Manuals. The bridges are expected to complete their full service life.

(e) to (g) Do not arise.

[Translation]

**Telecasting of Crime based Programmes**

248. SHRI ALOK KUMAR MEHTA :  
SHRI SURESH CHANDEL :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether various T.V. channels of the country shows certain news by exaggerating them and keep showing the same news whole day with minute changes as a result thereof it affects deeply the youth of the country;

(b) whether under this category of news, the death sentence of hang till death awarded to a young man of Bengal was telecast by creating imaginary computerised images through different angle as a result of which various teenagers have committed suicide in the same manner; and

(c) whether the Government has taken by steps to prevent the various T.V. Channels from telecasting the such exaggerated news, and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) It has come to the notice of the Government that various TV channels are not exercising due restraint in telecasting news relating to natural calamities, accidents and other violent events which may have adverse impact on relatives and friends of victims in particular and on young minds in general. The Central Government does not maintain any record of adverse impact of such news reporting.

**Details of Petrol Pumps/Diesel  
Retail Outlets**

249. SHRI CHANDRA MANI TRIPATHI :  
DR. LAXMINARAYAN PANDEY :

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

(a) the details of Petrol Pumps/Diesel retail outlets allotted during the period from 1 April, 2003 to 30 September 2004, State-wise;

(b) whether the Government is contemplating to any policy for the allotment of Petro/Diesel pumps;

(c) if so, the details thereof;

(d) whether the prescribed norms have been followed in regard to these allotments by the Government;

(e) whether some petrol pumps have been operational even before the selection process; and

(f) if so, the details thereof, State-wise?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) During the period from April 2003 to September 2004, the public sector oil marketing companies (OMCs) have allotted 5,980 retail outlets (petrol/diesel pumps) throughout the country. State-wise details are given in the enclosed Statement.

(b) to (d) The OMCs have laid down their respective guidelines for selection of dealers for retail outlets and allotment of dealerships to the selected candidates. They conduct selections on the basis of these guidelines.

(e) and (f) In respect of the 'A' site (company-owned) retail outlets, where land has already been acquired by the companies pending selection of dealers, the oil companies usually take action to set up the retail outlets and start the operation in order to avoid loss in keeping the facilities idle and to ensure that the consumers do not suffer. Such outlets are operated by the companies on company-owned-company-operated/ad hoc basis till the selection of regular dealers is completed and the outlets are handed over to the selected dealers.

**Statement**

State	Number of retail outlets allotted
1	2
Arunachal Pradesh	10
Andhra Pradesh	559
Assam	60
Bihar	206
Chhattisgarh	108
Goa	13

1	2
Gujarat	303
Haryana	274
Himachal Pradesh	79
Jammu and Kashmir	63
Jharkhand	85
Karnataka	329
Kerala	358
Madhya Pradesh	340
Maharashtra	587
Meghalaya	35
Mizoram	7
Manipur	7
Nagaland	7
Orissa	175
Punjab	550
Rajasthan	336
Sikkim	6
Tamil Nadu	542
Tripura	5
Uttar Pradesh	555
Uttaranchal	66
West Bengal	246
Chandigarh	1
Delhi	33

1	2
Dadra & Nagar Haveli	5
Daman & Diu	3
Pondicherry	27
<b>Total</b>	<b>5,980</b>

**Funds to NGOs for Welfare Schemes  
for Disabled**

250. SHRI DHARMENDRA PRADHAN : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) the funds allocated/released by the Union Government to the NGOs under various schemes for the welfare of disabled, State/UT-wise and NGO-wise;

(b) the funds actually utilised by them, NGO-wise and State/UT-wise;

(c) whether these NGOs are misusing this fund on a large scale;

(d) if so, the details of complaints received against the management of NGOs for misutilisation of funds and the action taken against them; and

(e) the measures taken by the Government for proper monitoring of funds given to the NGOs and check this misuse?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) and (b) The Ministry is implementing Deendayal Disabled Rehabilitation Scheme (DDRS) and Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances (ADIP Scheme) for the welfare of disabled. The fund allocated/ released under these schemes during 2003-04 is as under:—

(Rs. In crores)			
Scheme	No. of NGOs/ Implementing agencies (IA) Assisted	Budget allocation	Fund released to NGOs/ IA
DDRS	657	75.00	71.05
ADIP Scheme	152	55.00	55.00

The details of grant in aid released State/UT-wise and NGO-wise under these schemes during 2003-04 are available on the website of this Ministry [www.socialjustice.nic.in](http://www.socialjustice.nic.in)

(c) and (d) Complaints of misuse of Government grant by management of only two organisations have been received during 2003-04. The details are as under:

- (i) Complaints against the management of Netaji Subhash Vidya Mandir, Shahabad, Rampur, U.P. was received from the Principal of the residential school cum VTC for the disabled run by the NGO. The complaint was got enquired through the State Government and the officials of this Ministry. It is revealed that there is a dispute of management committee of the NGO and the dispute is pending in the court of Sub-Divisional Magistrate, Shahabad.
- (ii) Complaint against the management of Kisan Mahila Gramodyog Sansthan, Azamgarh, U.P. was received from the ex-Principal of the school cum VTC for the disabled was received. An enquiry was conducted through a senior officer of this Ministry and most of the allegations in the complaint were found true. Show cause notice has been issued to the NGO.

(e) To ensure proper utilisation of funds for the purpose for which it was given and satisfactory implementation of the projects under the scheme, all the ongoing projects of NGOs under the scheme are got inspected by the State Governments concerned. In addition every year

about 25 per cent of total projects funded are got inspected through the National Institutes, CRCs and DRCs under the Ministry. Besides, the audited accounts and UCs furnished by the NGOs for previous year's grant and the information of staff, beneficiaries and management committee members furnished by the NGOs are thoroughly scrutinized before release of grant. If any complaint of misuse of funds against any NGO is received, it is got investigated through the State Government concerned or the Ministry's officials.

[English]

#### Development of Surat Airport

251. SHRI RATILAL KALIDAS VARMA :  
SHRI JIVABHAI A. PATEL :  
SHRIMATI JAYABEN B. THAKKAR :  
SHRI VIKRAMBHAI ARJANBHAI MADAM :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government of Gujarat has signed a Memorandum of Understanding with the Airport Authority of India and handed over Surat Airport to AAI for further development and operation;

(b) if so, whether there is also a proposal for upgradation of Rajkot Airport and setting up of new international Airport at Ahmedabad;

(c) if so, the details thereof;

(d) the time by which the said work likely to be completed?

(e) whether any plan for expansion of the runway has been finalised; and

(f) if so, the details thereof?

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

(b) to (d) Action is in hand for upgradation of Rajkot Airport. There is no proposal at present to set

up a new international airport at Ahmedabad. A new international passenger terminal is being proposed at Ahmedabad. The modification work for Rajkot Airport Terminal Building is proposed to be undertaken in the later part of the year 2005-2006. For the Ahmedabad International Terminal Building, an agreement is to be signed with the consultant after which detailed architectural drawings are to be submitted by the consultant. The construction would be taken up thereafter. The work is likely to be completed between 24 to 30 months period.

(e) and (f) No runway expansions are proposed at Rajkot and Ahmedabad Airports. Expansion of runway is proposed at Surat Airport initially to 1525 meters and ultimately to 3025 meters.

[Translation]

**Coaches/Task Force for Women  
in Trains**

252. SHRI NIKHIL KUMAR CHOUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has formulated any scheme to attach women coaches in all the trains of the country;

(b) if so, the details thereof and the time by which this scheme is likely to be implemented;

(c) whether Women Task Force such as Tejaswani and Surakhshini has proved more effective in some urban trains for ensuring safety of women;

(d) if so, whether the Government has constituted or considering to constitute such task force in trains running in other parts of the country for the safety of women; and

(e) if so, the details thereof?

THE MINISTER OF STATE, IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) In the passenger

carrying trains, one compartment or such number of berths/seats, as required, are mostly earmarked for exclusive use of ladies.

(c) Yes, Sir. The Lady Ticket Checking Squads constituted on some of the Zonal Railways proved to be effective and useful in safeguarding the interests of the lady passengers.

(d) and (e) Instructions have been issued to other Zonal Railways also to constitute similar Lady Ticket Checking Squads on their Zones wherever considered necessary.

[English]

**Amendments in Press and Registration  
of Books Act, 1867**

253. SHRI ADHALRAO PATIL SHIVAJIRAO :  
SHRI NARENDRA KUMAR KUSHAWAHA :  
SHRI EKNATH M. GAIKWAD :  
SHRIMATI D. PURANDESWARI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government is considering to make certain amendments in the Press and Registration of Book Act, 1867 and the resolution adopted in 1955;

(b) if so, the sections of the Act proposed to be amended and the likely amendments thereof;

(c) whether the Government is also considering to review the existing cap of FDI in TV, Radio and other Electronic and Print Media;

(d) if so, the details thereof; and

(e) the steps taken to invite and secure FDI as per this decision?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (e) The Cabinet, while considering the

issue of amendments to the Press and Registration of Books Act, 1867, has decided that the matter may, in the first instance, be considered by a Group of Ministers. Accordingly, Group of Ministers has since been constituted.

#### Defence Modernisation Fund

254. SHRI HITEN BARMAN : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government has casted aside the non-lapsable Rs. 25,000 crore Defence Modernisation Fund (DMF) which is a well considered decision taken after a lot of deliberations;

(b) if so, the reasons therefor;

(c) whether the Government propose to establish once again the Defence Modernisation Fund with committed allocations for a period of five years;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) The then Finance Minister in his budget speech while presenting the Interim Budget 2004-2005 in February 2004 had announced the setting up of a non-lapsable Defence Modernisation Fund of Rs. 25000 crs. However, no budgetary allocations were made for the said Fund.

For operationalising the Defence Modernisation Fund, Ministry of Defence, with the approval of Ministry of Finance, drew up a detailed accounting procedure and processed it for approval of concerned authorities including Comptroller and Auditor General of India.

While formulating these modalities, it emerged that the utility of Defence Modernisation Fund in addressing the basic issue of assured availability of funds will be rather limited. Hence, it has been decided not to pursue the proposal for the present.

#### Acquisition of Aircrafts

255. SHRI P.S. GADHAVI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether a Committee of Experts has recommended against the acquisition of 35 new aircrafts at a cost of about Rs. 3,000 crores as they are not cost effective;

(b) if so, the other reasons for putting off the project to acquire new aircrafts;

(c) whether some deficiencies in tendering process have been noticed; and

(d) if so, the action taken by the Government against the guilty officials?

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

(b) to (d) Do not arise.

#### Loan to RVNL

256. SHRI BHUVANESHWAR PRASAD MEHTA :  
SHRI CHENGARA SURENDRAN :  
SHRI NARENDRA KUMAR KUSHAWAHA :  
SHRI SUKDEO PASWAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Asian Development Bank (ADB) has refused to fund several crucial development projects of Rail Vikas Nigam Limited;

(b) if so, the details of such projects;

(c) whether the Government is in a process to source out other agency like World Bank; 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) The Government has already posed the following two projects to the World Bank for funding:

- (i) Capacity cum Safety Enhancement Project for Kanpur-Mughalsarai section (total cost US\$23 million)
- (ii) Munger bridge (total cost US\$ 180 million)

In addition to above, works to be taken up for modernisation, throughput enhancement, safety enhancement and Remote Area Rail Sampark Yojana, have been identified for World Bank funding.

[Translation]

#### Import of Petrol and Diesel

257. SHRI RAJIV RANJAN SINGH "LALAN" :  
SHRIMATI JAYAPRADA :  
SHRI CHANDRA MANI TRIPATHI :  
DR. LAXMINARAYAN PANDEY :

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

- (a) the percentage of petroleum products imported and produced in the country during 2003-04 and upto September, 2004;
- (b) whether the Government have any plans to promote production of petroleum products in the country;
- (c) if so, the details thereof;
- (d) whether the Government are taking any steps to prevent the misuse of the petroleum products; and
- (e) if so, the details, thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) The quantity of petroleum products produced and imported in the country was as under :

Product type	2003-04 (TMT*)	April-Sep. 2004 (TMT*)
Produced	117640	60686
Imported	8001	3499

\*Thousand Metric Tonne.

(b) and (c) On an overall basis, the country is self-sufficient in petroleum products. Indeed, India is a net exporter of petroleum products. The setting up of refineries is delicensed and new capacities would come up on commercial considerations.

(d) and (e) In order to prevent misuse, oil companies and the State Governments have been authorised under the MS&HSD (Regulation of Supply and Distribution and Prevention of Malpractices) Order to take necessary control measures.

#### Production of High Speed Magnetic Trains

258. SHRI KAILASH MEGHWAL :  
SHRI C. KUPPUSAMI :  
SHRI N. JANARDHANA REDDY :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government is working on a project to introduce high speed magnetic trains in the country with Japanese collaboration;
- (b) if so, whether any feasibility studies have been made and the details thereof;
- (c) whether the requisite infrastructure has been created for these high speed trains;
- (d) if so, the details thereof; and
- (e) the time by which the special tracks to run these trains are likely to be available and which are the routes identified where the magnetic trains are proposed to be introduced?



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

(b) to (e) Do not arise.

[English]

**Application for Allotment of  
Petrol Pumps**

259. SHRI MOHAN JENA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) number of applications received by IOC and IBP till April, 2004 from General/SC/ST/Women for allotment of Petrol pump in Delhi and Rajasthan Regions, separately;

(b) the number of graduate and postgraduate applicants;

(c) whether any special consideration will be given to graduate and postgraduate applicants;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the time by which action will be taken to allot petrol pumps to the applicants?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The total number of applications received by Indian Oil Corporation Limited (IOC) and IBP Co. Limited (IBP) for allotment of retail outlets (petrol pumps), under 'Open' and 'Scheduled Castes/Scheduled Tribes' categories including those for the locations reserved for 'women' under these categories, in the National Capital Territory of Delhi and in the State of Rajasthan, is as under:-

Delhi	—	830
Rajasthan	—	3,328

While IOC does not maintain any separate record of

applications received from the graduates and the post-graduates in response to the advertisements released for retail outlets, the number of applications received by IBP from graduates and post-graduates, out of the total numbers shown above, is as under:-

	Number of applications received from	
	Graduates	Post-graduates
Delhi	113	38
Rajasthan	273	125

(c) to (e) As per the criteria laid down in the existing guidelines of these companies for selection of dealers for evaluation of the applicants, post-graduates are awarded 12 marks and graduates are awarded 10 marks out of a maximum of 15 marks earmarked for educational qualifications of candidates.

(f) It is not possible to indicate the time-frame for allotment of retail outlets to the applicants as the exercise involves various steps like scrutiny of applications and documents, conduct of interviews of the eligible candidates for selection of dealers, release of merit panel, field investigation in respect of the selected candidate, etc.

**Slanting of Minarets in Taj**

260. SHRI C. KUPPUSAMI : Will the Minister of CULTURE be pleased to state :

(a) whether attention of the Government has been drawn to slanting of minarets in Taj Mahal;

(b) if so, the details thereof;

(c) the action taken to stop further slanting of minarets and to correct the positioning; and

(d) the other steps taken to protect the Taj Mahal building?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir.

(b) The study of verticality of minarets of the Taj Mahal at Agra has been made from time to time by Survey of India and various other agencies. The investigations have revealed very insignificant deviation from the perpendicular, which is not alarming.

(c) As the deviation from the verticality is very insignificant no such measures to correct the position has been taken yet. However, every care is taken for routine maintenance and repairs of the minarets and monument.

(d) The ASI has been attending to various conservation and repair works for proper preservation and presentation of the monument depending upon the availability of the resources. The monument is in good state of preservation.

#### Funds to Railway Projects by ADB

261. SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Asian Development Bank has agreed to fund some railway projects;

(b) if so, the details thereof, with particular reference to Gujarat, State-wise;

(c) the details of the target for completion thereof;

(d) the quantum of assistance being extended by ADB; and

(e) the details of the externally aided projects and loans taken from various agencies other than ADB?

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

(b) The Asian Development Bank has extended a loan to finance the Railway Sector Improvement Project with the objective of enhancing capacity of the rail network

and improving operational efficiency/safety. The sub-projects to be funded from the loan are principally in the Golden Quadrilateral and its Diagonals. A list of sub-projects so far identified and approved for funding from the loan is given in the enclosed statement.

(c) The subprojects are broadly targeted for completion by June, 2008.

(d) The quantum of ADB loan is US Dollars 313.6 million.

(e) The details of the externally aided projects in the Railway Sector and loans taken from agencies other than ADB are as below:

- (i) Mumbai Urban Transport Project (MUTP), which has both road and rail components, is being partly funded by World Bank through a loan of US Dollar 463 million from International Bank for Reconstruction and Development (IBRD) and a credit of SDR 62.5 million from International Development Association (IDA). The IBRD loan and IDA credit earmarked for the rail component are US Dollar 305 million and about US Dollar 60 million respectively.
- (ii) Project of Modernisation of Signalling between Ghaziabad and Kanpur, which is partly funded by a loan of DM 185 million (Euro 95 million) from Kreditanstalt für Wiederaufbau (KfW), Germany.

#### Statement

S. No.	Name of the Project	State	Estimated cost (in Rs. crore)
1	2	3	4
1.	Talcher-Paradeep 2nd Bridge on Birupa and Mahanadi (3 km.)	Orissa	109.82

1	2	3	4
2.	Gooty-Reningunta Patch Doubling (151 km)	Andhra Pradesh	305.95
3.	Bilaspur-Urkura 3rd line (110 km)	Chhattisgarh	227.36
4.	Daitari-Banspani New Line (155 km)	Orissa	590.60
5.	Rajatgarh-Barang Doubling (20 km)	Orissa	157.98
6.	Cuttack-Barang Doubling (12 km)	Orissa	127.13
7.	Khurda Road-Barang 3rd line (35 km)	Orissa	133.41
8.	Aligarh-Ghaziabad 3rd line (106.15 km)	Uttar Pradesh	327.30
9.	Pattabiram-Tiruvallur 4th line (15.06 km) & Tiruvallur-Arakkonam 3rd line (26.83) km.	Tamil Nadu	71.94
10.	Raichur-Guntakal Doubling (81.10 km)	Andhra Pradesh	136.62

#### Rise in Price of Crude Oil

262. SHRI PRABHUNATH SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether there has been further rise in the prices of crude oil recently;

(b) if so, the extent of rise in the oil prices stating the percentage of price rise during the last one year or so;

(c) the extent of rise in the oil import prices as a

consequence of its rising cost during the past one year or so;

(d) its overall impact on the Indian economy;

(e) whether any changes are contemplated by the Government in its energy strategy to reduce to level of oil dependency; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The international oil prices have been quite high during 2004-05 so far. The average price of Indian Basket of crude oil during April-November, 2004 was about 35% higher than the 2003-04 average prices.

(c) and (d) The estimated value of net oil imports during April-September, 2004 was Rs. 54,851 crores as against Rs. 34,794 crores during April-September, 2003. With a view to containing the impact of high international prices on domestic consumer prices of petrol, diesel, PDS kerosene and domestic LPG, Government has reduced excise duties and customs duties on these products. Also the oil PSUs shared the burden by not passing the full increase in international price on to the domestic consumer prices of these products.

(e) and (f) Efforts made to reduce the level of oil dependency include *inter alia* finding new sources of oil or gas as well as improving or enhancing recovery from existing wells; tapping alternative sources of energy such as Coal Bed Methane, underground coal gassification (UCG) and gas hydrates; programmes for part substitution of fossil fuels by bio-fuels like ethanol and bio-diesel, etc.

#### Underbridge at Railway Line in Tumkur

263. SHRI S. MALLIKARJUNIAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a longstanding demand of the people of Tumkur for opening of the Railway underbridge

at Tumkur which is touching National High-way at Gubbi;

(b) the reason for such a long delay in opening the under-bridge for traffic;

(c) whether the Government is Planning to open it in the near future;

(d) if so, the time by which it is likely to be open; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) There is a demand for construction of Road Under Bridge (RUB) at km. 70/13-14 near Tumkur between Tumkur & Hasan station connecting outer Ring Road which further connects National Highway 4. This work has been sanctioned by Railway in 2000-01 on deposit term and its complete cost is borne by Tumkur Urban Development Authority (TUDA). Railway portion i.e. bridge proper across the track is constructed by Railway and approaches by TUDA. Railway has completed its portion of work on 31.12.2003. The progress on approaches is 50%.

RUB shall be commissioned for traffic after completion of approaches by TUDA.

#### Pitline Facility in Kollam Railway Station

264. SHRI CHENGARA SURENDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has examined the need of providing pitline facility in Kollam Railway Station in view of scarcity of space in Thiruvananthapuram Central Railway Station; and

(b) if so, action taken to construct pitline in Kollam Railway Junction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) There is no proposal for Broad Gauge (BG) pitline at Kollam Railway

Station. In view of scarcity of space in Thiruvananthapuram depot for maintenance, facility is being planned at Kochuveli.

#### New Channel for Indians living Abroad

265. SHRI PANKAJ CHOWDHARY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Doordarshan proposes to introduce its new channel shortly for Indians living in Britain, America and Canada;

(b) if so, the details thereof; and

(c) the time by which the said channel is likely to be introduced?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) Prasar Bharati had proposed to broadcast DD News Channel to the U.K. audience through a DTH (Bsky B) platform. Doordarshan has been asked to work out financial details including financial sustainability.

#### Completion of Angul-Dukinda Road Line in Orissa

266. SHRI SUGRIB SINGH :  
SHRI BRAJA KISHORE TRIPATHY :

Will the Minister of RAILWAYS be pleased to state :

(a) the estimated cost of Daitari-Banspani Rail Link project and Angul-Dubri Sukinda Road projects and the expenditure incurred up to 2004;

(b) the funds allotted during 2004-05 for the said projects the percentage of price escalated;

(c) whether the land required for the said projects have been handed over to railways for construction of said projects;

(d) if so, the details thereof;

(e) whether the State Government has requested to allot a sum of rupees 150 crores in the current year for the said project;

(f) if so, the details in this regard and action taken by the railways thereon; and

(g) the time by which the said projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The estimated costs of Daitari-Banspani and Angul-Dubri-Sukinda Road new line projects are Rs. 590.60 crore and Rs. 415.47 crore respectively. The expenditure incurred on these two projects up to 31/03/2004 are Rs. 446.52 crore and Rs. 0.66 crore respectively. Expenditures during the current year will be known only after finalization of the yearly accounts at the end of the current financial year.

(b) Funds provided for Daitari-Banspani and Angul-Dubri-Sukinda Road new line projects in the Budget 2004-05 are Rs. 83 crore and Rs. 2 crore respectively. Overall cost escalations of these projects against the original costs at which they were included in the Railway Budget are 143.50% and 69.18% respectively.

(c) and (d) On the remaining Keonjhar-Tomka section of Daitari-Banspani new line project, 1176.13 hectares of land out of 1183.6 hectares required has been acquired. On Angul-Dubri-Sukinda Road new line project, Final Location Survey has been completed projecting 398.54 hectares of land acquisition. The land acquisition process is being initiated.

(e) Yes, Sir.

(f) Hon'ble Chief Minister of Orissa had written a letter dated 25-6-2004 to the Hon'ble Minister of Railways requesting for allotment of Rs. 150 crore for Daitari-Banspani and Rs. 10 crore for Angul-Sukinda Road new line works during 2004-05. Besides, the Resident

Commissioner of Orissa at New Delhi wrote a letter dated 18-10-2004 for enhancement of budgetary allocation during 2004-05 by Rs. 150 crore for expeditious completion of Daitari-Banspani, Haridaspur-Paradeep, Lanjigarh-Junagarh Road and Angul-Sukinda Road new line projects.

Allocation of funds for different States is being done as per a transparent formula adopted since 2002-03. Accordingly, funds for Daitari-Banspani and Angul-Sukinda Road new line projects have been provided keeping in view their operational priorities and overall availability of resources. Provision of more funds for these projects would be given due consideration in case the need so arises and additional funds become available during the course of the year. However, to expedite completion of Daitari-Banspani project, funds have been tied up through Asian Development Bank (ADB) and a part of the work has been entrusted to Rail Vikas Nigam Limited (RVNL) for execution.

(g) On Daitari-Banspani New Line project, Banspani-Joruli (11 Kms.) section has been completed and commissioned. Joruli-Keonjhar (48 Kms.) section has also been completed. On the balance Keonjhar-Tomka (98 Kms.) section, earthwork, bridgeworks and other ancillary works are in progress. The entire project is likely to be completed during 2005-06, depending upon the availability of resources. No target date of completion has, however been fixed for Angul-Sukinda Road new line project as yet.

#### Renovation of Libraries

267. DR. RAJESH MISHRA : Will the Minister of CULTURE be pleased to state :

(a) whether the Ministry of Culture provides financial assistance to States for setting up public libraries in urban and rural areas for supplying books, providing furniture, equipments in libraries and also for renovation and extension of library building through Raja Ram Mohan Roy Library Foundation (RRRLF), Kolkata;

(b) if so, the details of the total amount of funds allocated to Raja Ram Mohan Roy Library under various matching and non-matching schemes of the Ministry and the funds sanctioned by Raja Ram Mohan Roy Library to various States during the last three years; and

(c) the steps taken to encourage setting up of libraries in Karnataka through RRRLF?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) No, Sir. Government of India, Ministry of Culture do not provide any financial assistance directly to States or through Raja Rammohan Roy Library Foundation, Kolkata for setting up libraries. However, financial assistance is provided to existing libraries towards supply of books, supply of storage materials, Supply of material for development of Mobile Library Services, construction/ addition of building, supply of TV/VCP and computer, supply of books and furniture for children section through

RRRLF, Kolkata under its matching and non-matching schemes to public libraries run by Government as well as by NGOs.

(b) and (c) Statement-I and II indicating the details is laid on the Table of the House.

#### Statement-I

*Year-wise details of funds allocated to Raja Rammohan Roy Library Foundation, Kolkata during the last three years*

(Amount in lakhs)

Year	Non-Plan	Plan	Total
2001-02	Rs. 125.00	Rs. 736.00	Rs. 861.00
2002-03	Rs. 125.00	Rs. 1048.05	Rs. 1173.05
2003-04	Rs. 130.00	Rs. 1073.21	Rs. 1203.21

#### Statement-II

*Details of funds sanctioned by Raja Rammohan Roy Library Foundation, Kolkata during the last three years.*

State	Amount Sanctioned Year-wise Amount in Rs.		
	2001-02	2002-03	2003-04
1	2	3	4
Andhra Pradesh	8397681.5	4957095.00	11670281.00
Arunachal Pradesh	1005497.5	3297471.00	3185097.50
Assam	1885997	3457838.00	1637506.00
Bihar	1397860	1396196.00	1939129.00
Gujarat	6602688.5	4092711.00	8738950.00
Goa	120791	135000.50	250865.50

1	2	3	4
Haryana	902660	1112979.50	1218438.00
Himachal Pradesh	1114053	2115737.50	1430209.50
Jammu & Kashmir	1066094.5	840115.00	1743683.50
Karnataka	3947045.5	5104215.50	9179181.50
Kerala	5303754	7664313.00	10451736.50
Madhya Pradesh	2672333	5011588.00	5894147.50
Maharashtra	5036967	4596018.50	6187764.00
Manipur	1110791	3791389.50	2327035.50
Meghalaya	755543	329480.00	3809739.00
Mizoram	1510129	3336749.00	2399002.00
Nagaland	1741787	3711981.00	3209089.50
Orissa	4595936	1652885.00	4600950.00
Punjab	548182	784850.00	715776.00
Rajasthan	3493140.5	3996844.50	5439278.50
Sikkim	180936	405584.00	2940282.00
Tamilnadu	6084570.5	5710941.00	6534397.00
Tripura	430698	1990772.00	2060911.00
Uttar Pradesh	6046189	7495733.50	7805521.50
West Bengal	6393489.5	8511668.00	12533167.00
Andaman & Nicobar	368717.5	138735.00	392495.50
Chandigarh	1130427	551089.50	1107336.00
Dadra and Nagar Haveli	90468	131792.00	116959.00
Delhi	1897184.5	7975.00	1213636.00
Lakshadweep	45234	65896.00	58480.00
Pondicherry	292848.5	315483.00	628844.00

1	2	3	4
Chhattisgarh		395376.00	350878.00
Jharkhand		527168.00	467837.00
Uttaranchal		1195759.00	1308995.50

#### Inclusion of Castes in SC List

268. SHRI SUSHIL KUMAR MODI : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Union Government has received any proposals from the State Government of Bihar to include Vind, Malla, Chandravanshi and other 8 most backward castes in the list of SCs; and

(b) if so, the details thereof and the decision by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) No, Sir.

(b) Does not arise.

[Translation]

#### Cleaning of Trains by Private Companies

269. SHRI BHUPENDRASINH SOLANKI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is considering to handover the work of cleaning of trains to Private Companies at some major railway stations;

(b) if so, whether any action has been taken in this regard so far; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) Cleaning of trains

has been an area of priority for Indian Railways. Policy guidelines are issued from time to time to Railways to improve the cleanliness. Work of cleaning the train is undertaken by zonal railways at terminal or at clean train station. Cleaning work is undertaken by departmental personnel and also by outside agencies.

[English]

#### Lacunae in Security Arrangement at Airport

270. SHRI MOHAN SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government are aware that two employees of the Central Industrial Security Force had moved on their scooters to clash with the Royal Jordan Airline at the Indira Gandhi Airport;

(b) if so, the facts thereof and action taken against the guilty personnel of the CISF; and

(c) the measures being taken by the Government to tighten the security arrangements of the Civil aviation sector?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) On 21st October, 2004 one lady Constable of CISF, along with one Sub Inspector of SPG, entered the operational area of Indira Gandhi International (IGI) Airport, Delhi on a scooter. The duo entered the service road meant for vehicular movement in operational area. While returning from service road they noticed an aircraft crossing the road and heading towards the taxiway. They stopped their



scooter around 300 metres away and waited for the aircraft to pass. Since both the personnel were without aircraft entry permit, they were handed over to the local police where they were challaned and subsequently released. The lady Constable concerned and three CISF personnel, who were deployed at the gate, have been placed under suspension and a Departmental enquiry has been initiated. This matter was also informed by CISF to SPG authorities for taking necessary action against the SPG personnel.

(c) To strengthen Security arrangements at airports the Government has taken following steps:-

- (i) Deployment of Central Industrial Security Force (CISF) at 47 operational airports in the country.
- (ii) Deployment of Quick Reaction Teams at major airports.
- (iii) Introduction of Ladder point frisking whenever and wherever necessary.
- (iv) Regular monitoring of security arrangement through inspections and dummy checks.
- (v) Installation of Closed Circuit Televisions (CCTVs) at important airports.
- (vi) Strengthening of Training of security personnel.

#### **Proposal from Air Arabia**

271. SHRI P.C. THOMAS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Emirate Airlines have offered to operate flights from Trivandrum on a code sharing basis offering 2000 seats per week reciprocally to Indian carriers in their country; and

(b) if so, the 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) Emirates

have requested for Trivandrum as a new point of call with additional capacity of 2000 seats/week and not on a code share basis.

(b) Such requests are considered in consultation with Ministries of External Affairs, Tourism, Commerce etc. and Air India/Indian Airlines and final decision is taken on the basis of an overall assessment of likely benefits.

#### **Separate Fund for Development of Airports**

272. SHRI B. MAHTAB : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government is planning to create a separate fund for the development of Airports;

(b) if so, the details thereof;

(c) whether airline passengers be charged for Advance Development Fee (ADF) from some particular airports; and

(d) if so, the tenure of the levy of ADF?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) Framing of Airports Authority of India (Development Fee) Rules under Amended AAI Act of 2003 which, inter-alia, provides for levying of a Development Fee, from embarking passengers at an airport for upgradation of an existing airport or construction of a new airport in lieu of an existing airport, is under process of formulation at present.

[Translation]

#### **Payment of Bogus Pension in Railway**

273. SHRI NARENDRA KUMAR KUSHAWAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether payment of bogus pension have been made by the Railways;

(b) if so, the number of zones of railways wherein such cases have been reported;

(c) if so, the details thereof;

(d) the total number of people to whom payment of bogus pension have been made; and

(e) the total amount of payment made in this scam?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir, One incident of fraudulent payment of pension by banks has been detected on one of the Zonal Railways.

(c) to (e) Investigations have revealed that banks have arranged payment against fake pension payment orders in 52 cases involving payment of Rs. 1.5 crores (approximately).

#### Oil in Cambay Valley, Gujarat

274. SHRI TUFANI SAROJ :

SHRI S.K. KHARVENTHAN :

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

(a) whether the Gas Authority of India Limited has found Oil recently in the Cambay Valley of Gujarat;

(b) if so, the estimated quantity of the oil found;

(c) whether the Government has received any information about the quality of the above mentioned oil reserve; and

(d) if so, the details thereof and the date by which its production for commercial use is likely to be started?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) The consortium comprising Gujarat State Petroleum Corporation Ltd. (GSPCL) and Gail (India) Ltd. has made a discovery in block CB-ONN-2001/01.

(b) Preliminary estimates of oil reserves made by the operator in respect of the discovery is about 10 million barrels.

(c) and (d) The specific gravity of the oil discovered in the block is 36° API. The discovery is under appraisal in accordance with the provisions of the Production Sharing Contract (PSC). Commercial production from the discovery would depend on the results of the appraisal and the decision taken on commerciality in accordance with the provisions of the PSC.

[English]

#### National Museum for Intangible Heritage

275. SHRIMATI P. SATHEEDEVI : Will the Minister of CULTURE be pleased to state :

(a) whether the IGNCA take care of Intangible Heritage;

(b) whether the Government propose to set up the National Museum for Intangible Heritage;

(c) if so, details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) A proposal for launching of 'A National Mission for Preservation of India's Intangible Cultural Heritage', with Indira Gandhi National Centre for Arts as the nodal agency, is presently under active consideration of the Government. The Government does not propose to set up a National Museum for Intangible Heritage.

#### Settlement of Pension and Medical Assistance to Ex-Servicemen

276. SHRI NAVJOT SINGH SIDHU : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware about various hardships of ex-servicemen i.e. settlement of Pension and Medical assistance etc.;

(b) if so, the details thereof;

(c) the steps being taken to redress their various grievances;

(d) whether the Government propose to grant pro-rata pension to officers who have tendered only five years of service in Short Service Commission; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) Representations are received from various quarters about the delay in revision of pension, restoration of commuted value of pension, notification of family pension, settlement of disability pension claims and enhancement of dearness relief.

Ex-servicemen pensioners and their authorised dependents are provided outdoor treatment in service hospitals for minor diseases. They are not authorised for indoor medical treatment in service hospitals for serious diseases like cancer, total hip/knee replacement and renal transplant etc.

(c) **I. Steps taken to redress Pension grievances:-** There are 21 lakhs defence pensioners to whom pension is disbursed through various agencies i.e. 61 defence pension disbursement offices, around 35,000 branches of Public Sector Banks, Treasury Offices, Post Offices, Pay & Account Offices and Pension Payment Offices in Nepal. Following steps are taken to reduce the various grievances:-

(i) Defence Pension Adalats are being organised in different parts of the country on regular basis to address the grievances of ex-servicemen near to their place of residence/work.

(ii) Training programmes are organised for the personnel of banks/treasuries/Defence Pension Disbursement Offices in order to educate and update them about the extant rules/regulations and procedures relating to pensionary matters.

(iii) Workshops are organised in association with Indian Banks Association and Reserve Bank of India for speedy revision of pension consequent to implementation of recommendations of Fifth Central Pay Commission.

(iv) Latest instructions, format of various types of forms, procedure and the authorities concerned are available on the website of Principal Controller of Defence Accounts (Pension), Indian Air Force and Indian Army.

(v) Automation/computerisation of the Record Offices, Defence Pension Disbursement Offices. Banks and Service Headquarters is being done in a phased manner.

(vi) Single Window System of release of first payment cheque by Defence Pension Disbursement Offices has been introduced to reduce delays and make it hassle free.

(vii) Pension of the non-resident Indian Pensioners will not be stopped on account of change of nationality.

**II. Steps taken regarding Medical Care:-** Ex-servicemen Contributory Health Scheme has been launched for implementation in a phased manner w.e.f. 1st April, 2003 to provide quality medicare to ex-servicemen in receipt of pension including disability pension and dependents to include wife, husband, legitimate children and wholly dependents parents. It is a contributory scheme. The scheme would be fully operationalised in a phased manner and would be completed by 31st March, 2008. Out of 227 ECHS poly clinics planned to be established through out the country, 124 ECHS polyclinics have

already been made functional. Central Government Health Scheme and Railway Empanelled Hospitals have been permitted to be used by ECHS members on referral by ECHS poly clinics. Empanelment of hospitals for the scheme has also commenced.

- (d) No, Sir.
- (e) Does not arise.

**Installation of Close Circuit  
Cameras at Airports**

277. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government propose to install close circuit cameras at domestic and international airports in various parts of the country;
- (b) if so, the details thereof;
- (c) the names of the airports where such cameras will be installed during 2004 and 2005;
- (d) the expenditure incurred/likely to be incurred on such cameras; and
- (e) the time by which all the airports in the country will be equipped with such cameras?

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

- (b) Close circuit cameras for surveillance are being installed at 46 airports identified as sensitive and hypersensitive, in the country in a phased manner.
- (c) During 2004 and 2005, such cameras are likely to be installed at Lucknow, Jaipur, Leh, Bagdogra, Coimbatore and Pune airports.
- (d) Rs. 7.50 crores.
- (e) Installation of such cameras at remaining airports is expected to be completed by June, 2007.

**Non-Functioning of Gram Panchayats**

278. MOHD. MUKEEM : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Government are aware that the Gram Panchayat have not done any work of public interest in the villages of various States particularly in the districts of Uttar Pradesh during the last three years; and

(b) if so, the nature of action proposed to be taken by the Government against such inactive Gram Panchayats?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) It will not be fair to say that Gram Panchayats have not done any work of public interest in the villages of various States including in the districts of Uttar Pradesh during the last three years. As per the information available with the Government, mandatory provisions of Part-IX of the Constitution have been fulfilled almost entirely in letter and to some extent in spirit as well. While PRIs have been set up and steps have been taken up to empower these institutions with functions, functionaries and finances, much remains to be done to enable the three tiers of the PR system to function as "institutions of self-government" as the basic Constitutional objective. The major responsibility for doing this, vests in the States, while the responsibility of ensuring adherence to the Constitution vests in the Centre. There is, therefore, a need for creative, constructive interaction between the Government of India in the Union Ministry of Panchayati Raj and State Governments and UT Administration across the country. With this objective in view, seven Round Table Conferences were announced during the meeting of the Chief Ministers and State Ministers in charge of Rural Development & Panchayati Raj on "Poverty Alleviation and Rural Prosperity through Panchayati Raj" held on 29-30 June, 2004 at New Delhi. Six of the Round Table Conferences have already been held, seventh is scheduled to be held from 17-19 December, 2004. The consensus arrived during these meetings will

be further discussed during the meeting of the Chief Ministers which is scheduled to be held in the beginning of the next year. The implementation of the decisions made during these Round Table Conferences will further strengthen the capabilities of Panchayati Raj Institutions.

#### New Rail Lines in Karnataka

279. SHRI V.K. THUMMAR :  
SHRI SURESH KALMADI

Will the Minister of RAILWAYS be pleased to state :

(a) the present status of ongoing railway projects and surveys for laying new rail lines and flyovers in Karnataka;

(b) the target set for completion of each of these projects/surveys;

(c) the funds allocated and utilized on each of these projects so far; and

(d) the steps taken by the Government for timely completion of these projects/surveys?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (d) The details of ongoing railway projects and surveys for laying new rail lines and flyovers in the State of Karnataka along with the expenditure incurred upto March, 2004, Outlay for 2004-05 and status with targets, wherever fixed, are as follows:-

#### (I) NEW LINE PROJECTS

S. No..	Project	Outlay for 2004-05	Expenditure incurred upto March, 2004	Status
1	2	3	4	5
1.	Kottur-Harihar	3.00	11.65	This project has been taken up on cost sharing basis with the Government of Karnataka. Earthwork and bridge works are in progress for 45 kms. from Kottur end.
2.	Kadur-Chikmagalur-Sakleshpur	15.00	33.44	Earthwork and minor bridges are in progress for 40 kms. out of 45 kms. in Kadur-Chikmagalur section. Environment clearance for forest land is awaited from Ministry of Environment and Forest.
3.	Hassan-Bangalore	29.00	121.31	Earthwork and minor bridges are nearing completion in Hassan-Sharavanbelagola (42 Km.) and Bangalore-Nelamangala (14 kms.) are targeted for completion during 2004-05.
4.	Hubli-Ankola	18.00	49.53	This work has been taken up on cost sharing basis with the Government of Karnataka. Earthwork and minor bridges are in progress for 33 kms. from Hubli end. Clearance for diversion of forest land is awaited from Ministry

1	2	3	4	5
				of Environment and Forest. Joint meeting was held on 25.10.04 and Railways were advised to review the requirement of Forest land.
5.	Bangalore-Satyamangalam	0.10	0.27	Final location survey has been completed from Bangalore to Chamaranagar and survey is in progress between Chamaranagar and Satyamangalam.
6.	Gadwal-Raichur	5.00	9.24	Final location survey has been completed and land acquisition is in progress. Earthwork, bridge works and Foot over Bridge & platform at Gadwal are in progress.
7.	Gulbarga-Bider	10.00	20.01	Final location survey has been completed and land acquisition is in progress. Earthwork and bridge works are in progress.
8.	Munirabad-Mehboobnagar	10.00	24.44	Final location survey has been completed and land acquisition is in progress. Yadalapur-Yeramaras doubling work of this project completed and commissioned. Work on Krishna bridge is in progress.

A number of initiatives have been taken to augment resources for expediting completion of the ongoing projects. These include sharing by State Governments, Public/Private Partnership, funding from Ministry of De-

fence, additional resources for National Project of Udhampur-Srinagar-Baramulla and funds for National Rail Vikas Yojana. With these efforts, it may be feasible to expedite the progress of projects.

#### (II) NEW LINE SURVEYS

Sl. No.	Survey	Length In Km.	Status	Target
1	2	3	4	5
1.	Ranjitpura-Yeshwantnagar	11	Survey report under finalisation.	Not yet fixed.
2.	Gunji-Kulem	30	Tenders have been processed.	31.3.2005
3.	Bijapur-Shahbad	140	Tenders have being processed.	31.3.2005
4.	Almatti-Kuppal	170	Survey is in progress.	31.3.2005

1	2	3	4	5
5.	Bagalkot-Kudachi	111	Updating survey is in progress.	31.3.2005
6.	Rayadurg-Tumkur Via Kalyandurg	200	Tenders are being processed.	31.3.2005
7.	Cuddapah-Bangalore Via Madnappalli	172	Updating survey is in progress.	31.3.2005

(III) There are 38 on-going works of Road over/under bridges falling in the State of Karnataka sanctioned on cost sharing basis. As these works are sanctioned on cost sharing basis completion of works depends on the funds allotted for each work by the State Govt. also. As far as Railway is concerned sufficient funds are being allotted for these works. During 2004-05 Rs. 24.28 cr. have been allotted. Works on these over/under bridges is in progress. In addition 17 works are being executed by the National Highways Authority of India and 12 works are on-going on deposit terms in this State.

#### **Non-Schedule Operation Licences Holders**

280. SHRI ALEMAO CHURCHILL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the names of Non-Schedule Operation licences (charter) holders;

(b) the details of the land/hangar leased by them from Airports Authority of India;

(c) the details of lease rent, landing charges, parking charges etc. received from them during each of the last three years;

(d) the details of the dues pending against such companies;

(e) the efforts made to recover these dues;

(f) whether some companies are exempted from such dues; and

(g) if so, the details and the reasons for exemption?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) The list of Non-Scheduled Operator's Permit Holders are:-

1. Aerial Services Pvt. Ltd.
2. Ahmedabad Aviation Academy
3. Air works India Pvt. Ltd.
4. Asia Aviation Ltd.
5. Aviators India Pvt. Ltd.
6. Azal India Pvt. Ltd.
7. Bharat Hotels Ltd.
8. Bilakhia Holding Pvt. Ltd.
9. Century Textiles & Ind. Ltd.
10. Deccan Aviation
11. Escorts Ltd.
12. East India Hotels
13. Govt. of Jammu and Kashmir
14. Himalayan Heli Ser. P. Ltd.
15. HAL Rotary wing academy
16. India International Airways

17. Indo Pacific Aviation

(b) if so, the steps taken in this regard;

18. Jupiter Aviation Pvt. Ltd.

(c) whether there is a proposal to involve Non-Resident Indians in this work;

19. Jagson Airlines

(d) if so, the details thereof;

20. Mesco Airlines Ltd.

(e) whether Indian troupes are being sent abroad to propagate Indian Art and Culture there; and

21. M.P. Flying Club Ltd.

(f) if so, the details of troupes sent abroad alongwith the amount spent on them during the last three years?

22. Orient Flying School

23. Pawan Hans

24. Prem Air

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) The Government of India has been actively pursuing the policy of cultural cooperation with other countries with the objective of propagating Indian Art and culture abroad. Since Independence, India has entered into cultural agreements under which Cultural Exchange Programmes are formulated.

25. Rajputana Aviation Academy

26. Raymond Ltd.

27. Reliance Transport Travels Ltd.

28. Sahara India Airlines

(c) No, Sir.

29. Span Air Pvt. Ltd.

(d) Does not arise.

30. Summit Aviation Pvt. Ltd.

(e) Yes, Sir.

31. Taj Air Ltd.

(f) The details of troupes and the expenditure on them during the last three years is as follows:-

32. Taneja Aerospace &amp; Aviation Ltd.

33. Trans Bharat Aviation Pvt. Ltd.

34. United Helicharters Pvt. Ltd.

35. Vidyut Travels Services

Year	Number of Cultural Troupes sent abroad	Number of Countries visited	Actual Expenditure Rs. (Lakhs)
2001-02	65	72	303.08
2002-03	78	69	403.90
2003-04	119	89	701.63

(b) to (g) Information is being collected.

[Translation]

**Propagate Indian Art and Culture in other Countries**

281. SHRI SITA RAM SINGH : Will the Minister of CULTURE be pleased to state :

(a) whether the Government propose to propagate the Indian Art and Culture in other countries;

**Production of Food Items**

282. SHRI HEMMAL MURMU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to undertake production of food items on the line of mineral water 'Rail



Neer' from the railway resources so that railway revenue can be enhanced;

(b) if so, the details thereof;

(c) whether the Government is considering to impose ban on the sale of mineral water other than Rail Neer at railway stations and in trains;

(d) if so, the details thereof;

(e) whether spurious mineral water under the label of various companies are being sold on railway stations and in trains; and

(f) if so, the steps taken by the Government to check this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) At present Zonal Railways from Base Kitchen/restaurant of departmental catering units is undertaking cooking of different food items like "Standard Casserole Meals/breakfast" for mobile/static units beside specialized menu for Rajdhani/Shatabdi trains operated by departmental units. There is no such brand food item production undertaken by Railways.

(c) and (d) As per extant instruction 'Rail Neer' is the exclusive brand of packaged drinking water of Indian Railways manufactured by IRCTC from two Rail neer Plants at Nangloi, New Delhi and Danapur, Bihar, which cater to the requirement of Northern and Eastern belt of the country. Wherever, Rail Neer is not available, instruction exist to procure supply from Bureau of Indian Standards (BIS) approved brand of packaged drinking water which conforms to specifications from (BIS).

(e) and (f) No such instances have been reported, so far, by the zonal railways. However, inspections are undertaken and quality control is maintained by sample checks. In case sample analysis are not found conforming to Bureau of Indian Standard's specifications, strict action is taken.

[English]

#### Checking of Infiltration

283. SHRI UDAY SINGH : Will the Minister of DEFENCE be pleased to state :

(a) whether to check infiltration on the line of control at borders, the sophisticated detection mechanism has been placed;

(b) if so, the details thereof;

(c) whether inspite of installing sophisticated detection mechanism the infiltration during the past few months have been continuing; and

(d) if so, the details of the new strategies to be adopted to keep fool proof check on infiltration across the border?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) Electronic surveillance devices such as Unattended Ground Sensors, Battle Field Surveillance Radars, Infra Red Sensors, Long Range Reconnaissance and Observation System and Hand Held Thermal Imagers have been co-opted with the fence to enhance coverage and detection capabilities to check infiltration.

(c) The fence along with the surveillance equipment, has positively enhanced the Army's ability to detect and intercept terrorists attempting to infiltrate. This has resulted in substantial drop in infiltration.

(d) The current strategy to prevent infiltration is considered adequate and has been successful in reducing infiltration substantially compared to previous years. Constant reassessment of the strategy is undertaken to ensure that infiltration is further minimised.

#### Contracts between ONGC and Halliburton

284. SHRI RAM KRIPAL YADAV :

SHRI SUKDEO PASWAN :

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

(a) whether Government is aware that FBI (Federal Bureau of Investigation) is investigating about conduct of Halliburton, a USA Multinational Company for contracts in Iraq;

(b) whether Government is aware that Halliburton, a US company has violated rules in their contract for repair of Iraqi Oil Fields;

(c) the number of contracts running between ONGC, Oil India (both PSUs) and Halliburton these days;

(d) whether the Government has asked both the PSUs to keep eye open in conduct of Halliburton for their contracts in India;

(e) whether specialized software have been purchased by ONGC and Oil India from Halliburton and their subsidiary;

(f) whether huge foreign exchange was paid for this purchase of software to Halliburton and their subsidiary companies; and

(g) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (g) The information is being collected and will be laid on the Table of House.

#### Obscene Programmes

285. SHRI ARJUN SETHI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether in the recent months discussions were held between private TV channels representatives and Censor Board on September 16, 2004 to discuss interalia growing display of obscene programmes on the pretext of entertainment to viewers;

(b) if so, the details thereof;

(c) whether the Government is considering to crack down and direct the channels to stop such programmes; and

(d) the action taken/proposed to be taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) In view of the concerns shown by various sections of the society regarding telecast of the programmes unsuitable for unrestricted public exhibition by various TV channels, the Government issued instructions to all TV channels in November, 2003 not to telecast any movie, preview of movies, movie trailers, music videos or their promos unless these are certified for unrestricted public exhibition by the Central Board of Film Certification (CBFC). As violations were still reported, the instructions were further reiterated by a letter dated 10th August, 2004 to all channels. To further impress upon various TV channels the need to adhere to the laid down code, a meeting was convened in September, 2004 which was attended by the Chairman, CBFC, representatives of some private TV channels, Prasar Bharati and Indian Broadcasting Foundation along with representatives of concerned Central Ministries. During the meeting, the private TV channels assured their cooperation to the Government in this regard.

#### Gauge Conversion of Miraj-Latur Line

286. SHRI PRAKASHBAPU V. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Miraj-Latur Gauge conversion project in Maharashtra was approved in 1993-94;

(b) if so, the details of the target date of completion of the project;

(c) the present status of the project;

(d) whether the delay has led to cost overrun of the project;

(e) if so, the initial cost of the project and the projected cost at present; and

(f) action taken by the Government for speedier completion of the project?

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

(b) and (c) The gauge conversion of Kurduwadi-Pandharpur (52 kms) and new line between Latur Road-Latur (33 kms) has already been completed and commissioned. On Kurduwadi to Latur section (153 kms), earthwork and bridge works are in various stages of progress. Ballast in this stretch is being provided by State Government under 'Employment Guarantee Scheme'. On Miraj-Pandharpur (137 kms) section also, earthwork and bridge works are in progress. An outlay of Rs.25 crore has been provided for the project during 2004-05. The project would be completed in the coming years as per availability of resources.

(d) and (e) The cost of the project has increased over the years due to escalation. The original cost of the project was Rs.225.00 crore and now anticipated cost is Rs.329.02 crore.

(f) Various steps have been taken to augment resources for expediting completion of projects.

#### Flouting of Aircraft Safety Rules

287. SHRI N. JANARDHANA REDDY :  
SHRI JOACHIM BAXLA :  
SHRI SUBRATA BOSE :  
SHRI HITEN BARMAN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India had recently flouted Aircraft Safety Rules and the Cabin Crew Safety Manual by allowing untrained cabin crew on Board;

(b) if so, the reasons therefor;

(c) whether responsibilities have been fixed in this case;

(d) if so, the action proposed to be taken against the officials held guilty;

(e) whether DGCA has reported flouting of Cabin Safety norms routinely by Air India/IA/Alliance; and

(f) the steps being taken by the Government to prevent recurrence of such incidents?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) No, Sir. Air India has been deputing some of their cabin crew trainees alongwith trained and approved cabin crew, which meets the manufacturer's recommendation on revenue flights. The untrained cabin crews are to wear different badges and uniform of different colour to distinguish them from the approved cabin crew. The Aircraft Rules prescribe the minimum number of trained and approved cabin crew at assigned location. Air India has been complying with this condition.

(c) to (f) Do not arise.

#### Handling of Ground Support Work at Airports

288. SHRI SURESH ANGADI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of private agencies which are handling the ground support work at different Airports;

(b) whether the public carriers including Airports Authority of India are not competent enough to handle ground support work at these Airports; and

(c) if so, the steps taken by the Union Government to equip the Government agencies i.e. IA, AI, AAI to handle ground support work at different Airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) Airlines are using the services of personnel of certain private agencies for providing ground handling services to their flights who are required to meet the conditions laid down by the Airports Authority of India (AAI) and are issued with photo identity cards by Bureau of Civil Aviation Security on the recommendations of AAI and airlines after due scrutiny. Presently, there are 16 such agencies operating in Delhi, 17 in Mumbai, 3 in Kolkata, 27 in Chennai and 2 in Trivandrum.

(b) AAI, Air India, Indian Airlines, are authorised to do ground handling at airports under the AAI (General Management, Entry for Ground Handling Services) Regulations, 2000.

(c) Air India and Indian Airlines are already providing ground handling services. Government is in the process of formulating a policy on ground handling with a view to provide world class services in a competitive environment.

#### Rail Development in Kerala

289. SHRIMATI C.S. SUJATHA :  
SHRI N.N. KRISHNADAS :

Will the Minister of RAILWAYS be pleased to state :

(a) the details of proposals received from the Government and the MPs from Kerala regarding rail development in the State; and

(b) the details of action taken on these proposals, proposals-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Details of the new proposals for expansion of rail network received from the Government of Kerala and the Hon'ble Members of Parliament from Kerala and action taken thereon is as under:—

Sl. No.	Proposal	Action Taken
1	2	3
1.	Nilambur-Nanjangud (Mysore new rail line)	Survey for construction of new rail line from Nilambur Road to Nanjangud has already been completed. In view of unremunerative nature of the line and acute resource constraint with the Railways, this proposal could not be considered.
2.	Angadippuram-Malapuram-Kondotti-Feroke new rail line	In view of acute resource constraint with the Railways, this proposal could not be considered.
3.	Sabarimala-Punalur with connection to Trivandrum via Pathanampuram & Nedumangadu	On the suggested alignment, updating survey for construction of new line between Erumeli and Trivandrum via Pathanampuram, Punalur & Nedumangadu in progress.
4.	Tirur-Idappalli	On the suggested alignment, work on new line from Tanur to Guruvayur has already been taken up and the work is in progress. In view of unremunerative nature of Guruvayur-Idappalli line and acute resource constraints, proposal for construction of the remaining line could not be considered.
5.	Chengannur-Kottarakara-Thiruvananthapuram new rail line	On the suggested alignment area, a survey for construction of new line between Trivandrum and Kayankulam via Kottarakara was already completed. In view of heavy throwforward of ongoing projects and acute constraint of resources, the proposal could not be considered.

1	2	3
6. Additional line between Ernakulam and Kayankulam		<p>On this section patch doubling on Ernakulam-Mulanturutti, Kayankulam-Cheppad, Cheppad-Haripad, Kayankulam-Mavelikara and Mavelikara- Chengannur section have already been taken up and works are in different stages of progress.</p> <p>An updating survey for doubling of the remaining section of Ernakulam-Kayankulam via Alleppey and Kottayam has also been taken up and the survey is in progress.</p>
7. Doubling of Trivandrum-Kanyakumari		Survey included in the Budget 2004-05.
8. New railway station at Nedumbassery		The proposal for opening of a halt station at Nedumbassery has not been found operationally feasible and commercially justified.

**Profit earned from Serials  
by Doordarshan**

290. SHRI ANANT KUMAR HEGDE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the income earned by Doordarshan from telecast of the various serials and advertisements during 2002 and 2003, separately, year-wise; and

(b) the serials from which Doordarshan earned maximum profit during 2003-2004?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Prasar Bharati have informed that the commercial revenue earned by Doordarshan from the telecast of various serials and advertisements are as follows:

2002	—	Rs. 453.63 crores
2003	—	Rs. 477.94 crores

(b) Prasar Bharati have informed that the maximum revenue was earned from the telecast of the serial 'Aap Beeti'.

*[Translation]*

**Journalism and Mass Communication Courses**

291. SHRIMATI KARUNA SHUKLA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government is making any effort to bring uniformity in Journalism and mass communication courses taught in the country;

(b) whether there is any system for quality checking and improvement of these courses;

(c) if not, whether there is any plan in this regard in future; and

(d) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) The information is being collected and will be laid on the Table of the House.

**Doubling of Railway line in Delhi-Saharanpur  
Via Muzaffar Nagar**

292. SHRI MUNAWAR HASSAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has a plan for doubling the railway line between Delhi and Saharanpur via Muzaffar Nagar;

(b) if so, the details thereof; and

(c) the time by which this work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Double line between Delhi-Meerut already exists. An updating Survey for Meerut-Saharanpur doubling (114 kms) has been taken up in 2004-05. Further decision to do the doubling of the remaining section shall depend on the results of the survey.

(c) The project is not yet sanctioned.

[English]

#### Permission for Offshore Drilling

293. SHRI JUAL ORAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have granted permission to certain Private Sector Companies for offshore drilling;

(b) if so, the details thereof; and

(c) the offshore areas in various States where those private companies have started drilling/exploration and the result thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) Government of India have signed Production Sharing Contracts (PSCs) with domestic and foreign companies including private sector companies for the exploration and production of hydrocarbons in onland, offshore areas and deepwater areas.

(b) and (c) Name of the offshore areas where PSCs have been signed along with adjoining States are as under:—

#### Offshore area Adjoining State

1. Gulf of Kutch Gujarat
2. Saurashtra Offshore Gujarat
3. Gulf of Combay Gujarat
4. Kerala-Konkan Offshore Goa, Karnataka, Kerala
5. Krishna Godavari offshore Andhara Pradesh
6. Cauvery offshore Tamil Nadu
7. Mumbai offshore Maharashtra
8. North-East Coast
- Mahanadi Offshore Orissa

List of Private Sector Companies (Indian & Foreign) is enclosed as statement.

Exploration by private companies has been started in all above areas.

Oil & Gas discoveries have been made by private companies in following offshore blocks:

Companies	Block	No. of discoveries
RIL	KG-DWN-98/3	9
	NEC-OSN-97/2	4
Cairn	CB-OS/2	5
	KG-DWN-98/2	3

#### Statement

*Name of Private Companies working in exploration blocks in offshore areas:*

#### (a) Indian Companies:

1. Reliance Industries Ltd.
2. Hindustan Oil Exploration Company
3. Tata Petrodyne Ltd.

4. Jubilant Enpro Pvt. Ltd.
5. Enpro Finance Ltd.

**(b) Foreign Companies**

1. BG Exploration & Production India Ltd. (subsidiary of BG Energy Holdings Ltd. U.K.)
2. Cairn Energy Combay B.V. Netherlands (subsidiary of Cairn Energy Plc., UK)
3. Cairn Energy Gujarat B.V. Netherlands (subsidiary of Cairn Energy Plc., UK)
4. Cairn Energy India West B.V. Netherlands (subsidiary of Cairn Energy Plc., UK)
5. Cairn Energy India Pty. Ltd. (subsidiary of Cairn Energy Plc., UK)
6. Energy Equity India Pty. Ltd. (Subsidiary of Energy Equity Resources Limited, Australia)
7. Geo Global Resources Inc. Canada
8. Hardy Exploration & Production India Inc. (subsidiary of Hardy Oil & Gas Limited, U.K.)
9. Mosbacher India LLC, (subsidiary of Mosbacher Energy, USA)
10. Niko Resources Limited, Canada
11. OAO, Gazprom, Russia
12. Okland International LDC, USA
13. Tullow India Operations Ltd. (subsidiary of Tullow Oil Plc. Ireland)

**Opening of Technical Schools  
for Handicapped**

294. SHRI G. KARUNAKARA REDDY : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Union Government has opened or propose to open Technical Schools in various States,

especially in Karnataka for handicapped at national level to bring the handicapped people into the mainstream;

(b) if so, the details of the same; and

(c) the funds allocated for this purpose during 2003-04 and 2004-05?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) There is no proposal with the Government to open Technical Schools for handicapped at national level.

(b) and (c) Do not arise.

[Translation]

**Direct Flight between India and U.K.**

295. SHRI THAWAR CHAND GEHLOT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government is considering to start a direct flight between India and UK;

(b) if so, the details thereof; and

(c) the time by when this direct flight is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) Air India is already operating 15 non-stop weekly flights between India and UK.

[English]

**Anomalies in Pay and Pension**

296. MAJ. GEN. (RETD.) B.C. KHANDURI : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware of the anomalies existing in the pay and pension of various ranks in the army;

(b) if so, the details of such anomalies and action taken by the Government;

(c) the reasons for the abnormal delay in non-finalisation and removal of these anomalies; and

(d) the time by which these anomalies will be removed?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) The fifth Central Pay Commission (CPC) had made various recommendations for improving the service conditions, including pay and allowances of the Armed Forces personnel. A High Level Committee (HLC) with Defence Secretary as Chairman, Vice Chief of Naval Staff, Vice Chief of Air Staff, Vice Chief of Army Staff and Financial Adviser (Defence Services) as members was constituted in December, 1997 specifically to consider the anomalies in the pay and allowances of Armed Forces Personnel, arising out of the implementation of the V CPC recommendations. The recommendations of this Committee were, further, examined by a Group of senior officers, headed by Cabinet Secretary. The Government while approving the recommendations of Group of Officers had directed that the two issues i.e. pay scales of the Personnel Below Officers' Rank and Lt. General/equivalent, be considered by the Group of Ministers already set up to consider matters related to the recommendations of the fifth CPC. Accordingly, the matter was referred to the Group of Ministers in December, 1999. Based upon the recommendations of the Group of Ministers the Government implemented 14 pay scales on 3rd October, 2000, removing certain anomalies in the pay scales of Personnel Below Officer Rank of Navy and Air Force, arising out of trade rationalization in the Army. Similarly, one more pay scale was implemented on 10th November, 2000 for those Sergeants of 'X' Group of Air Force, who qualify a technical examination at par with diploma in engineering to be designed and conducted by the Air Headquarters.

The issue relating to revision of remaining 19 pay scales of Personnel Below Officer Rank was considered by the Group of Ministers (GOM). However, the GOM after detailed deliberations did not agree to the revision of these pay scales because of the wide impact such revision would

have on the pay scales of Central Para Military Forces and other Civilian Personnel. Similarly, the GOM had considered the proposal on the revision of pay scales of Lt. General and equivalent, but did not recommend any change in the existing provisions.

In so far as pension is concerned, there is no such anomaly.

#### **Privatisation of Hindustan Photo Film Industry**

297. SHRI P. MOHAN : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government is considering to privatize Hindustan Photo Film Industry situated at Ootacamand, a Public Sector undertaking;

(b) if so, whether before taking such a drastic decision, whether the Government took efforts to modernize and restructure and revive that industry to make profits as per the suggestions made in common minimum programme of the Government; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) No, Sir.

(b) and (c) Do not arise.

#### **Censorship of Films**

298. SHRIMATI D. PURANDESWARI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether censorship of films is not prevalent in the advanced countries of the World;

(b) whether the Government propose to permit the films industry to police itself as in the case of print media; and

(c) if so, the details thereof?



THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Certification of films is carried out even in the advanced countries like UK, USA, Australia, etc.

(b) and (c) There is no proposal to entrust the job of film certification to any film industry body.

#### Lifting of Ban on Transport of Cattle

299. SHRI A. SAI PRATHAP :  
SHRI DALPAT SINGH PARSTE :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government has recently lifted the ban on transport of cattle on trains all over the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Transportation of livestock by the Indian Railways is done as per the provision of Transport of Animals Rules, 1978 and Transport of Animals (Amendment) Rules, 2001, issued by the Animal Welfare Board of India. In January 2002, Animal Welfare Board of India, intimated about certain additional conditionalities for transportation of livestock which were impracticable. Hence it was decided by the Ministry of Railways to operationally restrict transportation of livestock from 17.6.02.

Matter was taken up with the Ministry of Environment and Forests (the nodal Ministry). The Animal Welfare Board of India subsequently issued clarifications in July 2004 and the mandatory stipulations advised earlier in January 2002 were made recommendatory. It was, therefore, decided by the Ministry of Railways to remove restriction on booking of livestock, imposed on 17.6.2002. Accordingly instructions to the Zonal Railways were issued on 14.7.2004 for transportation of cattle by the freight Trains.

[Translation]

#### Petroleum and Natural Gas reserve in Chhattisgarh

300. SHRI AJIT JOGI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government has ascertained any probability of availability of Petroleum and Natural gas reserves in Chhattisgarh and in certain other States;

(b) if so, the details thereof;

(c) whether the Government is aware that geo-scientific studies have indicated a strong possibility of availability of Oil and Natural Gas in the above State;

(d) if so, the facts in this regards; and

(e) the time by which the Government is likely to start the exploration activities in Chhattisgarh and other States?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Yes, Sir, the Directorate General for Hydrocarbons (DGH) in association with National Geographical Research Institute, Hyderabad have carried out surface geochemical surveys covering an area of 35000 Square Kilometers in Chhattisgarh during 2003-04 for obtaining information about the hydrocarbon generation potential in the area. 350 soil samples have been collected. Pre-exploratory surveys (Aero-Magnetic, Magneto-Telluric, Seismic and Geochemical) have also been carried out by DGH in addition to the exploration efforts of National Oil Companies (NOCs) in various States such as Bihar, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Orissa Punjab, Rajasthan and Uttar Pradesh.

These surveys have led to the upgradation of our geo-scientific knowledge of basins in these States and led to the carving out of blocks for offer under New Exploration Licensing Policy (NELP) in the States of Bihar, Madhya Pradesh, Rajasthan and Uttar Pradesh. Government have offered exploration blocks in the following States in various rounds of exploration bidding including NELP rounds. Andhra Pradesh, Arunachal Pradesh, Assam Bihar, Chhattisgarh, Gujarat, Himachal Pradesh, Madhya Pradesh, Maharashtra, Manipur, Mizoram, Nagaland, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh and West Bengal.

(c) and (d) Based on the present geological knowledge of hydrocarbons & prospectivity, the Chhattisgarh basin is categorized a Category-IV basin i.e. a basin having uncertain hydrocarbon potential but considered to be prospective by analogy with similar basins in the world. The category may be upgraded if future exploration efforts result in discovery of hydrocarbons.

(e) As stated above, exploration work has already been initiated/undertaken in Chhattisgarh and other States.

[English]

#### **New Railway Hospital in Maharashtra**

301. SHRIMATI KALPNA RAMESH NARHIRE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to open a new Railway Hospital in Osmanabad district of Maharashtra; and

(b) if not, the reasons therefor?

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

(b) In this district there are only 6 Railway Stations with a total of 48 Railway employees. Opening a new railway hospital cannot be justified for such small number of Railway employees. The nearest Railway Hospital is at Kurduwadi from there medical aids are provided to these Railway employees.

#### **New Recruitment Policy for Railways**

302. SHRIMATI KIRAN MAHESHWARI :  
SHRI C.K. CHANDRAPAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has any proposal to bring changes in the present recruitment policy for Railways;

(b) if so, details thereof; and

(c) the reasons therefor?

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

(b) and (c) Various alternative modes for conducting direct recruitment are being examined for ensuring expeditious and speedy filling up of vacancies.

#### **Bill for Amendment in Reservation of Pradhan**

303. SHRI SUNIL KHAN : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Government propose to bring an amendment Bill to give reservation of Pradhan, Sabhapati and Sabhadhipati;

(b) if so, the details thereof and the time by which the said Bill is to be amended; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Article 243D of the Constitution deals with reservation of seats for the offices of Chairperson. There is no proposal under consideration to bring an Amendment Bill to give reservation of Pradhan, Sabhapati and Sabhadhipati. The Ministry of Panchayati Raj has decided to facilitate and secure implementation of the Constitution (73rd Amendment) Act, 1992 by States/UTs, in letter and spirit, by encouraging States/UTs to adopt carefully drawn up plans of action.

#### **Media Commission**

304. SHRI KULDEEP BISHNOI :  
SHRI SURESH KALMADI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government is thinking of setting up a media commission;

(b) whether the Government is also planning to establish a media council in place of the Press Council of India;

(c) if so, whether the Government is thinking of making changes in the Working Journalist Act;

(d) if so, whether any final decision has been taken; and

(e) if so, the broad features thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (e) The proposal is under examination.

#### **Loaders Nabbed by CISF**

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

(a) the number of loaders of various airlines were nabbed by Central Industrial Security Force for allegedly fleecing passengers at Indira Gandhi International Airport during the last three years, year-wise;

(b) whether these loaders surround the office of Crime and Intelligence Branch of CISF and get the accused released;

(c) if so, the number of such incidents occurred during the above period; and

(d) the action taken/being taken to avoid recurrence of such wrong practice?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) CISF has taken over the security duties of IGI Airport on 2nd April, 2003. Since then, 34 loaders during the year 2003 and 87 loaders during the year 2004 of various airlines were nabbed by CISF.

(b) and (c) On 11.11.2004 around 30 loaders of Air India gathered in front of Crime and Intelligence Wing (CIW) office and created nuisance when CIW Staff of CISF apprehended 3 casual labourers of Air India fleecing money from a passenger at the arrival level of Terminal-II. As the concerned passenger declined to give a written complaint, CISF released the casual labourers.

(d) Close surveillance is being maintained by CISF CIW Wing to avoid such incidents of fleecing of passengers by loaders in future.

#### **Bullet Trains**

306. SHRI ANANDRAO VITHOBA ADSUL :  
SHRI ADHALRAO PATIL SHIVAJIRAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Indian Railways are going to introduce bullet trains on selected routes and on the other hand conditions of many tracks are very bad, culverts and bridges are in dilapidated conditions;

(b) if so, the reasons the Railways have taken such decision to run high speed trains on some routes spending huge amounts thereon instead of taking upgradation and repair work on existing tracks whose condition worsen day by day resulting frequent mishap; and

(c) the reasons behind the railways are not spending much amount on new projects and the reasons behind the Government propose to spending much amount on or give priority to luxury projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) A Techno-economic feasibility study for running High-speed trains between Mumbai and Ahmedabad, on a dedicated new track, has been initiated through RITES (Rail India Technical and Economic Services). A proposal for a development study has also been submitted to Government of Japan.

Repair and maintenance of track is a continuous process. Track renewals are also carried out as and when they become due for renewal on age-cum-condition basis subject to availability of funds. Speed restrictions are imposed if the condition so warrants, but safety of traffic is ensured at all levels.

#### **Transmission capacity of TV Centres**

307. SHRI K.C. PALANISAMY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there is any proposal to increase the transmission capacity of various television centres in the state of Tamil Nadu;

(b) if so, the details thereof;

(c) whether the Union Government has any proposal to reconstitute the existing film Development Corporation and the India Film Censor Board;

(d) if so, the details thereof; and

(e) the details of Language-wise Feature films (celluloid) given certificate during the last three years?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Yes, Sir. Low Power transmitters at Dharmapuri and Tirunelveli are being upgraded by 10 KW High Power transmitters. In addition, High Power transmitter at Kumbakonam presently operating on 1 KW power would be operationalised on 10 KW power upon completion of tower works.

(c) No proposal at present.

(d) Does not arise.

(e) Details are given in the enclosed Statement.

#### Statement

*Language-wise feature films (celluloid) certified by CBFC for the last three years*

S.No.	Language	2001	2002	2003
1	2	3	4	5
1.	Hindi	230	218	222
2.	Tamil	196	178	151
3.	Telugu	206	167	155
4.	Malayalam	135	101	64
5.	Kannada	93	113	109

1	2	3	4	5
6.	Bengali	48	47	49
7.	Gujarati	12	15	14
8.	Marathi	18	20	25
9.	English	8	12	23
10.	Nepali	6	9	7
11.	Oriya	6	10	13
12.	Assamese	13	17	17
13.	Manipuri	7	7	1
14.	Rajasthani	2	1	2
15.	Bhojpuri	3	7	10
16.	Punjabi	5	3	3
17.	Sindhi	1	—	—
18.	Tulu	1	—	—
19.	Chhattisgarhi	14	12	4
20.	Santhali	1	—	2
21.	Nagpuri	1	1	1
22.	Haryanvi	2	1	1
23.	Lambani	1	—	—
24.	Mishing	1	—	—
25.	Bodo	1	1	—
26.	Garhwali	1	1	2
27.	Kashmiri	1	—	—
28.	Multani	—	1	—
29.	Bundeli	—	1	1
30.	Kumayani	—	—	1
Total		1013	943	877

**Computerised Railway Booking  
Offices in West Bengal**

308. SHRI BIR SINGH MAHATO : Will the Minister of RAILWAYS be pleased to state :

(a) the details of railway stations and city booking offices of West Bengal where return journey booking facilities through computers have been provided;

(b) whether the Government propose to increase the number of such offices in the States;

(c) if so, the details thereof; and

(d) if not, the reasons therefore?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Return journey booking facilities through computers have been provided at 101 railway stations and city booking offices of West Bengal. List of such locations is given in the enclosed statement-I.

(b) and (c) Yes, Sir. Work for computerized reservation facilities has been sanctioned at 13 more locations in the State of West Bengal where work is in progress. List of such locations is given in the enclosed statement-II.

(d) Does not arise.

**Statement-I**

*List of Commissioned PRS in the State of  
West Bengal as on 25.11.04*

S.No.	Location
1	2
1.	Bashirhat
2.	Chuchura
3.	Tumluk
4.	Bishnupur
5.	Bagnan

1	2
6.	Panskura
7.	Tollygunge (Calcutta)
8.	Bally (Calcutta)
9.	Ballygunge
10.	Asansol
11.	Bellur Math City Booking
12.	Kidderpore
13.	Barrackpore
14.	Bangaon
15.	Fort William
16.	Darjeeling
17.	New Alipurduar
18.	Cooch Behar
19.	Haldia
20.	Uluberia
21.	Bandel
22.	Rabindra Sadan (Calcutta)
23.	Lalgola
24.	Kalyanpur
25.	Jhargram
26.	Kolaghat
27.	Russa Road
28.	Dum Dum Airport
29.	Behala

1	2
30.	Malda PRS City Booking Office
31.	Shyambazar
32.	Nabadwaip Dham
33.	M.G. Road
34.	Burrabazar
35.	West Bengal Assembly
36.	Tarakeshwar
37.	Dakshineshwar
38.	Andal
39.	Dankuni
40.	Dhakuria
41.	Shantipur
42.	Murshidabad
43.	Durgapur CBO
44.	Raiganj
45.	Balurghat
46.	Jalpaiguri Road
47.	Contai
48.	Burmpur
49.	New Koilaghat (Calcutta)
50.	Fairlie Place (Calcutta)
51.	Howrah
52.	Sealdah
53.	Dum Dum Jn. (Calcutta)

1	2
54.	Bidhan Nagar (Calcutta)
55.	Majerhat (Calcutta)
56.	Malda Town
57.	Raniganj
58.	Bolpur
59.	Durgapur
60.	Sonarpur
61.	Jadavpur
62.	Seoraphuli
63.	Saltlake (Calcutta)
64.	Chowrngee (Calcutta)
65.	Chittaranjan
66.	Naihati
67.	Kalyani
68.	Krishnanagar
69.	Baharampur Court
70.	Barasat
71.	Bagbazar (Calcutta)
72.	Burdwan
73.	Press Club (Calcutta)
74.	Diamond Harbour
75.	Rampurhat
76.	New Farakka
77.	Burra Bazar Circular Rly. Stn.

1	2
78.	New Jalpaiguri
79.	Siliguri
80.	New Coochbehar
81.	Alipurduar
82.	Old Koilaghat (Calcutta)
83.	Kharagpur
84.	Purulia
85.	Garden Reach (Calcutta)
86.	Shalimar
87.	IIT/Kharagpur
88.	Midnapur
89.	Adra
90.	Bankura
91.	Siuri
92.	Katwa
93.	Ranaghat
94.	Barakar
95.	Budge Budge Rly. Stn.
96.	Aluaberi
97.	Cossipore
98.	Chanchal
99.	Harishchandrapur
100.	Kaliyanganj
101.	Mecheda

**Statement-II**

*List of PRS sanctioned but not commissioned  
in the State of West Bengal*

S.No.	Location
1	2
1.	Kumarghat
2.	Vishwabharati CBO
3.	Siliguri Jn. (2nd Location)
4.	Eklakhi
5.	Canning
6.	Kanchrapara
7.	Sainthia
8.	Nimtita
9.	Baruipur
10.	Binnaguri
11.	Santragachi
12.	Liluah
13.	Chandannore

**Grant of Status of Government Employee to  
Staff Working in Unit Run Canteen**

309. SHRI BALESHWAR YADAV : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government could not implement the ruling of the Supreme Court given on January 4, 2001 in which the Court had stated to grant status of Government employees to the staff working in unit run canteens;

(b) if so, the reasons therefor; and

(c) the time by which the Government would issue necessary order in this regard?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (c) The Supreme Court in its ruling delivered on 4.1.2001 held that the employees serving in unit-run-canteens could be treated as Government employees and directed that the employer may frame separate conditions of service of the employees of unit-run-canteens. Accordingly, the service conditions of unit-run-canteen employees have been framed and issued on 28.4.2003.

#### Upgradation of Airport in Bihar

310. SHRI GIRIDHARI YADAV : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government has taken any decision to upgrade any airport in Bihar as an International airport;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor; and
- (d) the details of International airports in Bihar presently?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) There is no proposal at present to upgrade any airport in Bihar as an International Airport.

(c) and (d) Upgradation of airports as International is taken up on the basis of traffic requirements and availability of infrastructure. At present, Gaya and Patna Airports have Customs and Immigration facilities to handle limited international operations.

#### Development/Operation of Kolkata and Bagdogra Airports

311. SHRI HANNAN MOLLAH : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government has received request from West Bengal Government regarding development of Kolkata Airport and Bagdogra Authority;
- (b) if so, the details thereof;

(c) the steps taken by the Government in this regard;

(d) whether new airlines are going to operate national and international service from Kolkata/Bagdogra airports; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) No, Sir. However Airports Authority of India (AAI) has undertaken the expansion and development of Kolkata Airport which include construction of integrated Cargo Complex Phase-II, strengthening the main runway 19L/01R including provision of Cat.II lighting system, strengthening of 'D' taxi-track etc. The above mentioned works are likely to be completed by March, 2006. As far as Bagdogra Airport is concerned AAI only maintains a civil enclave and a new terminal building has already been constructed. Upgradation and development of airports is a continuing process depending upon the traffic potential, requirement of the airlines and financial resources.

(d) and (e) Airlines of more than 35 countries have been granted access to Kolkata. However actual operations are ultimately guided by the commercial judgement of the airlines concerned. Malaysian Airlines have planned to introduce thrice weekly services to Kolkata from 28.1.2005 and Indian Airlines has also decided to introduce 3 more direct flights to Bangkok from Kolkata. Bagdogra airport is also equipped with modern amenities, customs, immigration counters and car park to handle 500 passengers. However, due to fleet constraint and insufficient traffic Indian Airlines is not in the position to commence international flight nor increase the number of the domestic flights.

#### Revival of Hindustan Salts Ltd.

312. SHRI DUSHYANT SINGH : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

- (a) the reasons why BIFR has delayed in circulating the draft revival scheme in respect of Hindustan Salts Limited; and



(b) the present status of Hindustan Salts Limited and Sambhar Salts Limited?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) The draft revival scheme in respect of Hindustan Salts Limited has since been circulated by BIFR on 5.11.2004.

(b) As on 30.10.2004, Hindustan Salts Limited with turnover of Rs. 3.05 crore incurred loss of Rs. 2.23 crore; and Sambhar Salts Limited with turnover of Rs. 4.35 crore had incurred loss of Rs. 1.48 crore.

**Fare concessions to Widow of  
Defence Personnel**

313. SHRI SURESH KALMADI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways has issued any guidelines for granting 75 per cent concessions on second and sleeper classes to widows of defence personnel killed in action against terrorists and extremists; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) From 6.9.2004, 75% concession in second and sleeper class fares has been extended to the widows of defence personnel killed in action against terrorists and extremists. The concession is admissible at the stations on production of Identity Card issued by District Sainik Boards, Ministry of Defence.

**CBI Investigation of Tehelka Case**

314. SHRI BRAJESH PATHAK : Will the Minister of DEFENCE be pleased to state :

(a) whether the Central Bureau of Investigation has started investigation into Tehelka case;

(b) if so, the details thereof;

(c) the details of the progress made so far in this case; and

(d) the time by when the Central Bureau of Investigation will complete its investigation?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) The Government has decided that the investigation relating to the tapes be entrusted to the CBI so as to determine the extent of offences, procedural violations, misconduct, impropriety and guilt of the individuals involved. The CBI has not yet started the investigation.

(c) Does not arise.

(d) No time-frame has been laid down by the Government for completion of investigation by the CBI.

**Modernisation of Metro Airports**

315. SHRI GURUDAS DASGUPTA :  
SHRI RAYAPATI SAMBASIVA RAO :  
SHRI NAVJOT SINGH SIDDHU :  
SHRI SURAVARAM SUDHAKAR REDDY :  
SHRI KAILASH MEGHWAL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has finalised the proposal for the privatisation and modernisation of Delhi and Mumbai airports; and

(b) if so, the details and steps being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) The Government has approved the restructuring of Delhi and Mumbai airports by Joint Venture (JV) route. Airports Authority of India (AAI) Act has been amended in 2003 to provide for the same. AAI has appointed Financial Consultants, Legal Consultants, Global Technical Advisors and Accounting and Tax Advisor to assist in the process of restructuring.

Expressions of Interest (EOI) were invited for restructuring process. Ten entities had submitted EOIs, out of

which nine have been shortlisted. Further action for preparation of various documents for Request for Proposal (RFP) stage is in the process.

[Translation]

#### Backlog of Posts Reserved for SCs/STs

316. SHRI NITISH KUMAR :  
DR. CHINTA MOHAN :

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether several posts reserved for SCs/STs in the Heavy Industries in Public Sector are still lying vacant;

(b) if so, the number of such posts till September 2004 and the number of Heavy Industries in which these posts are lying vacant; and

(c) the time by which these posts are likely to be filled up in future?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) The information is being collected and shall be laid on the Table of the House.

#### Transfer of Land to Mafia

317. SHRI RAMDAS ATHAWALE : Will the Minister of DEFENCE be pleased to state :

(a) whether Defence land in cantonment areas in various States worth billion of rupees has been transferred to land-mafia through benami and transfer for construction of commercial complexes in contravention of all Government rules and policies;

(b) if so, the number of such cases detected by the Government during the last three years till date, State-wise; and

(c) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (c) No case of transfer of defence land to land mafia has been reported. However, instances of transfer of leases/old grant sites in the cantonment areas, without following the laid down procedure, have come to the notice of the Government. Necessary action in such cases, as and when noticed, is taken as per the terms and conditions of the leases/old grant terms.

#### Inclusion of Carpenter (Tarkhan) of H.P. in SCs list

318. DR. COL. (RETD.) DHANI RAM SHANDIL : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to refer Unstarred Question No.3327 dated August 19, 2004 regarding inclusion of Carpenter and Lohar communities in SCs list and state :

(a) whether the National Commission for Scheduled Castes has sent their comments to the Union Government on the said proposal of Himachal Pradesh;

(b) if so, the details of the same; and

(c) the further action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) Yes Sir.

(b) The National Commission for Scheduled Castes has not agreed to include 'Tarkhan' community in the list of Scheduled Castes of Himachal Pradesh.

(c) Since the National Commission for Scheduled Castes did not agree to include 'Tarkhan' community in the list of Scheduled Castes of Himachal Pradesh, therefore, in accordance with the approved modalities, the proposal has been rejected.

[English]

#### Requirement of Wagons

319. SHRI PRABODH PANDA : Will the Minister of RAILWAYS be pleased to state :

(a) the requirement of wagons and the number of wagons provided by both in public and private sectors during the year 2003-04;

(b) whether there is any shortfall between the requirement and supply; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) For 2003-04 budgetary provision (Revised Estimate) of 18500 four wheeler units including 2500 four wheeler unit of departmental wagons was made. Public and Private Sectors including Railway workshops have manufactured 16573 four wheeler units. Shortfall between the requirement and supplies was due to under performance of PSUs and lock out in one of the Private Sector Units.

[Translation]

#### Outstanding dues to Employees

320. SHRI RAMJI LAL SUMAN :  
DR. RAJESH MISHRA :  
SHRIMATI JAYAPRADA :

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether 59 Public Sector Enterprises had been able to pay only about Rs.1085 crore outstanding salary, wages and other statutory dues of their employees with the budgetary assistance received from the Union Government and their own resources whereas the remaining outstanding dues of the employees, amounting to approximately Rs.820 crore remained unpaid as on March 31, 2004;

(b) if so, the reasons therefor;

(c) whether the Government has allocated Rs.530 crore for making payment of outstanding dues to the employees of the sick industries;

(d) if so, the details thereof;

(e) the names of the industries in which payment of outstanding dues is still to be made;

(f) the time by which these outstanding dues in each of the sick industries are likely to be paid; and

(g) the recommendations of the Group of Ministers in this regard, indicating those, which have been accepted by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a), (b), (e) and (g) An amount of Rs.1905 crore was outstanding by way of salary/wages and statutory dues of employees in 59 Central Public Sector Undertakings (CPSUs) as on 31.12.2002. The aforesaid dues have come down to about Rs.621 crore (details in statement I) as on 31.7.04. Some of these dues remained unpaid on account of either financial difficulties of the concerned CPSUs or involvement of legal issues. The Government issued guidelines to all concerned to clear the outstanding dues of the employees in CPSUs, which included inter-alia following directions:

- (i) CPSUs capable of clearing the dues to do so expeditiously.
- (ii) Legal issues if any, to be referred to Ministry of Law or out of Court Settlement to be explored.
- (iii) In case of delay in disposal of surplus assets to generate funds, assistance of the Finance Ministry to be sought in order to raise resources from the market with Government guarantee and 50% interest subsidy.
- (iv) CPSUs with no operating surplus/surplus assets to prepare specific action plans for revival/closure/disinvestment of the CPSU/unit to avail of financial assistance on one time exceptional basis.

(c), (d) and (f) An amount of Rs.517 crore (details in statement II) has been approved by the Government to release outstanding dues including those accrued subsequent to 31.12.2002 to the employees of CPSUs under the administrative control of Ministry of Heavy Industries and Public Enterprises. Other CPSUs are being asked to expedite action to clear outstandings expeditiously.

**Statement-I**

Sl. No.	Ministry/Department	Name of CPSE in which dues were pending with respect to GOM recommendations (reference date 31.12.2002)	Dues as on 31.7.04 (Rs. lakh)
1	2	3	4
1.	D/o Agriculture & Cooperation	1. State Farms Corporation of India Ltd.	1348
		Total	1348
2.	D/o Chemicals & Petrochemicals	2. Hindustan Antibiotics Ltd.	975
		3. Smith Stanistreet & Pharmaceuticals Ltd.	73
		Total	1048
3.	D/o Defence Production & Supplies	4. Mazagon Dock Ltd.	14.06
		Total	14.06
4.	D/O Health	5. Hospital Services Consultancy Ltd.	0.76
		Total	0.76
5.	Department of Heavy Industries	6. Bharat Heavy Plate & Vessels Ltd.	1253
		7. Bharat Wagon & Engineering Ltd.	416
		8. Cement Corporation of India	765
		9. Heavy Engineering Corporation Ltd.	8398
		10. Hindustan Cables Ltd.	4940
		11. HMT Ltd.	70
		12. HMT Machine Tools Ltd.	1565
		13. HMT Watches Ltd.	1214
		14. Instrumentation Ltd.	690
		15. National Instruments Ltd.	82
		16. Triveni Structural Ltd.	886
		17. Tyre Corporation of India Ltd.	407

1	2	3	4
		18. Praga Tools Ltd.	49.00
		19. Andrew Yule & Company Ltd.	1021.00
		Total	21756
6.	M/O Shipping	20. Hooghly Dock & Port Engineering Ltd.	80
		Total	80
7.	M/O Steel	21. Bharat Refractories Ltd.	2000
		22. Hindustan Steel Works Construction Ltd.	8300
		Total	10300
8.	M/o Textiles	23. National Jute Manufacturing Corporation Ltd.	19008
		24-32. National Textiles Corporation's 9 subsidiaries	4923
		Total	23931
9.	M/O Water Resources	33. National Projects Construction Corporation Ltd.	3664
		Total	3664
Grand Total			62142

**Statement-II**

Department	Sl.No.	CPSU	Rs. in Lakh
1	2	3	4
Department of Heavy Industries	1.	Andrew Yule & Company Ltd.	3212
	2.	Bharat Pumps & Compressors Ltd.	1407
	3.	Burn Standard Co. Ltd.	427
	4.	Hindustan Photofilms Manufacturing Corporation Ltd.	306
	5.	HMT Bearing Ltd.	142
	6.	NEPA Ltd.	1286
	7.	Praga Tools Ltd.	297

1	2	3	4
	8.	Richardson & Cruddas (1972) Ltd.	161
	9.	Bharat Heavy Plate & Vessels Ltd.	4572
	10.	Bharat Ophthalmic Glass Ltd.	195
	11.	Bharat Wagon & Engineering Co. Ltd.	910
	12.	Braithwaite & Co. Ltd.	111
	13.	Cement Corporation of India Ltd.	1155
	14.	Heavy Engineering Corporation Ltd.	12565
	15.	Hindustan Cables Ltd.	10511
	16.	HMT Chinar Watches Ltd.	503
	17.	HMT Ltd.	665
	18.	HMT Machine Tools Ltd.	3828
	19.	HMT Watches Ltd.	3043
	20.	Instrumentation Ltd.	3364
	21.	National Instruments Ltd.	390
	22.	Triveni Structurals Ltd.	1780
	23.	Tungbhadra Steel Plants Ltd.	407
	24.	Tyre Corporation of India Ltd.	506
	Total.		51743

**Joint Pipeline Project by India,  
Myanmar and Bangladesh**

321. SHRI RATILAL KALIDAS VARMA :  
SHRI HARISHCHANDRA CHAVAN :

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

(a) whether India, Myanmar and Bangladesh pro-  
pose to start a gas pipeline project jointly;

(b) if so, the details thereof; and

(c) the details of the progress made so far in this  
regard?

THE MINISTER OF PETROLEUM AND NATURAL  
GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI  
SHANKAR AIYAR) : (a) to (c) ONGC Videsh Limited (OVL)  
and GAIL (India) Limited (GAIL) are partners with Daewoo  
International, South Korea and Kogas, in A-1 Block in  
Myanmar. They have struck gas in this block. The gas can

be transported from Myanmar to India through on-land pipeline or offshore pipeline, subject to the availability of gas in commercial quantities justifying a pipeline, project. The most economical option appears to be an on-land pipeline transiting through Bangladesh. However, the Government of Bangladesh has to take a final view in the matter.

[English]

**Representation from South  
Indian Film Chamber**

322. SHRI P. KARUNAKARAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the government has received any representation from the South Indian Film Chamber regarding their grievances;

(b) if so, the nature of their grievances and action proposed to be taken by the Government for its redressal; and

(c) the form of grants provided by the Government at present?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Yes, Sir. The representation deals with various issues relating to the film and broadcast sector, like suggestions to mitigate video and cable piracy, request for review of need to exhibit Indian News Review in theatres or waive the fee charged for such exhibition, fiscal benefits for the film industry, reduction of rates of cess charged on films etc.

Such proposals are evaluated on merit and taken up with concerned Ministries/organisations as warranted. The endeavor is to facilitate the entertainment sector to achieve its potential and promote growth in exports, so that this sector is able to increase its contribution towards generating income and employment in the country.

(c) The Government does not have any scheme for providing grants to the film industry.

**East India Company and Mughal  
Documents in National Archives**

323. SHRI KINJARAPU YERRANNAIDU : Will the Minister of CULTURE be pleased to state :

(a) whether historic documents of East India Company and Mughal regime preserved in National Archives are in bad shape and will crumble if touched; and

(b) if so, steps being taken to remedy the situation?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) No, Sir.

(b) Not applicable in view of (a) above. However, National Archives of India takes periodic measures to fumigate the documents. Roof leakage problems have been addressed and a detailed preservation plan drawn up for implementation over the next five year period.

**Aerodrome at Kanyakumari**

324. SHRI A.V. BELLARMIN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a great demand for setting-up of an aerodrome at Kanyakumari due to heavy tourist traffic;

(b) if so, the whether any feasibility survey has been done to set up the same; and

(c) if so, the details thereof;

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) There is no demand from any airline operator for setting up of an aerodrome at Kanyakumari in Tamil Nadu. Kanyakumari is also close to Trivandrum International Airport at an aerial distance of approx. 77 Kms.

(b) and (c) Do not arise.

#### Oil and Gas Exploration

325. SHRI PARSURAM MAJHI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Oil India Limited has started exploration of oil and natural Gas in the Mahanadi Basin in 1979;

(b) whether the above Public sector Oil company has not been able to discover any oil or gas resource in that river basin;

(c) whether the private oil company Reliance has recently discovered a huge gas reserved area in the same river basin;

(d) if so, the reaction of the Government thereto; and

(e) the reasons of the failure of Oil India Company in gas or oil recovery in the river basin?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Oil India Ltd. (OIL) had started exploration activities in the Mahanadi Basin in 1978. OIL have carried out 14,248 Line Kilometer (LKM) of 2D seismic survey and 3393 Square Kilometer of 3D seismic survey and drilled 15 exploratory wells in Mahanadi basin. No commercial discovery was made by OIL in the drilled wells.

(c) Yes, Sir, in the Mahanadi North East Coast areas M/s Reliance India Ltd. have recently made four gas discoveries in block NEC-OSN-97/2. The reserves of these discoveries are under appraisal.

(d) and (e) Oil and gas exploration is an activity beset with many imponderables and uncertainties. OIL did not encounter any commercial hydrocarbon prospects in all the 15 wells drilled in Mahanadi onshore (4), Mahanadi offshore (7) and in North-East Coast (4) prior to relinquishing its Petroleum Exploration License (PEL) areas.

#### Imposition of fee on air Passengers

326. SHRI ASADUDDIN OWAISI :  
SHRI DALPAT SINGH PARSTE :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a proposal to impose a fee of around Rs.500 on air passengers using airports to raise funds for developing Greenfield airports;

(b) if so, the details thereof;

(c) the time by when the collection of fee will be given effect to;

(d) whether this step of the Government is likely to put a burden on travellers;

(e) if so, the details thereof;

(f) the target fixed for raising the funds;

(g) the total amount required by Government for investment in the civil aviation sector in the next five years for world class infrastructure;

(h) whether Government has explored all the other possibilities of raising fund for Greenfield airports before imposing this fee; and

(i) if so, the details thereof and if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (f) Framing of Airports Authority of India (Development Fee) Rules under the Amendment AAI Act of 2003 which, inter-alia, provides for levying of a Development Fee from embarking passengers at an airport for upgradation of an existing airport or construction of a new airport in lieu of an existing airport, is under process of formulation at present.

(g) As per broad estimate made, about Rs. 25,000 to Rs. 35,000 crores is required for airport infrastructure investments for the next ten years.



(h) and (i) In the budget presented for the year 2002-03, a package of concessions was given to encourage private sector participation in Greenfield airports which include availability of land related infrastructure from the State Governments, exemption from levy of Inland Air Travel Tax (IATT) and Foreign Travel Tax (FTT), Charging of Advance Development Fee at the existing airport, Levy of User Development Fee at the new airport and Financial assistance/ equity participation of AAI. However, the Central Govt. has already abolished the IATT and FTT.

**Memorandum from Kerala Pension  
Organization, Trivandrum**

327. SHRI C.K. CHANDRAPPAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has received a memorandum from the Kerala Freedom Fighters State Pensioners Organisation, Trivandrum;

(b) if so, the details of the demands, they put forward; and

(c) the response of the Government thereto?

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

(b) The demand is for granting complimentary card pass facility in favour of freedom fighters receiving pension from the State governments.

(c) The scheme of grant of First Class/IIAC complimentary card passes to Freedom Fighters/their widows has been finalised in consultation with the Ministry of Home Affairs. As per the agreement, the cost of travel is to be borne by the Ministry of Home Affairs. Freedom Fighter/ widow of freedom fighter drawing pension under the "Swatantrata Sainik Samman Pension Scheme" (from Central Revenues) from the Ministry of Home Affairs, Government of India are to be issued one First Class Complimentary Card Pass alongwith one companion. Freedom Fighters who receive Pension from State Governments are not eligible for issue of complimentary

card passes under the extant scheme. Expanding the scope of the scheme to include Freedom Fighters receiving pension from State Government has not been agreed to in view of financial repercussions.

**Upgrading of 130 mm guns**

328. SHRI PAWAN KUMAR BANSAL : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government had decided to undertake 'Up gunning' of 130 mm guns about four years back;

(b) if so, the steps taken, the company selected and the amount of expenditure incurred for the purpose;

(c) the procedure followed in selecting the company to undertake the work;

(d) whether the up gunning was later given up;

(e) if so, the reasons therefor; and

(f) the total amount of loss resulting therefrom?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir. The Government had decided to undertake 'up gunning' of 130mm guns to 155mm caliber in 1991.

(b) A letter of invitation was issued in 1992. Out of five offers received, only M/s. Soltam, Israel fielded one up-gunned system for trials in 1993. The trials were carried out and the gun was recommended for introduction into service. The contract was signed in March, 2000 for US \$ 47,524,137.

(c) The Defence Procurement Procedure in vogue then was followed.

(d) The up gunning was held up for a short duration.

(e) The validation trial with up-gunned equipment held in 2001 in India was unsuccessful.

(f) No loss was incurred.

**Checking to Detect the Overloading  
of Freight and Parcel**

329. SHRI RAYAPATI SAMBASIVA RAO :  
SHRI IQBAL AHMED SARADGI :  
SHRI NARENDRA KUMAR KUSHAWAHA :  
YOGI ADITYA NATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Northern Railways has started a surprise checking campaign to detect the overloading of freights and Parcels on trains;

(b) if so, whether during the checking campaign, number of cases were detected in the month of August and September, 2004;

(c) if so, the action taken against those held responsible;

(d) whether large sum of money were recovered by the Railways due to the penalties; and

(e) if so, the details of total amount and the other steps Government proposes to take to curb freight train overloading?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Yes, Sir. Regular checks to detect overloading are being conducted.

(b) Yes, Sir. During the months of August and September, 2004, 66 cases in parcel and 138 cases in freight overloading were detected on Northern Railway.

(c) Punitive charges were recovered from the parties as per extant rules.

(d) and (e) An amount of Rs.2,68,520/- in Parcel and Rs.13,88,082/- in freight was recovered as punitive charges as per extant rules.

General Managers have been delegated full powers to install adequate number of additional electronic-in-motion weigh bridges and weighing machines.

Zonal Railways have been asked to undertake regular checks on overloading.

Certification of weighbridges is being arranged regularly by Weights and Measures Department of the State Governments.

**Sales Tax on Petrol and Diesel**

330. SHRI JYOTIRADITYA M. SCINDIA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether in order to minimise the burden of increasing prices of petrol and diesel on the consumer, Government had requested the State Governments to reduce the rates of Sales Tax on these petroleum products;

(b) if so, the proposal made by Central Government in this regard; and

(c) the respective State Governments' response thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Minister of Petroleum and Natural Gas has requested the State Chief Ministers and the Chairman of the Empowered Committee of the State Finance Ministers to reduce/maintain sales tax rates on petroleum products, especially petrol and diesel, at their earlier agreed uniform floor levels with a view to containing the impact of high international prices on the domestic consumer prices of these products.

Fifteen States, as per the list in the enclosed statement, have acknowledged the receipt of the communication. The matter is being pursued.

**Statement**

*List of States who have acknowledged the  
Communication from Minister (PNG)*

S.No.	Name of State
1	2
1.	Andhra Pradesh
2.	Assam

1	2
3.	Bihar
4.	Chhattisgarh
5.	Delhi
6.	Jammu & Kashmir
7.	Maharashtra
8.	Meghalaya
9.	Nagaland
10.	Orissa
11.	Punjab
12.	Rajasthan
13.	Uttar Pradesh
14.	Uttaranchal
15.	West Bengal

#### Interruption by Showing Advertisements

331. SHRI SHRINIWAS DADASAHEB PATIL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the government is aware of the fact that there is resentment among viewers of DD-1 while watching movies which are interrupted frequently for showing advertisements;

(b) if so, whether the break period for advertisement would be increased on DD-1 during telecast of movies;

(c) the ratio of the actual length of movie in time to the total period of commercial advertisements by way of breaks generally practised by the department; and

(d) the revenue collection in rupees during telecast of one movie by the department?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) There is practice world over to show advertisements in between programmes including films telecast on television networks. It has been informed by Prasar Bharati that they have fixed a maximum advertising time equal to 25% of the duration of the programme including movies. Prasar Bharati has further informed that the duration of advertisements during films telecast on Doordarshan is much less as compared to the advertisements during telecast of films on private TV channels.

(d) The revenue collection from telecast of a movie depends on many factors such as popularity of the movie and time of telecast. Prasar Bharati has informed that revenue collection from Friday film during 2004 has ranged between Rs.41 lakhs to Rs.111 lakhs.

[Translation]

#### Direct to Home by Doordarshan

332. SHRI DEVIDAS PINGLE :

SHRI IQBAL AHMED SARADGI :

PROF. MAHADEORAO SHIWANKAR :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government target to make available the programmes of all the television channels in 10 crore households through DTH;

(b) if so, the total number of channels to be covered under DTH;

(c) the number of States where this system is likely to be introduced;

(d) the fund which has so far been spent by the Government on this scheme;

(e) whether the Government has already spent a sum of rupees 165 crores on this scheme; and

(f) the details of the areas where the households taking benefit thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Test transmission in Ku-band has been started by Doordarshan and its signals are available throughout the country except Andaman and Nicobar Islands.

(b) and (c) There would be 30 TV channels (17 DD channels and 13 private channels) besides AIR's channels in the Doordarshan's bouquet. Test transmission with 30 TV channels and 12 Radio channels is going on. The details of the channels are given in the enclosed statement.

(d) to (f) Ku-Band signals are available throughout the country except A and N Islands and can be received anywhere with the help of a small sized dish receive unit. Doordarshan's Ku-band transmission project was approved at a total cost of Rs.164.35 crores. An expenditure of Rs.33.26 crores has been incurred till October, 2004.

#### Statement

##### *DD Direct + Bouquet of Channels*

#### Doordarshan Channels

1. DD1 National
2. DD News
3. DD Sports
4. DD Bharati
5. DD Gyan Darshan
6. DD India
7. DD Bangla
8. DD Chandana
9. DD Gujarati
10. DD Kashir
11. DD Malayalam

12. DD North East
13. DD Oriya
14. DD Podhigai
15. DD Punjabi
16. DD Sahyadri
17. DD Saptagiri

#### Private TV channels

18. Akash Bangla
19. Kairali
20. Jain TV
21. Aaj Tak
22. Headlines Today
23. ETC Punjabi
24. Zee Music
25. MH One
26. Smile TV
27. BBC World
28. Sun TV
29. CNN
30. Star Utsav

#### Radio (AIR) channels

1. AIR Vividh Bharati
2. AIR Telugu
3. AIR Marathi
4. AIR Tamil
5. AIR Gujarati

6. AIR Kannada
7. AIR Bangla
8. AIR Hindi
9. AIR North East
10. AIR Punjabi
11. FM Rainbow
12. FM Gold

[English]

#### Development of Tourism Centres

333. SHRI HARIBHAU RATHOD : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Govt. provide help to various states for the development and promotion of tourism;
- (b) if so, the details thereof, State-wise;
- (c) whether the Maharashtra Government has sought help for promotion of tourism in the State; and
- (d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) The information is being collected.

#### Tilting of Qutab Minar

334. SHRI GURUDAS KAMAT : Will the Minister of CULTURE be pleased to state :

- (a) whether the historical monument-Qutab Minar is tilting at fast rate;
- (b) if so, the reasons therefor; and
- (c) the steps taken to preserve the historical monument?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) No, Sir. The close examination of

the monument shows no such signs of tilting the monument.

(b) Question Does not arise.

(c) Regular conservation works are undertaken by the ASI at Qutab Minar.

[Translation]

#### Unused Airports

335. SHRI RAJENDER KUMAR :  
SHRI SURESH ANGADI :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the number of unused airports in the country State/Union Territory-wise;
- (b) the reasons for not utilising these airports;
- (c) the names and location of the airports made operational out of these airports during the last three years and the airports proposed to be revived during 2004-2005 and 2005-2006;
- (d) whether Kanpur Airport is being taken up for revival; and
- (e) if so, the time by which this work is likely to commence?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) The number of airports / civil enclaves in the country State / Union Territory-wise is as under : Mizoram-1, Maharashtra-3, West Bengal-5, Chhattisgarh-1, Jharkhand-1, Andhra Pradesh-4, Gujarat-1, Karnataka-2, Uttar Pradesh-2, Orissa-1, Bihar-3, Tripura-3, Madhya Pradesh-3, Arunachal Pradesh-1, Assam-2 and Tamil Nadu-1 respectively.

(b) Non-commitment of schedule airlines to operate their services, airport being unfit for operations etc. are the reasons for not utilizing these airports.

(c) During the last three years the airports at Surat, Hubli, Belgaum Vijayawada, Gorakhpur, Allahabad, Lilabari,

Shillong and Kolhapur has been made operational. During 2004-05, Ludhiana and Jabalpur airports are planned to be made operational. During 2005-06, airports at Cuddappah, Rajahmundry, Tuticorin, Salem, Kandla, Keshod, Jaisalmer and Kanpur are planned to be made operational by M/s Air Deccan subject to availability of adequate traffic.

(d) and (e) Kanpur airport is operational and no immediate development works are required. Airlines are free to operate their services on any route including Kanpur based on traffic requirements subject to route dispersal guidelines issued in this regard.

#### Corruption in 'Tel Gas Ayog'

336. SHRI SANTOSH GANGWAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item published in the daily Punjab Keshari date 16.11.2004 under the caption "Tel Gas Ayog Main Arbon rupayen ka ghotala"

(b) if so, the details thereof;

(c) whether oil exploration was taken up in Jammu region but was later abandoned;

(d) if so the reasons thereof; and

(e) the details of the total amount spent on oil exploration under various heads?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Yes Sir, as mentioned in the article a Public Interest Litigation (PIL) has been filed in the Jammu and Kashmir High Court. The same has been received by Oil and Natural Gas Corporation Ltd. (ONGC) which is being defended. The next date of hearing is on 6th December, 2004. The matter is subjudice.

(c) and (d) Yes Sir, ONGC had taken up exploration activities in Jammu Region in the State of Jammu and Kashmir since 1957. As on 1.10.2004, ONGC's total

exploratory efforts includes geological surveys of 22,970 Square Kilometers Gravity Magnetic survey of 6,426 Stations, 2D seismic survey of 2,562 Ground Line Kilometers and exploratory drilling of 4 wells viz. Surinsar-1 & 2 (located on Surin-Mastgarh structure in Jammu foothills) and Narbal-1 & Chattergam-1 (in Kashmir Valley). No hydrocarbons were encountered in the drilled wells.

Currently, ONGC is carrying out exploration activities in Poonch-Rajauri Petroleum Exploration License (PEL) area in the State of Jammu & Kashmir, covering an area of 1,050 Square Kilometer in the Poonch and Riasi districts in the State.

(e) Since inception, expenditure of Rs.52.74 crore has been made by ONGC towards exploratory drilling for hydrocarbons in the Jammu Region till 31.03.2004. In addition, capital expenditure of Rs.9.75 crore has also been incurred by ONGC towards fixed Assets (NET) and inventories till 31.03.2004. However, the expenditure incurred on survey activities for exploration of hydrocarbons in the Jammu Region is not maintained separately and is accounted together with the survey expenditure incurred in the entire Frontier Basin which covers the areas of Jammu and Kashmir, Uttar Pradesh, Uttaranchal, Punjab, Himachal Pradesh. The total expenditure incurred in the basin till 31.03.2004 is Rs. 365.88 crore.

[English]

#### Inspection of Railway Authorities on Kopili Railway Bridge under Jagiroad Railway Station

337. SHRI KIRIP CHALIHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is aware that due to faulty construction of No.93 Kopili Railway bridge under Jagiroad railway station in Morigaon district of Assam flood waters have created havoc in the area;

(b) if so, whether any inspection has been conducted by the railway authorities;

(c) if not, the reasons therefor; and

(d) the action is proposed by the Government for reconstruction of such railway bridges to avoid fresh floods in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) There is no faulty construction of the bridge No.93. The rebuilding of Bridge No.93 is in progress in the upstream of the existing bridge. The bridge construction is being done strictly in accordance with the hydraulic and structural criteria laid down in the relevant Indian Railway Codes and Manuals. Also, the bridge has absolutely no bearing on the causes of flood in the Kopili river. The rebuilding of the bridge is part of ongoing programme of rebuilding/rehabilitation of bridges on age cum condition basis.

(b) to (d) As mentioned above, the reconstruction of the bridge has no bearing on the causes of flood in the river Kopili, there is no cause for any special inspection apart from normal inspection as required from time to time. There is also no cause for reconstruction of bridges.

### Shortage of Wagons in Railways

338. SHRI MADHUSUDAN MISTRY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is acute shortage of wagons and Railways have not been able to meet the full requirement of wagons for various commodities including coal, iron ore and foodgrains for export and transportation of cement;

(b) if so, the reasons therefor; and

(c) the details of the licensed capacity of various wagon manufacturing units and the number of wagon produced there during the last three years?

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

(b) Does not arise.

(c) The reply is furnished in the enclosed Statement.

### Statement

*The details of the licensed capacity of manufacturing units under Public Sector/Private Sector/Railways and the number of wagons produced in them from 2001-02 to 2003-04 are as under:—*

S. No.	Public Sector Units	Licensed Capacity	Production in (4 wheeler units)		
			2001-02	2002-03	2003-04
1	2	3	4	5	6
1.	Bharat Wagon Engg. Co. Ltd., Muzaffarpur	2000	905	497.5	125
2.	Bharat Wagon Engg. Co. Ltd., Mokameh	2000	520	430	160
3.	Braithwaite & Co. Ltd., Kolkata	3000	1170	1455	1232.5
4.	Burn Standard Co. Ltd., Burnpur	3911	1222.5	1345	820
5.	Burn Standard Co. Ltd., Howrah	4750	490	1507.5	1420
6.	Bridge & Roof, Kolkata	@	342.5	452.5	320

1	2	3	4	5	6
7.	SSL	@	35	12.5	0
	Total Public Sector		4685	5700	4077.5
	<b>Private Sector</b>				
8.	TEXMACO Ltd., Kolkata	4800	920	1830	3055
9.	Modern Industries, Sahibabad, U.P.	2000	845	955	1092.5
10.	Hindustan Engg. Industries, Kolkata	4056	1300	2146.5	971
11.	BESCO Ltd., Kolkata	@	1557.5	1684	2171
12.	Titagarh Steels Ltd., Kolkata	@	1100	1607.5	2020
13.	JESSOPS & Co. Ltd., Kolkata	3279	440	430	640
	Total Private Sector		6162.5	8653	9949.5
	Railway Workshops	2100	1799.5	2231	2546
	<b>Grand Total</b>		<b>12647</b>	<b>16584</b>	<b>16573</b>

@ not assessed as they were not producing wagons at the time of assessment.

#### Setting up of Sleeper Manufacturing Units

339. SHRI RAGHUNATH JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a regional imbalance in the sleeper manufacturing unit;

(b) if so, the action does the Government propose to remove the said imbalance and to set-up sleeper manufacturing units in Bihar and such other States where there are no railway industries; and

(c) the details of the existing slipper manufacturing units in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Sleeper manufacturing units are located based on railways need of sleepers in particular area, availability of land, availability of raw materials, feasibility of putting railway siding etc. and not

on regional considerations. Most of the existing plants were set up long back and were considered adequate to meet the prevailing need of sleepers. However, due to reorganization of Railways and sanction of new projects some of the Railway zones have become deficient in respect of production of sleepers and some have become surplus in production.

(b) Proposal for setting up new concrete sleeper manufacturing unit at various locations including two plants in East Central Railway falling in Bihar is under consideration of Railway Ministry.

(c) There are 79 concrete sleeper plants scattered over 16 Zonal Railways, out of which 2 are departmental sleeper plants, one belongs to Public Sector Undertaking under the Ministry of Urban Development and 76 plants of private manufacturers. The details of 79 plants (Railway-wise) are enclosed in the statement.



**Statement***List of Concrete Sleeper Plants*

S.No.		Location	Controlling Railway
1	2	3	4
<b>Central Railway</b>			
1.	Alpine Housing Development Corpn. Ltd.	Wadi	CR
2.	BEMCO Sleepers Pvt. Ltd.	Khandwa	CR
3.	BEMCO Sleepers Pvt. Ltd.	Nandgaon	CR
4.	Concrete India	Lonavla	CR
5.	Daya Engineering Works (Poles)	Daund	CR
6.	Kaprecon Sleepers Works Pvt. Ltd.	Butibori	CR
7.	Malu Sleepers (Maharashtra) Pvt. Ltd.	Daund	CR
8.	Prestress (India) Pvt. Ltd.	Mohol	CR
<b>Eastern Railway</b>			
1.	MUVA Industries (P) Ltd.	Jagdispur	ER
2.	Prestressed Udyog (India) Pvt. Ltd.	Chotta Ambona	ER
3.	Stresscon Industries Ltd.	Chammagram	ER
4.	Rampurhat PSC Sleepers Ltd.	Rampurhat	ER
5.	Tantia Concrete Products (P) Ltd.	Pannagarh	ER
<b>East Central Railway</b>			
1.	Daya Engg. Works Ltd.	Manipur	ECR
2.	Daya Engineering Works (Sleeper) Ltd.	Manipur	ECR
3.	Natraj Engg. Pvt. Ltd.	Sarai	ECR
<b>East Coast Railway</b>			
1.	Calcutta Springs Ltd.	Surlaroad	ECOR
2.	Gannon Dunkerley & Co. Ltd.	Rayagada	ECOR

1	2	3	4
3.	Mazda Concrete Products Ltd.	Kaipadar Road	ECOR
4.	Sahuwala Cylinders Ltd.	Garudaballi	ECOR
5.	Vijay Prestressed products (P) Ltd.	Pendurthi	ECOR
<b>Northern Railway</b>			
1.	Hindustan Prefab Ltd.,	Jangpura, Delhi	NR
2.	Khem Chand	Lohta	NR
3.	Track Innovations (India) Pvt. Ltd.	Chandigarh	NR
4.	Veekay Industries	Veerbhadra	NR
5.	Ashi Pvt. Ltd.	Rewari	NR
6.	Jay Prestressed Products Ltd.	Kosikalan	NR
7.	Department Concrete Sleeper Plant	Khalispur	NR
<b>North Central Railway</b>			
1.	ECON Antri Ltd.	Antri	NCR
2.	Engipress Industries Ltd.	Banmore	NCR
3.	Indian Hume Pipe Co. Ltd.	Karari	NCR
4.	Departmental Concrete Sleeper Plant	Subedarganj	NCR
<b>North Western Railway</b>			
1.	Arvind Construction Co. Ltd.	Marwar Chapri	NWR
2.	Daya Engineering Works (Sleeper) Ltd.	Degana	NWR
3.	Rural Engg. Co. Pvt. Ltd.	Shambhupura	NWR
<b>North Eastern Railway</b>			
1.	Annavaram Concrete Pvt. Ltd.	Burhwal	NER
2.	Calstar Steel	Kanpur Alwarganj	NER
3.	CCI Prestress Ties (P) Ltd.	Clutter Buckganj	NER

1	2	3	4
<b>North-East Frontier Railway</b>			
1.	Allied Sleepers Pvt. Ltd.	Lumding	NFR
2.	Arunoday Const. Co. (P) Ltd.	Jagi Road	NFR
3.	Daya Engg. Works	Mirza	NFR
4.	PCM Cement Concrete Pvt. Ltd.	New Jalpaiguri	NFR
5.	Prestressed Udyog	New Bongaigaon	NFR
<b>Southern Railway</b>			
1.	Concrete Products & Const. Co.	Tiruvalam	SR
2.	Concrete Products & Construction Co.	Ambattur	SR
3.	Kottukulam Engineers Pvt. Ltd.	Bommidi	SR
4.	Nallai Concrete Products & Const. Co.	Gangaikondan	SR
5.	Rayalseema Concrete Sleepers (P) Ltd.	Thirumanglam	SR
<b>South Western Railway</b>			
1.	Mahadev Industries	Hospet	SWR
2.	Malu Sleepers Pvt. Ltd.	Birur	SWR
3.	Shri Maruthi Builders	Yashwantpur	SWR
<b>South Central Railway</b>			
1.	Coromandel Concrete Products Ltd.	Kovvur	SCR
2.	Lakshmi Prestress Concrete Works	Hasanparthi	SCR
3.	Mysore Structural Ltd.	Hafeezpet	SCR
4.	Raghavendra Prestress Products Pvt. Ltd.	Mantralyam Road	SCR
5.	Rayalseema Concrete Sleepers (P) Ltd.	Thimmancherla	SCR
6.	Sreco Engineers Pvt. Ltd.	Shankarapalli	SCR
7.	The Concrete products & Const. Co.	Kondapalli	SCR
8.	V.S. Engineering Pvt. Ltd.	Nallapadu	SCR

1	2	3	4
<b>South Eastern Railway</b>			
1.	Daya Concretes Ltd.	Dalbhumgarh	SER
2.	DEW Conc. Ties Limited	Dalbhumgarh	SER
3.	ISCO Track Sleeper Pvt. Ltd.	Anara	SER
4.	Nilgiri Sleepers Ltd.	Balasore	SER
5.	OCP India Pvt. Ltd.	Jharsuguda	SER
6.	Prestressed Udyog (Inndi) Pvt. Ltd.	Chandil	SER
<b>South-East Central Railway</b>			
1.	Orissa Concrete & Allied Industries	Kapa	SECR
2.	Orissa Concrete & Allied Industries	Bhanpuri	SECR
3.	Rayalseema Concrete Sleepers (P) Ltd.	Kargi Road	SECR
4.	United Vabs	Dongargarh	SECR
<b>Western Railway</b>			
1.	Manibhai Bros (Sleepers)	Kharsalia	WR
2.	S. Subrahmanyam & Co.	Kharsalia	WR
3.	Tankrete India Ltd.	Udvada	WR
4.	Usha Prestressed Sleeper Udyog (Piplod)	Godhra	WR
5.	Vaman Prestressing Co. Ltd.	Digsar	WR
<b>West Central Railway</b>			
1.	Donypolo Udyog Pvt. Ltd.	Shamgarh	WCR
2.	Khem Chand	Pakariya	WCR
3.	Marathwada Prestress Pvt. Ltd.	Bankhedi	WCR
4.	Shree Kesharia Concrete Products (P) Ltd.	Bereth	WCR
5.	Stresscrete Pvt. Ltd.	Budni	WCR

### Purchase of PSC Sleepers

340. SHRI VIJOY KRISHNA : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of the loss suffered by the Railways in the purchase of PSC sleepers at higher rates than lowest tendered rates;

(b) whether there any proposal to get the matter inquired by CBI; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) C and AG vide para 4.4.2 of Report No. 8 of 2004 has observed that failure to counter offer the updated rate of Railway Board tender No. CS-120/1997 in case of Railway Board tender No. CS-145/2000 resulted into extra expenditure of Rs.30.97 crore and further through Audit Note dated 8.7.2004 it has been observed that due to updating of higher rate (given in case of tender No. CS-145/2000) in tender No. CS-152/2002, Railways incurred additional extra expenditure of Rs.30.61 crore in procurement of 160 lakh sleepers. Thus, C and AG has observed that Railways have incurred total extra expenditure of Rs.61.58 crore in the above two tenders.

The Standing Committee on Railways 2004 (14th Lok Sabha) in their report presented in Lok Sabha on 19.8.2004 had noted that the procurement of concrete sleepers have become a very sensitive matter because a lot of unscrupulous existing manufacturers have formed a cartel to secure orders by unfair means or tampering with procedure and simultaneously keeping new competitors out of race. They also expressed their unhappiness that new entrants are not encouraged which ultimately strengthen the cartel of old/existing manufacturers. They recommended that the procedure of procurement of concrete sleepers be streamlined and be made foolproof and transparent and has desired that the losses incurred on this account should be enquired into by an independent agency.

CBI have requisitioned and taken all the relevant

records including the tender documents, comparative statements, minutes of the Tender Committee etc. in respect of procurement of Concrete Sleepers from 1997 onwards.

Railway Board has forwarded the relevant paras of Report of Standing Committee on Railways (14th Lok Sabha) and C&AG's observations to CBI for keeping the same in view while scrutinizing the cases.

The case is under scrutiny by the CBI. Exact losses can be ascertained only on the outcome of the same.

### Prices of Crude Imported from Middle East

341. SHRI IQBAL AHMED SARADGI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether India has joined Japan, China and Korea aggressively to bring down prices of crude oil imported from middle east;

(b) if so, to what extent all these countries have been able to impress upon these middle east countries to bring down prices of imported crude oil; and

(c) the decision taken by Govt. in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Indian Oil PSUs purchase crude oil from the National Oil Companies of West Asian countries as per the term contracts. The pricing is at Official Selling Price, which is uniformly applicable for all Asia Pacific Customers.

The Government is not involved in contract negotiations with West Asian Governments. However, due to high oil prices and their ramifications for developing economies, attempts have been made to redress the issue of high Asian prices by raising these issues in relevant international forums as well as during bilateral meetings with West Asian exporting countries during international oil conferences / forums.

The principal Asian suppliers and purchasers of oil have been invited to a meeting being convened in New Delhi on 6th January, 2005 jointly by India, Kuwait and the International Energy Forum.

**Modernisation of Begumpet  
(Hyderabad) Airport**

342. DR. M. JAGANNATH : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government proposes to modernize airport at Begumpet; Hyderabad and construct one more aerobridge thereon;
- (b) if so, the approximate cost involved therein;
- (c) whether Begumpet airport is proposed to be handed over to IAF;
- (d) if so, the reasons therefor;
- (e) whether hand over of Begumpet airport to IAF will affect civil flights;
- (f) if so, the details thereof along with the representation received from the Andhra Pradesh Government and action taken thereon;
- (g) whether the Government propose to set-up a new International Airport in Andhra Pradesh;
- (h) if so, the details thereof, location-wise; and
- (i) the funds allocated/released and the time by which the project is likely to be commissioned?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. Airports Authority of India (AAI) has modernization plans for Terminal Buildings including provision of escalator, additional aerobridge etc. for Begumpet Airport, Hyderabad, which are in the planning stage.

(c) No, Sir. However, the existing airport at Begumpet, Hyderabad will be closed for civilian operation after the new International Airport at Shamshabad becomes operational.

(d) and (e) Do not arise.

(f) A representation has been received in this regard.

(g) and (h) Yes, Sir. Government has accorded 'in principle' approval to the proposal of State Government of Andhra Pradesh for construction of a Greenfield airport of international standards at Shamshabad near Hyderabad located at an aerial distance of 26 kms south - south west of the existing airport at Begumpet.

(i) The new airport is promoted on joint venture basis by the Government of Andhra Pradesh, with the help of Airports Authority of India (AAI). A consortium led by M/s GMR Infrastructure Ltd. with Malaysian Airport Holding Berhard (MAHB) has been selected as the Developer for the airport. Government of Andhra Pradesh and AAI together hold 26% equity and the strategic joint venture partners hold the balance 74%. The approximate cost of the project is Rs.1300 crores. The project is expected to be completed in 36 months from the date of the financial closure.

[Translation]

**Losses Suffered by Railway by  
reprinting of Tickets**

343. SHRI RAM CHANDRA PASWAN :  
SHRI BHUPENDRASINH SOLANKI :  
SHRI RAMAKANT YADAV :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government have suffered losses in crores of rupees in the reprinting of railway tickets;
- (b) if so, the time by which the reprinting was going on alongwith the names of the officers involved therein; and
- (c) the details thereof and the reasons therefor?

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

(b) and (c) Do not arise.

**Exploration of Oil**

344. SHRI MUNSHI RAM :  
SHRI TUFANI SAROJ :

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

- (a) whether the foreign companies have been invited for the exploration of oil in the country;
- (b) if so, the areas of the country where exploration activities would be undertaken;
- (c) whether the Government have assigned this work to other countries in the catchment areas of Brahmaputra river also; and
- (d) if so, the total amount planned to be spent on this project?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) With a view to attract larger investments for accelerating efforts for exploration and exploitation of Hydrocarbon reserves in the 26 sedimentary basins of the country covering onland and offshore areas, the Government has been inviting bids from private companies including foreign companies on a regular basis since 1991. To give further impetus to exploration efforts, Government have formulated in 1997 a New Exploration Licensing Policy (NELP) which provides equal opportunity to foreign companies and Indian companies, (both Public Sector Undertakings (PSUs) and private companies) to bid for exploration acreages, situated onland, offshore and in the deep water areas of the country.

Exploration activities, including identification and offer of blocks through NELP, is a continuous and ongoing process. Since 1991 until now, Government have signed Production Sharing Contracts (PSCs) for 117 exploration blocks for the Exploration and Production (E and P) of oil and gas.

(c) No foreign company has yet been granted a Petroleum Exploration Licence (PEL) for the exploration of oil and gas in the catchment areas of Brahmaputra river.

(d) Does not arise.

[English]

**Advertisements of Defaulting Advertisers**

345. SHRIMATI MANORAMA MADHAVRAJ : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

- (a) whether the Broadcasting Foundation of India has called for a boycott of advertisements of defaulting advertisers in the electronic media;
- (b) whether any of the defaulting advertiser identified by the Broadcasting Foundation of India owes any due to Doordarshan Channels;
- (c) whether Doordarshan will abide by the directive of the Broadcasting Foundation of India; and
- (d) if so, the details thereof.

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) The Indian Broadcasting Foundation (IBF) is a private company and therefore it is not under the administrative control of the Government. However, they have informed that they do advise their member broadcasters not to accept further business from persistent defaulting advertisers. It has been reported that recently, IBF has called for a ban on advertisements of certain advertisers.

(b) Prasar Bharati has informed that none of the advertisers in whose case IBF has advised its members not to accept advertisements from them, owe any dues to Doordarshan.

(c) and (d) Does not arise.

**Shortage of Air Traffic Controllers**

346. SHRI CHANDRA BHUSHAN SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Airports Authority of India requires around 2000 Air Traffic Controllers and whereas presently the availability of Air Traffic Controller is only 1100;

(b) if so, whether there has been no recruitment of Air Traffic Controllers since 1999 and that many of Air Traffic Controllers have been retired since then;

(c) if so, whether to make up for the shortage of Air Traffic Controllers, the different sectors and combined resulting into the work load on the Air Traffic Controllers which enhances the possibility of human error; and

(d) if so, the steps taken by the Government to recruit more Air Traffic Controllers for Airports Authority of India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) As on date, the sanctioned strength of Air traffic Controllers is 1064, against which 999 are in position.

(b) During 2003, 56 Junior Executive Air Traffic Control (ATC) and 91 Senior Assistants have been recruited.

(c) All efforts are made to ensure that the various sectors are manned independently. However, at times, it becomes necessary to combine various sectors.

(d) Action has already been initiated for recruitment of 92 Junior Executive (ATC).

[Translation]

**Recommendation of Naresh Chandra  
Committee on Air Safety**

347. PROF. MAHADEORAO SHIWANKAR :  
SHRI PARAS NATH YADAV :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Naresh Chandra Committee has submitted its report on air safety to the Government;

(b) if so, the details thereof;

(c) whether there is any proposal to construct halipad in some districts of the country;

(d) if so, the total number of districts included under this scheme initially;

(e) the names of the places in these districts selected by the Government for constructing halipads; and

(f) the assistance likely to be provided by the Government under this scheme?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. The Naresh Chandra Committee has submitted its report which contains, inter-alia, its recommendations on safety regulation.

The recommendations are briefly as under:—

(i) DGCA may continue to be vested with the aviation safety function.

(ii) The existing rules and regulations governing aviation safety may be reviewed with a view to bringing them upto date.

(iii) A process of meaningful and transparent consultations with stakeholders in regard to safety related decisions should be initiated.

(iv) DGCA should be strengthened and restructured.

(v) The responsibility of Licensing of ATCOs may be vested with DGCA.

(vi) Surveillance of aerodromes including air navigator facilities and systems by DGCA.

(vii) Certification and surveillance of satellite based augmentation system (SBAS) by DGCA.

(c) to (f) The Government at present do not have any proposal to construct halipads in any State.

[English]

**Train Accidents**

348. SHRI KIRTI VARDHAN SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the details of train accidents held since July, 2004, till date in the country along the causes of each accident;



(b) the loss of railway properties and the number of persons killed/injured as a result of these accidents, accident-wise;

(c) the compensation paid to the relatives of those killed and to the injured, accident-wise;

(d) whether any inquiry has been conducted by the Government in this regard;

(e) if so, the outcome thereof and the action taken thereon, accident-wise; and

(f) the steps taken/being taken by the Government to stop such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) 65 Consequential train accidents took place on Indian Railways from July 2004 to October 2004, out of which 4 were Collisions, 39 derailments, 18 unmanned level crossing accidents, 1 manned level crossing accident, 2 fire accidents and 1 miscellaneous accident. 6 accidents have been enquired into by the Commission of Railway Safety and rest 59 accidents have been enquired into by departmental enquiry committees and appropriate actions are taken.

These accidents led to unfortunate death of 29 persons and injury to 65 persons, and resulted into loss of Railway property amounting to Rs. 10.64 Crores

No compensation has so far been paid in these cases.

Causes of the above 65 accidents have been as under:

S.No.	Cause of Accident	No. of Accidents
1	2	3
1.	Failure of Railway staff	38
2.	Failure of other than Railway staff	22

1	2	3
3.	Sabotage	1
4.	Incidental	4
Total		65

(All figures are provisional)

(f) Safety is the prime concern on Indian Railways and all possible steps are undertaken to prevent accidents. These measures include adoption of suitable and modern technologies for interlocking and signaling system, upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of over aged assets, upgradation of training aids like simulators, checks on observance of safety precaution and provision of Anti Collision Device. A Corporate Safety Plan (2003-2013) has also been prepared and is followed.

#### Expansion of Railways Network in Andhra Pradesh

349. SHRI B. VINOD KUMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether railway route length in Andhra Pradesh for per 100 square miles is less in comparison to other States;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken by the Government for expansion of railway network in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The Railway route length (route kms.) per 100 square kilometres in Andhra Pradesh as on 31.3.2003 (latest figures available) is 1.89 kms. which is nearer to the All India average of 1.92 kms. (route length and area are maintained in metric units). There are another 15 States where the route length per 100 square kms. of area is less than that of Andhra Pradesh.

(b) and (c) Planning and the execution of Railway projects is done in an integrated and need based manner keeping a national perspective in view. Geographical boundaries of the State, per se, do not form a criterion for determining Railway investments, especially in a scenario where many Railway projects span across more than one State. However, new line works of about 590 kms length are in progress in the State of Andhra Pradesh. These works will be completed in the coming years as per availability of resources.

[Translation]

**Shortcoming in Investment  
Policy of Indian Railway**

350. SHRI NIKHIL KUMAR CHOUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether investment policy of Indian Railways is suffering from several shortcomings;

(b) if so, details of corrective measures taken by the Government with regard there to so that private investors can also invest in Railways;

(c) the details of projects in progress with Non-budgetary investment;

(d) whether the progress of work on these projects is not satisfactory; and

(e) if so, concrete policy adopted by the Government for expeditious completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) Indian Railway's investment policy primarily aims at development of infrastructure to meet the growing traffic demands, internal requirements, procurement of rolling stock, safety, modernization and capacity enhancement. The resource mobilization is undertaken through internal generation, budgetary support, market borrowings and other non-budgetary investment initiatives including Public-Private Partnership. Under Public-Private Partnership, it is primarily through cost-sharing, formation of Joint Ventures, BOT (Build Own

and Transfer) model and privately owned infrastructure in some cases. Ministry of Railways has already provided rail connectivity to Pipavav and Mundra port under this initiative. Gandhidham - Palanpur Gauge Conversion project and Hassan - Mangalore Gauge Conversion project are being implemented through investments from private sector and other agencies. Progress on these projects is satisfactory. For faster implementation of rail infrastructure projects, Rail Vikas Nigam Limited (RVNL), has been formed. RVNL will generate resources and implement certain identified projects in a fixed time-frame.

[English]

**Bidding for Delhi and Mumbai Airports**

351. SHRI ADHALRAO PATIL SHIVAJIRAO :  
SHRI ANANDRAO VITHOBA ADSUL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has decided to allow airlines to hold upto 10 per cent in companies bidding for modernisation and privatisation of the Delhi and Mumbai airports;

(b) if so, whether the consultant appointed by the Government to advise on the issue had recommended to exclude the airlines to limit their holding in the bidding companies;

(c) if so, the details thereof;

(d) the reaction of the Government thereon; and

(e) the names of Indian and foreign companies which have put forward bids for privatisation of Delhi and Mumbai airports?

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

(b) No, Sir.

(c) Does not arise.

(d) The Government has taken a conscious decision to limit the equity stake by Indian scheduled Airlines to 10% in the JVC.

(e) The details of companies/consortia that have submitted Expression of Interest are: 1. M/s Bharti Enterprises Pvt. Ltd., Singapore Changi Airport Enterprise Pte. Ltd. 2. M/s Videocon International Ltd., Methven Corporation Pty Ltd. 3. M/s Hochtief Airport GmbH, Piramal Holdings Ltd., L&T Holdings Ltd., 4. M/s Macquarie Bank Ltd., Agarwal Galvanising Pvt. Ltd. Aeoprts de Paris. 5. M/s GMR Infrastructure Ltd., Fraport AG, India Development Fund. 6. M/s Pan India Paryatan Ltd., TAV Investment Construction & Operation Corporation, 7. M/s GVK Industries Ltd., Airports Company South Africa Ltd., 8. M/s DLF Universal Ltd., Malaysia Airport Holdings Berhad, 9. M/s Reliance Airport Developers Pvt. Ltd., and 10. DS Construction Ltd. (DSCL), Flughafen Munchen GmbH (Munich), John Laing International Ltd. UK (John Laing), Apollo Enterprises Ltd. UK (Apollo), Ebony Retail Holdings Ltd. (Ebony).

#### Broad Gauge Line of Rajkot-Veraval

352. SHRI P.S. GADHAVI : Will the Minister of RAILWAYS be pleased to state :

(a) the physical and Financial progress with respect to conversion to broad gauge of Rajkot-Veraval line;

(b) whether the Ministry of Railways have a time bound programme for completion of this conversion to broad gauge;

(c) if so, the time frame for completion;

(d) whether the allocation for this work commensurate with the time frame specified in (b) and (c) above; and

(e) the details of status of extension of this project to Somnath and Kodinar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (d) Rajkot-Veraval section has already been commissioned. An expenditure of Rs. 204.77 crore has been incurred on this project upto March, 2004.

(e) Extension of rail line from Veraval to Somnath is already taken up as a part of above project. On this new line section, acquisition of land and earthwork are in progress.

There is no proposal for extension of line from Somnath to Kodinar.

#### Orders for Wagons to West Bengal

353. SHRI AJOY CHAKRABORTY : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of wagons for which orders were placed to various factories of West Bengal during current financial year;

(b) whether the Ministry has ascertained that the orders placed will be enough to utilise total capacity of those factories; and

(c) if not, the measures taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A Statement is enclosed.

(b) Wagon orders are placed amongst all the wagon manufactures on equitable basis keeping in view their past performance and manufacturing capacity.

(c) Does not arise.

#### Statement

(Figures in four wheeler units)

S. No.	Wagon Builders	Total Order for 2004-05 including outstanding order for 2003-04
1	2	3
<b>Public Sector Units</b>		
1.	Braithwaite & Co. Ltd., Kolkata	3715

1	2	3
2.	Burn Standard Co. Ltd., Bumpur	4045
3.	Burn Standar Co. Ltd. Howrah	2177
4.	Bridge & Roof, Kolkata	712.5
	Total Public Sector	10649.5
	<b>Private Sector Units</b>	
5.	Taxmaco Ltd. Kolkata	5167.5
6.	Hindustan Engineering Industries, Kolkata.	3905
7.	Besco Ltd. Kolkata	3085
8.	Titagarh Wagon Ltd. Kolkata	3390
9.	Jessop & Co. Ltd., Kolkata	1200
	Total Private Sector	16747.5
	Total Industry	27397

[Translation]

#### Duty on Petroleum Products

354. SHRI RAJIV RANJAN SINGH "LALAN" :  
DR. CHINTA MOHAN :

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

(a) whether as compared to America and European Countries, duty on Petroleum Products is high in our country;

(b) if so, the duty levied on all petroleum products in India, America and European countries; and

(c) the reasons for this variation in said taxes in India, America and European countries?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI

SHANKAR AIYAR) : (a) to (c) The information is being collected and will be laid on the Table of the House.

[English]

#### Demand of Royalty by Rajasthan Government on Oil

355. SHRI KAILASH MEGHWAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) Whether Rajasthan Government has demanded 20 percent royalty and 50 percent of the profit from the Central Government from the amount of Rs.13.5 crore which was earned by the sale of the 1 lakh 11 thousand 400 barrel of oil extracted from Saraswati Rageshwari and Mangla oil Field of Sanchaur basin in Barmer to private refineries of Gujarat;

(b) if so, the details thereof and

(c) The action being taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) The Government of Rajasthan in July, 2004 has reported that Cairn Energy India Pty. Ltd. has deposited Rs.2.70 Crore (20% of Rs.13.5 Crore) with the State Government pending a resolution on the applicability of royalty payment on 'waste oil from well tests'.

The demand by some State Governments (including Government of Rajasthan) to share 50% of the profit petroleum under Production Sharing Contracts (PSCs) with the relevant states has been referred to the 12th Finance Commission.

#### Discontinuation of Scheme of Computer Centres for OBCs

356. SHRI KASHIRAM RANA :  
SHRI ANJAN KUMAR M. YADAV :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the scheme for computer centers for OBCs has been discontinued;

(b) if so, the reasons therefor; and

(c) if not, the time by which the pending proposals of NGOs in this regard are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) and (b) No Sir.

(c) All the ongoing NGO computer projects are being funded and there is no pendency in this regard. A revision/change of the scheme is also under process and new cases will be considered thereafter.

**Direct Flight Services between  
Rajkot and Delhi**

357. SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Union Government is considering a proposal to introduce direct flight services between Rajkot and Delhi;

(b) if so, the details thereof;

(c) by when the direct flight services from Rajkot to Delhi is likely to be introduced; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) No, Sir. Indian Airlines does not have any plans to commence operation of direct flight between Rajkot and Delhi due to low traffic potential and capacity constraints.

**Passing of Railways Share by CONCOR**

358. SHRI PRABHUNATH SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Container Corporation of India (CONCOR) is not passing the railway share on account of extra freight;

(b) if so, the details thereof during the last three years;

(c) whether the railway parcel offices are booking parcels containing more weight but not showing the correct weight on the receipts thereby causing financial loss to railways;

(d) the details of cases come to light during 2004; and

(e) the action taken thereon and to streamline the working of the parcel offices?

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 the Sabha.

**Construction of Overbridge at Someswara  
Extension and Uppanchalli**

359. SHRI S. MALLIKARJUNIAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is an urgent need of construction of over bridge connecting Someswara Extension and Uppanchalli keeping heavy traffic in view;

(b) whether any proposal is pending with his Ministry to construct a over bridge; and

(c) if so, whether any steps have been taken by the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) Construction of Road Over Bridge (ROB) in lieu of Level Crossing (LC) No. 40 and 41 in Tumkur Yard, connecting Someswara Extension and Uppanchalli was sanctioned on cost sharing basis at the request of Karnataka State Government in 2004-05. General Arrangement Drawings (GAD) is under preparation. Clear commitment of funds for the work from State Government for current and subsequent years is awaited. No other proposal at this location is pending with Railways.

**Reservation for Handicapped in  
Education and Employment**

360. SHRI ADHIR CHOWDHURY :  
SHRI SITA RAM SINGH :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) The number of disabled/handicapped persons provided employment/employment opportunities during each of the last three years, till date, State/UT-wise;

(b) the details of fulfillment of reservation quota for the handicapped persons in education and jobs in the country, State/UT-wise;

(c) whether the principle of reservation is not being implemented by any of the State Governments/UT administrations;

(d) if so, the details thereof and the corrective measures taken/to be taken in this regard and to fill up the backlog of vacancies;

(e) whether any sort of discrimination reported in respect of disabled person in the field of employment and education; and

(f) if so, the number of such cases reported to the Union Government during the said period and the action taken thereon, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) to (d) According to the provisions of the Persons with Disabilities Act, 1995, the establishments in the State Governments/ U.T. Administrations and the Central Government are required to provide not less than 3% reservation in employment against posts identified as suitable for persons with disabilities. The Act also stipulates that all Government educational institutions and other educational institutions receiving aid from the Government shall reserve not less than three percent seats for persons with disabilities. As per the available information, all States/ Union Territories (except the State of Meghalaya) provide reservation in employment and education for persons with disabilities. The Ministry of Human Resource Development (HRD), that is the nodal Ministry for the subject matter of "Education", have issued executive instructions to State Governments/ U.T. Administrations for implementation of provisions relating to reservation admission for persons with disabilities in Government educational institutions and

other educational institutions receiving aid from the Government. The data regarding number of persons with disabilities provided employment and education as per the provisions of the Act is required to be maintained by the respective State Government/U.T. Administration.

(e) and (f) The Act provides for grievance redressal through the office of Chief Commissioner for Persons with Disabilities. According to the information available, this office has disposed of 5658 complaints and suo motu cases including the cases on employment and education. No willful discrimination in respect of persons with disabilities was noticed in those cases. Year-wise details of the cases are as under:

Year	No. of cases received	No. of cases disposed off	Under process
2001-02	4901	3531	1370
2002-03	1797	1409	388
2003-04	922	718	204

[Translation]

#### Selling of old tickets by Ticket Clerks

361. SHRI PANKAJ CHOWDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is aware of selling of old tickets of decades by railway clerks as appeared in the 'Dainik Jagran' dated November 15, 2004;

(b) if so, the facts thereof;

(c) whether the Government has conducted any investigation in this regard;

(d) if so, the details thereof; and

(e) the details of officials found guilty in the racket and the action taken against them?

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

(b) to (e) The matter is under investigation.

[English]

#### Expansion of Railway Platform

362. SHRI SUGRIB SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has a proposal for the expansion of some platforms in the country;

(b) if so, the details of the platform proposed to be expanded;

(c) whether any platform under East Coast Railway is selected for expansion; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (d) The length of platforms are provided/ extended based on length of longest stopping train at the station. Deficiencies, if any, in this regard are reviewed annually and such works are accordingly proposed in Annual Works Programme. At some stations the length of the platform is less than the prescribed norms due to space constraints imposed by the yard layout. Such platforms are also extended whenever yards are remodelled for operational requirements.

The details of major works for expansion of platform for Indian Railways including those at East Coast Railway at various railway stations are included in the "Works, Machinery and Rolling Stock Programme, Part-II" presented to the Parliament along with the Railway Budget Documents.

[Translation]

#### Free Rail Passes to Unemployed Youths

363. SHRI SUSHIL KUMAR MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has decided to give free Railway passes to the unemployed youths going for interview;

(b) if so, the number of unemployed youths to whom the Railway pass has been issued so far;

(c) whether the Government propose to give free passes to those unemployed youths going for the written exams;

(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) and (b) From 6.9.2004, 100% concession in second class basic Mail/Express fare has been extended to unemployed youths travelling to appear in interviews for selection to Central Government jobs, subject to certain conditions. Details of such journeys are, however, not separately maintained.

(c) No, sir.

(d) Does not arise.

(e) As a measure of austerity and economy, it is not feasible to enlarge the extant scheme.

[English]

#### Construction of New Rail Line from Quilon to Coimbatore Via Dindigul-Palani

364. SHRI S.K. KHARVENTHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey has been conducted to assess the feasibility of the construction of a new railway line from Quilon to Coimbatore via Dindigul-Palani;

(b) if so, the details of the survey report;

(c) whether based on the survey report, Govt. propose to lay a new railway line on this route;

(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) No, Sir.

(b) to (e) Do not arise.

#### Low Fare Air Traffic

365. SHRI P.C. THOMAS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether some airlines companies have proposed to start low fare budget flights on domestic and International Sectors including Gulf region;

(b) if so, the response of the Government thereto;

(c) whether NRI's in Gulf region have demanded low cost flights; and

(d) if so, the steps being taken by the Government to reduce the fare?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Air India has decided to launch a new budget airline- Air India Express- under its wholly owned subsidiary, Air India Charters Limited, for operations to Gulf and South East Asia regions. Government has initiated necessary action to designate Air India Express for these operations. As regards domestic sector, fares are deregulated and airlines are free to charge any fare depending on their commercial consideration.

(c) Yes, Sir.

(d) Air India Express will be offering lower fares on Gulf routes.

[Translation]

#### Bilateral Air Traffic Rights Agreement

366. SHRI NARENDRA KUMAR KUSHAWAHA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to allow Indian Airlines/Air India to fly on more domestic/international routes;

(b) if so, the details of such routes for which permission is likely to be granted;

(c) whether private airlines have been allowed for entering into agreements with foreign countries under the provisions of Bilateral Air Traffic Rights Agreements;

(d) if so, the details thereof;

(e) whether in view of new agreement, powers granted to Indian Airlines are proposed to be withdrawn; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) The international routes on which designated Indian carriers can operate are specified in our Air Services Agreements with various foreign Governments. Air India and/or Indian Airlines are designated for operations on new routes that are agreed upon on a bilateral basis with other countries.

(c) and (d) No, Sir. Bilateral Air Services Agreements are finalised between Governments and airlines do not enter into agreements with foreign Governments.

(e) and (f) There is no proposal to withdraw any existing routes from Indian Airlines.

[English]

#### Sports and Activity Programmes for Children

367. SHRI NAVJOT SINGH SIDHU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has received suggestion regarding greater coverage to sports and activities connected with children on media to boost their morale;

(b) if so, the details thereof; and

(c) the Government's reaction thereto?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) Suggestions from various quarters such



as MPs, other VIPs, Sports Federations and general public are received from time to time for coverage of various sports activities. The Prasar Bharati has informed that being a public broadcaster, All India Radio and Doordarshan extend adequate coverage to sports events and children programmes as mandated by Prasar Bharati Act, 1990.

#### Research in Protein Food

368. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of DEFENCE be pleased to state :

(a) whether the Defence Research Development Organisation (DRDO) has made their research in production of protein food for the Jawans posted at remote and isolated parts of the country;

(b) if so, the names of the various food products developed by the DRDO so far;

(c) the details of various food production units existing in various parts of the country;

(d) the names of the other products developed by DRDO for Defence Personnel; and

(e) the funds allocated for such research work in DRDO during 2003-2004 and 2004-2005?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) Protein food developed by DRDO includes protein rich biscuits, nutri bar, mutton mince and mutton pulav.

(c) Nineteen firms have set up their production units in various parts of the country including Delhi, Mumbai, Kolkata and Chennai for processed food based on technologies developed by DRDO.

(d) Several other products have been developed by DRDO for Defence personnel such as ready-to-eat food, survival ration, emergency ration, Chapati and MBT ration.

(e) The funds allocated for the research work on food processing and allied fields is as follows:

Rs.7.44 cr. in 2003-2004

Rs.2.76 cr. in 2004-2005.

#### Refund of Pending Cases of Rail Tickets

369. SHRI V.K. THUMMAR : Will the Minister of RAILWAYS be pleased to state :

(a) the number of cases of refund of railway tickets pending with the Railways, particularly in Karnataka, State/Zone-wise and division-wise;

(b) the total outstanding amount of the refund of tickets since January 2004, onwards, State/Zone-wise and division wise; and

(c) the steps taken for speedy refund of tickets?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The details of pending refund cases lying with the South Western Railway, which covers most of the State of Karnataka are as under:—

Name of Division	Hubli	Bangalore	Mysore
Number of pending refund cases as on 31.03.2004	698	65	38

(b) : Name of Division	Hubli	Bangalore	Mysore
Amount	Rs.1,36,600/-	Rs.74,969/-	Rs.4,903

(c) Computerised coaching refund system has been introduced in which passengers can seek refund across the computerised Passenger Reservation system (PRS) counters upto five days from the scheduled departure of the train from its originating station.

#### Doordarshan Centre

370. SHRI ALEMAO CHURCHILL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the present status of Goa Doordarshan Centre; and

(b) the time which the status of full fledged centre with local telecast facilities will be given to Goa Doordarshan Centre?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Doordarshan Kendra, Panaji, Goa, comprises a small studio, two HPTs for DD1 and DD News and Satellite Earth Station. Local telecast facilities are available at DDK Panaji. An additional studio with associated technical facilities is envisaged in the 10th Plan of Doordarshan.

[Translation]

#### Special Scheme for Customers

371. SHRI Y.G. MAHAJAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Indian Airlines has formulated any special scheme for attracting their customers;

(b) if so, the details thereof; and

(c) the amount of profit likely to be earned by the Air Lines by this scheme every year?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Indian Airlines constantly endeavours to upgrade and add value to the product offered to the passengers. In order to remain competitive Indian Airlines introduces market driven schemes taking into account factors like seasonality, supply and demand equation etc. Based on the above factors, which are highly dynamic in nature, Indian Airlines launches short term promotional schemes from time to time. Some of the promotional schemes are as follows:

(a) Corporate House Scheme.

(b) Smart Super Saver.

(c) Super Saver - International.

(d) Indian Airlines - Taj Offer

(e) Frequent Flyer Programme

(f) Holiday Packages - IA Flyaways

(g) APEX Fares

(h) Positioning Flight Fares (PFF)

(i) Fly-Select Fares.

(j) EMI Scheme

(k) IC - Amex Co-brand Credit Card.

(l) IC - ALBN AMRO Co- brand Debit Card.

(m) Bid and Fly

(n) On-line Booking & Website

(o) Neticket

(p) J Smart

(q) IA family Ticket.

(c) The product upgrades and commercial initiatives taken have enabled Indian Airlines to remain competitive, to stimulate the market by creating new market segments and to provide value enhanced services to passengers. It is, therefore, difficult to quantify the financial impact of these promotional scheme.

#### Satellite News Gathering Units

372. SHRI SITA RAM SINGH : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Union Government has provided various states including Bihar the facility of Satellite News Gathering Units in the country; and

(b) if so, the details thereof, State-wise and location-wise?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Doordarshan and All India Radio

have 20 and 4 Satellite News Gathering Units, respectively. The Location wise deployment is given below:—

Location	Doordarshan	All Indian Radio
Delhi	7	1
Srinagar	1	—
Jalandhar	1	—
Lucknow	2	—
Chennai	1	1
Hyderabad	1	—
Bangalore	1	—
Mumbai	2	1
Bhopal	1	—
Kolkata	2	1
Ahmedabad	1	—
<b>Total</b>	<b>20</b>	<b>4</b>

#### Display of RTSA/RTA at Stations

373. SHRI HEMMAL MURMU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to display the information regarding the authorised Rail Travellers' Service Agents (RTSA) and Rail Tourist Agents (RTA) at the notice boards of every important stations;

(b) if so, the details thereof;

(c) the number of railway agents at each railway station of the country;

(d) whether the Government has taken any concrete steps to strengthen the existing law to deal with persons involved in selling of unauthorised tickets; and

(e) 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) The information is being collected and will be laid on the table on the Sabha.

(d) and (e) Existing provisions in the Railways Act, 1989 dealing with the offences regarding carrying out unauthorised business of selling of railways tickets are considered adequate. However, the minimum penalty for the persons detected travelling on transferred ticket has been raised from Rs.50/- to Rs.250/- w.e.f. 01/07/2004 to discourage selling of unauthorised tickets.

#### Theft of Fish Plate

374. SHRI MUNAWAR HASSAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of the Government has been drawn to the news item captioned "Delhi-Shamli Railway Track se Fish Plate Chori" appeared in "Dainik Jagran" dated 18 November, 2004;

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

(c) the action taken by the Government against the guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. The details of cases are as under:

(1) On 10.11.2004, 02 nos. of fish plates and 04 bolts were stolen from Km. No.10/ 5-6 between Noli and Nusratabad-Kharkhari halt.

(2) On 11.11.2004, 04 nos. of fish plates and 08 bolts were stolen from Km. No.24/15-25/1 in between Khekra-Sunhara halt.

(3) On 11.11.2004, 02 nos. of fish plates and 13 bolts were stolen from Km. No.6/10-14 between Noli & Delhi-Shahdra.

(4) On 13.11.2004, 04 nos. of fish plates and 08 bolts were stolen from Km. No.11/ 5-6 in between Noli and Nusratabad-Kharkhari halt.

- (5) On 16.11.2004, 04 fish plates and 08 bolts were stolen from Km. No.10/ 5-6 in between Noli and Nusratabad-Kharkhari halt.

(c) Additional armed Railway Protection Force & Railway Protection Special Force staff have been detailed for patrolling duty at the affected section during night hours. Inspectors / RPF, Shamli and Crime / Delhi Division along with a team have been directed to camp at Noli and collect criminal intelligence and solve the thefts. The following were the results

1. On 17.11.2004, 10 fish plates (stolen on 16.11.2004) were recovered from bushes at Km. No.10/5 between Noli & Nusratabad – Kharkhari halt.
2. On 22.11.2004, Railway Protection Force staff conducted raid at Kabari shop of Shri Zamil S/o Imamuddin, R/o Mustafabad colony, Noli/Ghaziabad and recovered 04 fish plates, 02 nuts and 06 bolts and arrested Shri Asif S/o Zamil. A case crime No.12/04 Under Section 3 (a) Railway Property (Unlawful Possession) Act has been registered at Railway Protection Force Post, Shamli against S/Shri Asif and Zamil.
3. On 27.11.2004, 02 outsiders named Shri Adalat Mazhi S/o Goya Mazhi and Shri Rushtam S/o Noor Mohamed, were arrested by Railway Protection Force staff with recovery of 11 nos. Pendrol clips. A case vide Crime No.13/04 Under Section 3 (a) Railway Property (Unlawful Possession) Act has been registered at Railway Protection Force Post/Shamli. Both accused confessed to have committed the earlier theft of 14 fish plates from Railway Line in the above section.

[English]

**Filling up of Vacancies of C and D  
Grade in East Coast Railway**

375. SHRI JUAL ORAM : Will the Minister of RAILWAYS be pleased to state :

(a) the number of vacancies as on date against various post, in East Coast Railways;

(b) the date by which these posts are likely to be filled up;

(c) the steps taken to fill up these vacancies particularly in group "C" and "D" grade; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The number of vacancies in Group 'C' & 'D' in East Coast Railway as on 29.11.04 are:

Group 'C' Posts	Group 'D' Posts
4232	2825

(b) to (d) Arising and filling up of vacancies is a continuous process. Vacancies arise due to normal retirements, voluntary retirements, death, etc. and are filled up through open market recruitment, compassionate appointments and through promotions. East Coast Railway has placed requisite indents for filling up the vacancies through Railway Recruitment Board. Action towards filling up of promotee quota vacancies has also been progressed further.

**Amount Budgeted and spent on  
Development of Airports**

376. SHRI G. KARUNAKARA REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the airports that are upgraded in the country including Kamataka during the last three years, state-wise, year wise;

(b) the amount budgeted and spent on the development of each of the airports during each of last three years, airport-wise;

(c) the amount likely to be spent thereon during 2004-2005;

(d) the steps being taken to upgrade all the Airports in Karnataka to International level; and

(e) by what time it is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (e) The information is being collected and will be laid on the Table of the House.

#### Radio TV Connectivity in Uttaranchal

377. MAJ. GEN. (RETD). B.C. KHANDURI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government is aware of inadequacy of, and great demand for, TV connectivity in the remote, mountains regions of Uttaranchal;

(b) the extent of TV connectivity at All India level and in Uttaranchal;

(c) the extent of TV connectivity presently available in Districts of Garhwal Pauri, Chamoli and Rudraprayag in the State of Uttaranchal;

(d) whether the Government has been receiving requests for additional connectivity in the Districts, from the people's representatives; and

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

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Fifty four transmitters (HPTs - 2, LPTs-16, VLPTs-34 & Transposers - 2) are presently functioning in the State of Uttaranchal. These transmitters provide TV coverage to about 81.4% of population of Uttaranchal. The present national coverage is about 90.7%. The coverage figures are inclusive of the population in fringe areas.

(c) District-wise number of transmitters functioning in these districts are as given below:—

District	Number of Transmitters
Garhwal Pauri	9 (LPT-4, VLPT-4, Transposer-1)
Chamoli	6 (VLPT-6)
Rudraprayag	3 (VLPT-3)

(d) Yes, Sir.

(e) Provision of TV coverage to uncovered areas is now envisaged through satellite transmission in Ku-band. Test transmission in Ku-band with 30 TV channels (17 Doordarshan and 13 Private channels) besides 12 Radio (AIR Channels) is going on. It is possible for the viewers anywhere in the country (except A&N Islands) including those in Uttaranchal to receive DTH signals with help of a small sized dish receive system.

[Translation]

#### Expenditure Incurred for Training of Pilots

378. SHRI MAHENDRA PRASAD NISHAD : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the pilots trained in Indira Gandhi National Flying Academy (IGNFA), Furshatganj (Bareilly) Uttar Pradesh, a Government Institute doing jobs in private airlines;

(b) if so, the number of pilots trained in this institute during the last three years till date, year - wise;

(c) the details of the annual expenditure incurred by the Government on this institute;

(d) the number of pilots trained in this institute during the last three years till now who are rendering their services in private airlines;

(e) whether the Government receive money from private sector airlines for meeting the annual expenditure incurred on this training institute;

(f) if so, the details thereof; and

(g) if not, the time by which the Government propose to take the share of private sector airlines regarding expenditure being incurred on this institute?

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

(b) The number of commercial pilots trained with Instrument Rating & Multi Engine Rating by Indira Gandhi Rashtriya Uran Akademi (IGRUA) during the last three years i.e. 2002-03, 2003-04 & 2004-05 are 8, 10 and 8 respectively. During the said period number of outside pilots trained on King Air C-90 A are 45,52 and 7 respectively.

(c) During the last three years, Government have incurred an expenditure of Rs.11.10 crores for training of pilots in the Akademi.

(d) Pilots do not give any feed back regarding their employment status to IGRUA.

(e) to (g) Two Private Airlines viz. jet Airways and Sahara Airlines have been asked to contribute towards the expenses of the institute by way of an annual contribution.

[English]

**Vacancies in Central  
Wakf Council**

379. SHRI ABDUL RASHEED SHAHEEN : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether there are six vacancies in the Central Wakf Council;

(b) if so, the time by which the vacancies are likely to be filled up;

(c) whether there are charges of misuse of Wakf funds against the top functionaries of CWW;

(d) if so, the action being taken in this regard;

(e) whether a CBI inquiry is going on against some of the functionaries of CWC; and

(f) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR) : (a) and (b) Yes, Sir. The matter of filling up the vacancies is under active consideration of the Government.

(c) and (d) Yes, Sir. Complaints about misuse of Wakf fund towards payment of license fee for the residential accommodation allotted to the Secretary, CWC have been received in the Ministry. The issue is being examined and action as per rules will be taken in this regard.

(e) and (f) No CBI enquiry in the matters of Central Wakf Council is going on. However, the CBI, is enquiring against Secretary, Central Wakf Council for alleged corruption and administrative irregularities committed by him during his tenure as Administrator, Punjab Wakf Board (additional charge).

**Doordarshan Relay Centres**

380. SHRI M. RAJA MOHAN REDDY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the entire work relating to Doordarshan's relay centres AIR stations at Narasaraopet, Vinukonda and Macherla in Andhra Pradesh has since been completed; and

(b) if so, the time by which the relay centres will start functioning?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Doordarshan's Low Power Transmitters at Narsaraopet, Vinukonda and Macherla in Andhra Pradesh are functioning since September, 1998, May, 2000, and September, 1998, respectively.

As regards All India Radio, a full fledged Station (3 KW FM Transmitter with Studio) at Macherla is technically ready and will be commissioned as soon as the sanction

for staff is received. At present there is no proposal to set up AIR Station at Narsaraopet and Vinukonda in Andhra Pradesh.

[Translation]

#### Performance of IA/AI

381. SHRI AJIT JOGI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether deterioration is being noticed in the quality of the services and performance of the Indian Airlines/Air India as compare to private airways;

(b) if so, the reasons therefor; and

(c) the corrective measures taken to improve the performance of Air India/Indian Airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) The services and performance of Indian Airlines and Air India compares favourably with those of other Airlines. In any case, constant efforts are made to improve the services, performance and customer relations by the two airlines.

[English]

#### Digitalisation of Doordarshan Centres in Osmanabad

382. SHRIMATI KALPNA RAMESH NARHIRE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of Radio Stations / DD Kendras functioning in Osmanabad district of Maharashtra;

(b) whether any proposal of digitalization of these centers is under consideration of the Government;

(c) if so, the time by which it is likely to be completed; and

(d) the amount sanctioned by the Government for this purpose?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) A local Radio Station with 6 KW FM Transmitter is functioning in Osmanabad district of Maharashtra and presently there is no Doordarshan Kendra functioning in Osmanabad. However, two relay centers (LPTs), one each at Osmanabad and Umerga are functioning in Osmanabad district.

(b) to (d) As part of Digitalization, four numbers of Hard Disc based system for AIR Studio, are being provided at Osmanabad. The project is expected to be completed by 2005-06. About Rs.7.00 lakhs has been sanctioned for the project.

#### New Rail Line from Loharu to Bhiwani in Haryana

383. SHRI KULDEEP BISHNOI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is aware of the long pending demand of the people regarding construction of a new railway line from Loharu to Bhiwani in Haryana falling in Northern Railway;

(b) if so, the details thereof; and

(c) the time by which the work on the project is likely to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No such request has been received from State Government of Haryana for construction of new rail line between Loharu and Bhiwani in the recent past.

(b) and (c) Do not arise.

#### Modernisation and infrastructure Technology in Production

384. SHRI ANANDRAO VITHOBA ADSUL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways plan to built coaches and locos new generation technology standards;

(b) if so, whether Railways has provided modern infrastructure/technology in all its production units; .

(c) if so, the details thereof, factory-wise; and

(d) the names of countries from which these modern technology is imported alongwith the conditions thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. The provision of modern infrastructure and technology in Production Units is a continuous process.

(c) and (d) In the recent years, the following technology upgradation has been carried out at the respective production units with technology transfer to facilitate indigenious Production.

Production Unit	Technology	Country
Chittaranjan Locomotive Works, Chittaranjan	ABB-3 phase locomotive technology.	Switzerland
Diesel Locomotive Works, Varanasi.	General Motors High Horse Power 3 phase Locomotive technology.	U.S.A. (United States of America)
Rail Coach Factory Kapurthala	LHB, High Speed all stainless steel body coaches	Germany

**Revival of Bharat Wagon and Engineering  
Co. Ltd. and Braithwaite & Co.**

385. SHRI KINJARAPU YERRANNAIDU :  
SHRI GURUDAS DASGUPTA :  
SHRI AJAY CHAKRABORTY :

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government has decided to revive two loss-making public sector rail wagon manufacturing companies, Bharat Wagon & Engineering Co. Ltd. and Braithwaite & Co.;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) The Government have taken an in principle decision to explore with the advice

of the Board for Reconstruction of the Public Sector Enterprises to whom detailed proposals shall be submitted by the Administrative Ministry shortly, the possibilities of revival of the loss making PSEs including Bharat Wagon & Engineering Co Ltd. and Braithwaite & Company.

[Translation]

**Selling of Share in Private Sector**

386. SHRI NITISH KUMAR :  
SHRI RAMJI LAL SUMAN :

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government has identified certain heavy industries whose share are to be sold in private sector;

(b) if so, the names of such industries alongwith the amount likely to be collected on account of sale of shares of each of such industries; and

(c) the scheme in regard to utilise this amount?



THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) In so far as Central Public Sector Enterprises under Department of Heavy Industry are concerned, no decision has been taken for selling their shares to private sector.

[English]

#### Zonal Store Depots

387. SHRI KAILASH BAITHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Zonal Store Depots are holding large number of items of stores and spares valuing in crores of rupees but were not issuing the same to the base depot or sub-depots;

(b) if so, the details thereof during the last three years;

(c) whether stores items worth lacs of rupees had become obsolete which were neither condemned nor disposed off and if so, the reasons therefor;

(d) the complaints have been received from the Members of Parliament so far concerning the Material Managers/NR/Kashmere Gate, Delhi; and

(e) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) Information is being collected and will be laid on the Table of the Sabha.

[Translation]

#### Development of Ring Railway Service

388. SHRI RAMDAS ATHAWALE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to make the Ring Rail Service in Delhi more systematic and efficient with a view to improve the environment and also to reduce the heavy traffic load on the roads in Delhi;

(b) if so, the details thereof;

(c) the funds allocated for the development of Ring Rail Service in Delhi and achievements made in this regard during the last three years;

(d) the number of persons benefited by Ring Rail Service in Delhi, year-wise;

(e) the steps taken/proposed to be taken by the Union Government for development of Ring Rail Service; and

(f) the details of the effective steps being taken to make Ring Rail Service more effective?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Ring Rail was initially developed as goods avoiding line for carrying freight traffic by-passing passenger terminals at Delhi and New Delhi station. At present 13 services, each of 10 coaches are running on Delhi Circular Railway in morning (6.55 to 11.00 hrs.) and evening (16.55 to 20.45 hrs.). Presently, these trains are not fully patronised. One of the reason is the geography of Delhi which does not permit the existing ring railway to cover major business and residential centers. As such there is no proposal to introduce additional circular trains on the pattern of local trains in Mumbai. Running of additional trains on Ring route is not feasible due to following reasons:

(i) Ring Railway system in Delhi touches very few business centres and office complexes.

(ii) The Railway stations are not connected by adequate feeder bus services.

(iii) Some of the bus routes compete with EMU services.

(iv) Non-availability of common ticketing.

(c) Nil.

Year	No. of passenger benefited
2001-02	1610450
2002-03	1730280
2003-04	1666801

(e) and (f) For this purpose, a committee has been constituted comprising representatives from Delhi State Govt. and Northern Railway to examine and suggest measures to improve the services on Ring Railway in Delhi area. Ring Railway offers a seating capacity of about 15,000 but has a very low patronisation of about 30 to 40% as stations do not have proper bus connectivity with nearby localities and people in Delhi prefer to use a single mode of transport. The responsibility of arranging feeder bus services lies with State Govt.

[English]

**Restoration of Services of  
Air traffic Controllers**

389. SHRI SUNIL KHAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government will consider the plight of some Air-traffic-controllers to return back their services again who were not guilty of delaying the flight at the time of take off from Mumbai airport as the flight was delayed due to heavy fog;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) The Four Air Traffic Controllers at Mumbai Airport were dismissed in 1999 for their gross misconduct which could have endangered the safety and security of the aircraft and travelling passengers. Against this termination, the dismissed Air Traffic Controllers filed writ petitions which have been dismissed by the Hon'ble High Court upholding the decision of the Airports Authority of India terminating the services of the Air Traffic Controllers. Appeals have been filed by the concerned dismissed Air Traffic Controllers.

(c) The dismissal matter is subjudice before the Hon'ble High Court and criminal proceedings are pending against the concerned dismissed employees before the Special Court at Mumbai under Suppression of Unlawful

Acts against the Safety of Civil Aviation Act, 1982. Their reinstatement cannot be considered at this stage.

**New Inquiry Committee on Godhra Carnage**

390. SHRI PRABODH PANDA :  
SHRI BRAJESH PATHAK :  
SHRI UDAY SINGH :  
SHRI SURESH KALMADI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has decided to probe the Godhra carnage through a new enquiry committee;

(b) if so, the details thereof alongwith its composition;

(c) the reasons for conducting fresh probe into the incident;

(d) whether the views of the various political parties were sought for conducting probe into the carnage;

(e) if not, the reasons therefor;

(f) whether the committee has submitted its report to the Government;

(g) if not, the time by which the committee is likely to submit its report;

(h) whether the Railways has already held a departmental enquiry into the incident;

(i) if so, whether in view of such inquiry any steps have been taken to prevent such incident; and

(j) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. A High Level Committee to inquire into the incident of fire on 9166 Sabarmati Express Train at Godhra Station on 27.2.2002 under the Chairmanship of Justice U.C. Banerjee, retired Judge of the Supreme Court of India, has been constituted. The Committee is assisted by three technical Experts in Railway Mechanical Engineering, Railway Electrical

Engineering and Fire Service with a Secretary to the Committee.

(c) The following are the main reasons for conducting a fresh probe into the Godhra Fire Incident:—

- (i) No investigation and enquiry was undertaken by the Railways or any other authority to ascertain the cause of fire;
- (ii) there was need to investigate the cause of incident along with the other issues concerning Railway safety like over-crowding and entry of unauthorized passengers in the said train and the role of Railway officials in the matter;
- (iii) to explore various remedial and preventive actions that need to be taken to avoid such occurrence in the future;
- (iv) to review the preparedness for rescue and relief operation in such situation in order to minimize loss of life and injury in railway accidents;
- (v) to improve Railway working procedure, training of employees and upgradation of technology.

(d) and (e) As the matter relates to functioning of Railway System, consulting political parties was not considered necessary.

(f) No, Sir.

(g) The Committee has been constituted on 4.9.2004 and was to submit its report within 03 months. The Government has since decided to extend the tenure of the Committee by another 03 months.

(h) No, Sir.

(i) Does not arise.

(j) Does not arise.

[Translation]

#### Drug Abuse

391. SHRI BIR SINGH MAHATO :  
SHRI HARIKEWAL PRASAD :

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) the number of cases of drug abuse brought to light in the country during the last three years till date, State-wise;

(b) the number of cases in which chargesheets have been filed;

(c) the number of de-addiction centers opened in each State/UT;

(d) the number of such centers necessary to be opened further in order to check this malady; and

(e) the number of additional de-addiction centers planned to be opened during the current financial year, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) Drug Abuse is not a punishable offence and therefore no data is available on the number of cases coming to light.

(b) Does not arise.

(c) 361 Centres are supported by the Ministry of Social Justice and Empowerment under the Scheme for prevention of Alcoholism and Substance (Drugs) Abuse, Besides, the Ministry of Health and Family Welfare, Govt. of India is also running 82 such centers. A statement indicating the number of deaddiction centers running State-wise is enclosed.

(d) and (e) Considering the incidence of drug and alcohol abuse in the country there is a need for setting up more centers in the country. Expansion of the programme will depend on the funds available under the scheme for Prevention of Alcoholism and Substance (Drugs) Abuse. After taking into account the committed liability on account of existing centers, in the current year 60-70 additional centers can be sanctioned. The numbers actually sanctioned and locations will depend on the justification and completeness of the proposal received and the need to cover unserved areas.

## Statement

S. No.	Name of the State/UT	No. of De-addiction Centres run by Ministry of Social Justice and Empowerment	No. of De-addiction Centres run by Ministry of Health	Total
1	2	3	4	5
1.	Andhra Pradesh	17	3	20
2.	Assam	8	3	11
3.	Bihar	15	3	18
4.	Chhattisgarh	2	1	3
5.	Goa	1	1	2
6.	Gujarat	10	2	12
7.	Haryana	19	3	22
8.	Himachal Pradesh	3	3	6
9.	Jammu and Kashmir	2	2	4
10.	Jharkhand	2	0	2
11.	Karnataka	17	1	18
12.	Kerala	22	7	29
13.	Madhya Pradesh	9	5	14
14.	Maharashtra	58	3	61
15.	Manipur	19	4	23
16.	Meghalaya	2	1	3
17.	Mizoram	8	1	9
18.	Nagaland	6	3	9
19.	Orissa	28	1	29
20.	Punjab	15	5	20
21.	Rajasthan	9	3	12
22.	Sikkim	—	3	3

1	2	3	4	5
23.	Tamil Nadu	18	11	29
24.	Tripura	2	1	3
25.	Uttar Pradesh	46	4	50
26.	Uttaranchal	3	1	4
27.	West Bengal	12	3	15
28.	Chandigarh	—	0	0
29.	Delhi	7	3	10
30.	Pondicherry	1	1	2
Total		361	82	443

[English]

#### Cultural Agreements

392. SHRIMATI KIRAN MAHESHWARI :  
SHRI K.S. RAO :

Will the Minister of CULTURE be pleased to state :

(a) the details of countries with which the Government has signed cultural agreements;

(b) the number out of them with whom Government has developed cultural exchange programmes;

(c) the steps taken by the Government to develop cultural exchange programmes with remaining countries;

(d) whether big sum is earmarked for Indian mission abroad to promote cultural ties with other countries, but larger a part of money is diverted; and

(e) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL READY) : (a) and (b) Details of Agreements and Cultural Exchange Programmes executed between India

and other countries are given in the enclosed statement-I and II.

(c) Government has initiated dialogues and discussions with other countries also for formulation of Cultural Exchange Programmes.

(d) and (e) Information is being collected and shall be laid on the table of the House.

#### Statement-I

##### Cultural Agreements with various Countries

S.No.	Name of the Country	Date of signing
1	2	3
1.	Afghanistan	04.01.1963
2.	Algeria	01.06.1976
3.	Argentina	28.05.1974
4.	Armenia	14.12.1995
5.	Australia	21.10.1971

1	2	3	1	2	3
6.	Bahrain	08.01.1975	30.	Finland	10.06.1983
7.	Bangladesh	30.12.1972	31.	France	07.06.1966
8.	Belarus	14.05.1993	32.	Germany	20.03.1969
9.	Belgium	21.09.1973	33.	Ghana	12.10.1981
10.	Belize	15.06.1994	34.	Greece	22.06.1961
11.	Benin	17.07.1986	35.	Guyana	30.12.1974
12.	Bolivia	08.12.1997	36.	Hungary	03.03.1962
13.	Bosnia & Herzegovina	20.09.2002 (Yugos)	37.	Indonesia	29.12.1955
14.	Botswana	14.05.1997	38.	Iran	10.12.1956
15.	Brazil	23.09.1969	39.	Iraq	19.04.1973
16.	Bulgaria	02.02.1963	40.	Israel	18.05.1993
17.	Burkina-Faso	12.12.1983	41.	Italy	09.11.1976
18.	Cambodia	31.01.1996	42.	Jamaica	05.10.1992
19.	Chile	13.01.1993	43.	Japan	29.10.1956
20.	China	28.05.1988	44.	Jordan	15.02.1976
21.	Columbia	22.05.1974	45.	Kazakhstan	22.02.1981
22.	Croatia	05.03.1999	46.	Kenya	24.02.1981
23.	Cuba	21.07.1976	47.	Kuwait	02.11.1970
24.	Cyprus	24.10.1980	48.	Kyrghystan	14.03.1992
25.	Czech	11.10.1996	49.	Laos	17.08.1994
26.	Djibouti	31.01.1989	50.	Latvia	01.09.1995
27.	Egypt	25.09.1958	51.	Lebanon	07.04.1997
28.	Estonia	15.10.1993	52.	Lesotho	05.10.1976
29.	Ethiopia	09.02.1983	53.	Libya	24.08.1985
			54.	Lithuania	20.02.2001 .

1	2	3	1	2	3
55.	Luxemburg	10.09.1996	80.	Philippines	06.09.1969
56.	Madagascar	17.06.1997	81.	Qatar	04.06.1980
57.	Malaysia	03.03.1978	82.	Romania	03.04.1957
58.	Maldives	07.09.1983	83.	Rwanda	04.07.1975
59.	Malta	14.01.1992	84.	Russia	28.01.1993
60.	Mauritius	06.02.1976	85.	Senegal	21.05.1974
61.	Mexico	23.07.1975	86.	Serbia & Montenegro (Yugos)	20.09.2002
62.	Moldova	19.03.1993	87.	Seychelles	22.12.1987
63.	Mongolia	09.02.1978	88.	Singapore	05.02.1993
64.	Morocco	12.01.1981	89.	Slovak	11.03.1996
65.	Mozambique	09.02.1978	90.	Slovenia	16.12.1996
66.	Myanmar	25.01.2001	91.	Somalia	02.04.1979
67.	Namibia	25.01.1991	92.	South Africa	04.12.1996
68.	Netherlands	24.05.1985	93.	South Korea	12.08.1974
69.	Nepal	09.09.2004	94.	Spain	16.09.1982
70.	Nicaragua	09.09.1986	95.	Sri Lanka	29.11.1977
71.	Nigeria	14.09.1982	96.	Sudan	28.11.1974
72.	North Korea (DPRK)	02.07.1976	97.	Suriname	22.09.1992
73.	Norway	19.04.1961	98.	Syria	13.11.1975
74.	Oman	03.08.1991	99.	Tanzania	17.01.1975
75.	Pakistan	31.12.1988	100.	Tajikistan	15.02.1993
76.	Panama	02.02.2001	101.	Thailand	29.04.1997
77.	Peru	25.01.1987	102.	Trinidad & Tobago	13.03.1987
78.	Poland	27.03.1957	103.	Tunisia	24.06.1969
79.	Portugal	07.04.1980			

1	2	3
104.	Turkey	29.05.1951
105.	Turkmenistan	20.04.1992
106.	United Arab Emirates (U.A.E.)	03.01.1975
107.	Uganda	24.11.1981
108.	Ukraine	27.03.1992
109.	Uzbekistan	17.08.1991
110.	Venezuela	13.09.1984
111.	Vietnam	18.12.1976
112.	Yemen	22.07.1999
113.	Zaire	04.07.1978
114.	Zambia	26.01.1975
115.	Zimbabwe	22.05.1981

**Statement-II**

*Present Status of Cultural Exchange Programmes (CEPs) with various Countries*

S. No.	Country	Date of Signing	Validity Period
1	2	3	4
1.	Afghanistan	30.08.1990	1990-1992
2.	Algeria	10.10.2003	2004-2006
3.	Argentina	24.01.1985	1985-1987
4.	Armenia	22.05.2003	2003-2006
5.	Australia	17.11.1988	1989-1991
6.	Bahrain	23.11.1991	1991-1994
7.	Bangladesh	19.11.1997	1997-1999

1	2	3	4
8.	Belarus	15.11.2001	2001-2004
9.	Belgium	21.03.1996	1996-1998
10.	Bulgaria	14.09.2001	2001-2003
11.	China	23.06.2003	2003-2005
12.	Croatia	25.07.2001	2001-2003
13.	Cuba	25.09.1995	1995-1997
14.	Cyprus	08.10.2002	2002-2005
15.	Chile	24.04.2003	2003-2005
16.	Columbia	May' 2002	2002-2004
17.	Cambodia	18.02.2000	2000-2002
18.	Djibouti	19.05.2003	2003-2005
19.	Egypt	19.12.2002	2003-2005
20.	Ethiopia	15.05.1998	1998-2000
21.	Finland	15.03.1996	1996-1998
22.	France	07.11.2003	2003-2005
23.	Germany	17.06.2003	2003-2005
24.	Ghana	05.08.2002	2002-2005
25.	Greece	09.09.2003	2003-2006
26.	Guyana	25.08.2003	2003-2006
27.	Hungary	03.11.2003	2003-2006
28.	Iran	25.01.2003	2003-2005
29.	Iraq	02.09.1998	1998-2001
30.	Israel	09.09.2003	2003-2005
31.	Italy	25.01.2003	2003-2005



1	2	3	4	1	2	3	4
32.	Indonesia	11.01.2001	2001-2003	56.	Romania	17.11.1997	1997-1999
33.	Jordan	25.04.2000	2000-2002	57.	Rwanda	13.06.1990	1991-1993
32.	Kenya	26.05.1994	1994-1997	58.	Russia	03.10.2000	2000-2002
33.	Kazakhstan	Oct., 1992	1992-1994	59.	Senegal	14.09.1976	1977-1978
36.	Kyrgyzstan	Oct., 1992	1992-1994	60.	Seychelles	10.09.2003	2003-2005
37.	Kuwait	22.12.1999	2000-2001	61.	Syria	15.11.2003	2003-2006
38.	Laos	Jan., 1996	1996-1998	62.	Somalia	02.08.1988	1988-1990
39.	Mauritius	05.09.2003	2003-2005	63.	Sudan	09.04.2000	2000-2002
40.	Maldives	24.12.1992	1992-1994	64.	Spain	08.02.1993	1993-1995
41.	Malaysia	11.10.2000	2000-2002	65.	Sri Lanka	22.01.1997	2003-2007
42.	Mexico	09.11.1993	1994-1996	66.	Singapore	10.11.2000	2000-2002
43.	Mongolia	31.03.2000	2000-2002	67.	South Africa	16.10.2003	2004-2005
44.	Morocco	27.02.2001	2001-2003	68.	Suriname	17.03.2003	2003-2005
45.	North Korea (DPRK)	18.09.2003	2003-2006	69.	South Korea	23.02.1996	1996-1998
46.	Netherlands	01.12.1993	1994-1997	70.	Tanzania	04.02.1991	1991-1992
47.	Nigeria	18.04.1992	1992-1995	71.	Tunisia	05.04.2000	2000-2002
48.	Norway	16.01.1987	1987-1989	72.	Turkey	31.03.2000	2000-2002
49.	Oman	02.04.1997	1997-1998	73.	Turkmenistan	10.10.1992	1992-1994
50.	Pakistan	19.07.1989	1989-1991	74.	Tajikistan	12.12.1995	1996-1998
51.	Peru	20.02.1996	1996-1998	75.	U.A.E.	06.01.1994	1994-1996
52.	Poland	07.10.1996	1997-1999	76.	Uganda	09.10.1997	1997-1999
53.	Portugal	11.03.1998	1998-2000	77.	Uzbekistan	02.05.2000	2000-2002
54.	Philippines	27.03.1995	1995-1997	78.	Vietnam	08.01.2001	2001-2003
55.	Qatar	20.05.1985	1985-1987	79.	Venezuela	22.07.1993	1993-1995

1	2	3	4
80.	Yemen	08.11.1985	1986-1987
81.	Zambia	20.12.1990	1991-1992
82.	Zimbabwe	12.11.1991	1992-1994

**Other Agreements**

83. Japan Informal CEP (Indo-Japan Mixed Commission)
84. Canada Indo-Canada MoU is under process
85. Russia Indo-Russia Working Group on Culture

**Setting up of Coast Guards Stations**

393. SHRI PARSURAM MAJHI : Will the Minister of DEFENCE be pleased to state :

(a) the number of coast guard stations in the country, State-wise;

(b) whether the Government has a proposal to set up some new stations of coast guard during 2004-2005;

(c) if so, whether any such station is proposed to be set up in Orissa; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) There are twenty seven Coast Guard stations in the country.

State/Union Territory wise numbers are as follows:

State	Number of Coast Guard Stations
1	2
Gujarat	4
Maharashtra	2
Goa	2

1	2
Karnataka	1
Kerala	3
Tamil Nadu	4
Andhra Pradesh	1
Orissa	1
West Bengal	2
Delhi	1
<b>Union Territory</b>	
Daman	1
Andaman Nicobar	4
Lakshadweep	1
<b>Total</b>	<b>27</b>

There is no proposal to set up new Coast Guard stations in 2004-2005. Therefore, proposal to set up Coast Guard station in Orissa during 2004-2005 does not arise.

**Improvement in Baggage Reconciliation System (BRS)**

394. SHRI ASADUDDIN OWAISI :  
SHRI PRAKASHBAPU V. PATIL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the world over airlines are using technology to improve baggage handling;

(b) if so, the details thereof;

(c) whether such technology is being used in the country by private or Government owned airlines;

(d) if so, the details thereof;

(e) whether IGI airport is likely to have automated baggage reconciliation system (BRS) cargo handling;

(f) if so, whether Government propose to introduce such system in other airports also;

(g) if so, the detailed plan chalked out by the Government in this regard and total expenditure likely to be incurred at each airport, airport wise, separately; and

(h) the time by which the said project is likely to be completed in all the airports particularly in Mumbai Airport?

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

(b) The world-over Airlines are using Bar Code Technology linked with Baggage Handling System of their respective Host Computer. Radio Frequency Identification (RFID) technology is on trial in some of the Airports.

(c) and (d) As per information available with the Govt. Air India Ltd. has an in-house developed Baggage Reconciliation System which is connected through AI's ARTICA system. Indian Airlines is in the process of procuring fully automated Baggage Reconciliation System.

(e) Yes, Sir. Indian Airlines has been designated single agency to introduce the system of Baggage Reconciliation System for all Airlines at IGI Airport (International Terminal).

(f) Yes, Sir.

(g) Baggage Reconciliation System as a part of Common User Terminal Equipment (CUTE) System is being worked out for introduction at Metro Airports & major Non-Metro Airports in India.

The expenditure on introduction of the system is part of CUTE System. The modalities & the expenditure are being worked out.

(h) At the Metro Airports including Mumbai, the work is likely to be completed within twelve months & at other major non-Metro Airports within eighteen months.

### LNG Terminal at Kochi

395. SHRI C.K. CHANDRAPPAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the proposed LNG terminal at Cochin has completed all the preliminary works so that Petronet could start the project work soon;

(b) the result of the market study conducted by the KSIDC and FEDO regarding the assured consumption of LNG produced here;

(c) whether the Cochin Refineries had offered that it could undertake the marketing of the entire production of LNG from this terminal;

(d) whether the Gas Authority of India Ltd., (GAIL) will complete the laying of pipeline work, as agreed to KSIDC;

(e) whether the Ministry will create such machines and take such steps so that no agency involved, fail in discharging its responsibility at the agreed time; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) Yes, Sir.

(b) The market study has established substantial demand for LNG.

(c) Bharat Petroleum Corporation Limited (BPCL), the parent company of Cochin Refineries Ltd. has offered to undertake marketing of LNG from Kochi LNG terminal.

(d) Yes, Sir.

(e) and (f) It has been agreed that the pipeline for the transportation of RLNG will be laid by GAIL (India) Limited. Various other aspects of the project will be driven by commercial considerations through appropriate agreements between the companies concerned.

### Welfare of Servicemen and Ex-servicemen

396. SHRI PAWAN KUMAR BANSAL : Will the Minister of DEFENCE be pleased to state :

(a) whether the Standing Committee of Defence had last year given elaborate recommendations on the welfare of Servicemen and Ex-Servicemen;

(b) if so, the salient features thereof;

(c) whether the Government has considered the same; and

(d) if so, action, if any, being taken thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) A statement indicating the salient features of the recommendations is enclosed.

(c) and (d) the recommendations made by the Committee were considered and Action Taken Notes on each of the recommendations have been sent to the Lok Sabha Secretariat.

#### Statement

*Salient features of the recommendations of the Standing Committee on Defence (2003) are given below:*

- (i) Restructuring of officers cadre with a view to have youthful profile and adequate promotional avenues for the Armed Forces personnel.
- (ii) Exploration of opportunities for transfer/deputation/lateral induction of defence personnel to other Departments.
- (iii) Review of insurance benefits to servicemen.
- (iv) Increase in the reservation for the wards of servicemen in professional institutions.
- (v) Increasing the training facilities for ex-servicemen to improve their employability and removal

of constraints in providing re-employment to ex-servicemen in Government jobs and exploring opportunities for re-employment of ex-servicemen in private sector also.

- (vi) Setting up of a National Commission on Ex-servicemen on the lines of National Commission for SC/ST/Minorities, establishment of an Ex-servicemen Financial Corporation as well as an Ex-servicemen Industrial Corporation.
- (vii) Encouraging ex-servicemen to form cooperative societies.
- (viii) Grant of 'one rank one pension' to the armed forces personnel.
- (ix) Condition of 33 years of service for drawing full pension to the armed forces personnel be removed.
- (x) Revision of disability pension especially in the case of defence personnel having 100% disability so that they get pension-cum-disability pension equal to last pay drawn.
- (xi) Enhancement of medical facilities for servicemen and ex-servicemen.
- (xii) Widows of ex-servicemen be covered under ECHS and exempted from the payment of contribution.

#### Bilateral Civil Aviation Agreement with US

397. SHRI DUSHYANT SINGH :  
SHRI MOHAN RAWALE :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government of US has sent detailed proposals for bilateral civil aviation agreement;

(b) if so, whether the existing bilateral agreement between Indian and US is out-dated and needs to be replaced immediately to improve air services between the two countries;

(c) if so, whether India has considered the offer made by US to open its skies to any Indian airlines;

(d) if so, the details of the same and by when the agreement between India and US is likely to be signed in this regard;

(e) whether the Government has also finalised the plans to enter into bilateral agreement with other countries including Brazil, Europe and Middle East;

(f) if so, the details of the agreement made so far; and

(g) to what extent it has been helpful as far as India is concerned?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) The existing Air Services Agreement between India and USA is quite liberal, under which both countries can designate any number of airlines, which in turn can operate any number of services to the destinations available to them. However, there are restrictions under the present arrangements on points of call to which designated airlines can operate and on exercise of traffic rights from intermediate points. USA has recently proposed a total open sky agreement on a reciprocal basis which, inter alia, seeks to do away with these restrictions. The US proposal has been examined and certain modifications have been proposed. No firm time frame for signing of the new agreement can be indicated at this stage.

(e) and (f) India has entered into an Air Services Agreement with Brazil on 5.5.2004. Air services Agreements also exist with 25 European and 16 Middle-East countries.

(g) Bilateral Air Services Agreements are a pre-requisite for commencement of scheduled air services. These agreements enable designated airlines of both countries to operate scheduled air services between their respective territories—enabling passengers and freight traffic flows between the two countries, with consequent benefit to trade, commerce, Tourism and national economy as a whole.

### Procurement of Mirage

398. SHRI JYOTIRADITYA M. SCINDIA :  
SHRI RAM KRIPAL YADAV :  
SHRI BRAJESH PATHAK :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government propose to revise contracts with French Company Dassault Aviation for procurement of Mirage fighters;

(b) if so, the details thereof and the reasons therefor;

(c) the details of delivery schedule fixed with French Company;

(d) whether any company has filed a case in Paris Court;

(e) if so, the details thereof;

(f) the details of cost escalation due to delay in delivery as per schedule;

(g) whether the Government has received any memorandum/request to investigate the Mirage deal; and

(h) if so, the details thereof and action taken by the Government thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) There is presently no proposal to revise on-going Contracts for the procurement of Mirage aircraft.

(c) The delivery of the Mirage aircraft is expected between November 2004 and January 2005.

(d) and (e) No case has been filed by any company against the Government of India in a Court in Paris in regard to the procurement of Mirage aircraft.

(f) There is no cost escalation linked to the delivery of the aircraft between November, 2004 and January, 2005.

(g) and (h) The former Chairman, Public Accounts Committee, sent a letter mentioning, inter alia, about a judgement of the French High Court of Justice in Paris against M/s Dassault Aviation/Thales, the manufacturers of Mirage aircraft, in respect of sale of 10 Mirage aircraft. The letter mentioned that the judgement of the French High Court purportedly required the vendors of the aircraft to pay a substantial amount as commission to agents.

Enquiries with the Embassy of India in Paris revealed that the case filed by one M/s. Keyser against M/s. Dassault Aviation, France, before the Tribunal de Commerce (Commercial Court) of Paris claiming payment of commission was rejected by the Commercial Court on 11th September 2002. An appeal filed by M/s. Keyser against the order of the Commercial Court of Paris was subsequently withdrawn by them and the withdrawal was confirmed by the French Appellate Court on 24th September, 2004. M/s Dassault Aviation had also confirmed compliance with Government of India's requirement regarding non-engagement of agents.

[Translation]

**Increase in charges of Tatkal  
Reservation Scheme**

399. SHRI DEVIDAS PINGLE :  
PROF. MAHADEORAO SHIWANKAR :  
SHRI RAM KRIPAL YADAV :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has increased the charges under the Tatkal Scheme for reservation in all classes of trains and also introduced peak and non-peak period in this regard;

(b) if so, the complete details of old and new-charges under the scheme for both peak and non-peak period, alongwith its effective date, class-wise;

(c) the reason for increasing the charges just after Railways Annual Budget and putting extra burden on the passengers; and

(d) the revenue would be generated from the increase of charges on Tatkal Railway Reservation?

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

(b) The earlier and new Tatkal Charges are as under:—

S. No.	Class	Earlier Tatkal Charges	Revised Tatkal Charges	
			During non-peak period (15th July to 15th September)	Other than non-peak period
1.	AC3-tier	Rs. 200/-	Rs. 200/-	Rs. 300/-
2.	AC3-tier	Rs. 150/-	Rs. 200/-	Rs. 300/-
3.	AC Chair Car	Rs. 50/-	Rs. 75/-	Rs. 150/-
4.	Sleeper	Rs. 50/-	Rs. 75/-	Rs. 150/-

The revised charges are being made effective in trains phase-wise starting from 14th November 2004 for the journeys commencing from 15.11.2004 under the new Tatkal scheme.

(c) New Tatkal Scheme which started in trains phase-wise from 14.11.2004 has many passenger friendly features eliminating the shortcomings in the previous Scheme. The charges had to be revised to stop misuse of the facility

(d) It is not feasible to quantify the additional revenue on this account.

**Agreement with Foreign Airlines**

400. SHRI DUSHYANT SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the Foreign Airlines tied up with Indian Air Lines, Air India;

(b) the details of the agreements, made by the Air India or Indian Air Lines with those foreign Air Lines; and

(c) the routes in which joint operation has been started by those Foreign Air Lines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) Details of different types of commercial agreement concluded by Air India/Indian Airlines with various foreign Airlines are given in enclosed statement.

#### Statement

#### *Commercial Agreements Entered into by Air India/Indian Airlines*

#### Air India

##### Pool Agreement

1. Emirates
2. Gulf Air
3. Kuwait Airways
4. Malaysian Airlines
5. Singapore Airlines
6. Swiss International

##### Compensation Arrangements

1. Air Seychelles
2. Air Slovakia
3. Bangladesh Biman
4. China Airlines
5. Egypt Air
6. El Al
7. Ethiopian Airlines
8. Gulf Air
9. Iran Air
10. KLM

11. Oman Air
12. Qatar Airways
13. Royal Jordanian
14. Singapore Airlines
15. Syrian Arab
16. Yemenia

#### Joint Venture Arrangements

1. Air Mauritius
2. Malaysia Airlines

#### Code Share-cum-Block Space Arrangements

1. Aeroflot
2. Air France
3. Asiana Airlines
4. Austrian Airlines
5. Singapore Airlines
6. Swiss International Airlines
7. Emirates
8. Kuwait Airways
9. Malaysia Airlines
10. Silk Air
11. Thai Airways
12. Turkish Airlines

#### Reciprocal (Code Share) Free Flow Arrangements Block Space

- Lufthansa
- Thai Airways

**Indian Airlines***[English]***Code Share**

1. Sri Lankan Airlines
2. Kyrgyzstan Airlines
3. Uzbekistan Airlines
4. Gulf Air
5. Air Astana
6. Aero Svit Airlines

**Compensation Arrangements**

1. Druk Air
2. Mahan Air
3. Tajikistan Airlines
4. Turkmenistan Airlines

*[Translation]***Firing on Borders and LoC**

401. SHRI BRAJESH PATHAK : Will the Minister of DEFENCE be pleased to state :

(a) the number of families affected by firing and shelling along the border and the line of control during the last three years and till date State-wise;

(b) the loss of lives and property suffered due to firing and shelling;

(c) the amount of compensation given to the each affected family; and

(d) the steps taken by the Government to rehabilitate such families?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) The information is being collected and will be laid on the Table of the House.

**Launch of E-tickets**

402. SHRI GURUDAS KAMAT: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government plans to launch e-tickets;

(b) if so, the details thereof;

(c) whether there is an apprehension of misusing the e-tickets; and

(d) if so, the details thereof and the corrective measures taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. A pilot project is proposed to be started on selected pairs of Shatabdi Express trains. It will enable the passengers to get their reservations booked through Internet and occupy their reserved seats on the basis of a computer-generated slip.

(c) and (d) The pilot project will be launched with adequate safeguards, to protect the interests of the railways and passengers, as under:

(i) Passenger will be required to carry an identity card.

(ii) Computer reservation system software will have additional safeguard inbuilt.

(iii) Refund safeguards have also been stipulated in the scheme.

The results of the pilot project trials will be duly scrutinized and assessed before expanding the scheme.

**Utilisation of funds by Panchayati****Raj Institutions**

403. SHRI RAJENDER KUMAR : Will the Minister of PANCHAYATI RAJ be pleased to state :



(a) the details of funds allocated/released and utilized by States/Union Territories under Panchayati Raj System during 2003-2004 and 2004-05 till date, State-wise, head-wise and district-wise in Uttaranchal;

(b) whether the funds have been fully utilized in each district of the States particularly in the Uttaranchal State;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) No funds are allocated/released to the States/UTs by the Ministry of Panchayati Raj which has only recently been set up.

(b) to (d) Question does not arise.

#### Criteria for Grants to NGOs

404. SHRI KIRIP CHALIHA : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) the criteria laid down by the Government for the Non-Governmental Organisations (NGOs) to receive centrally sponsored grant-in-aids for residential and non-residential schools for deaf and dumb children;

(b) whether the existing policy of the Government does not provide such grant-in-aids to more than two NGOs in any one particular district of the country;

(c) if so, the rationale behind such a policy, which deprives genuine NGOs to get grant-in-aid;

(d) whether the Government intends to review its policy in this regard and allow genuine NGOs to get the grant-in-aid either in a fresh manner by discontinuing the aid to such NGOs, which have been receiving such aids from the Government for a period of more than five year or so; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JEGADEESAN) : (a) The criteria laid down for NGOs to receive grant-in-aid under the Deendayal Disabled Rehabilitation Scheme are as under:

I. The organisation should be:

Registered under the Societies Registration Act, 1860 or any relevant Act of the State/Union Territory; or

a public Trust registered under the law for the time being in force; or

a charitable company licensed under Section 25 of the Companies Act, 1958 for at least 2 years.

II. It should have at least 2 years experience in running the project for which grant in aid is being applied for under the scheme.

III. It should have a legally constituted managing body.

IV. It is not run for profit to any individual or a body of individuals.

(b) and (c) An overall review of projects supported under the scheme made during the previous years revealed that the benefit of the scheme has reached to the disabled beneficiaries in 224 districts only out of about 601 districts in the country. It is also seen that there is large concentration of projects in a few districts. Since it is a Central Sector Scheme it is essential to extent the benefit of the scheme to the disabled in all the districts in the country. In order to check further concentration of projects in any district and to ensure balanced regional growth and distribution of funds, the Screening Committee set up for considering new cases of grant in aid proposals during 2003-04 did not find it feasible to support more than two projects under the scheme in each district.

(d) and (e) Review of policies is an ongoing process. Every year new NGOs are given grant in aid as per existing

policy. Grants are continued to NGOs only after they are inspected for the adequacy of their performance.

#### Oil field in Angola

405. SHRI VIJOY KRISHNA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether ONGC has failed to obtain Block 18 Oil field in Angola;

(b) if so, the details thereof and the reason for the same; and

(c) the steps being taken by the Government to change its strategy in future?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) ONGC Videsh Limited (OVL) entered into a Sale and Purchase Agreement (SPA) with Shell on the 7th April 2004 for the acquisition of its 50% stake in offshore Block 18, Angola, subject to the waiver of pre-emption rights by the other partners in the Block, viz., British Petroleum (BP) and Sonangol (the National Oil company of Angola), as well as consent of the Government of Angola. However, while BP gave its consent, Sonangol exercised its pre-emption rights as a result of which the deal could not be concluded.

(c) The international oil and gas assets acquisition arena is very competitive where companies from oil and gas deficit nations and also from developed countries pose tough competition to OVL. For extending guidance and advice to Indian oil companies in their efforts to acquire equity oil abroad, Government have constituted an Advisory Committee on Oil Diplomacy for Energy Security comprising experts with specialized knowledge of the country and regions with whom the oil companies are expected to interact.

#### Funds earmarked for Welfare of Women and Children in Panchayati Raj

406. SHRI IQBAL AHMED SARADGI : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Prime Minister has urged the panchayati raj minister to identify centrally-sponsored schemes being implemented through panchayati raj institutions and has urged that at least 1/3rd of the funds given to panchayati raj under centrally-sponsored schemes to be earmarked for the welfare of women and children;

(b) if so, whether any concrete programme has been prepared by the ministry; and

(c) if so, the total funds to be earmarked for the purpose as suggested by the Prime Minister?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) Yes Sir.

(b) and (c) The Ministry of Panchayati Raj has gone through the list of approximately 300 schemes listed in Volume-II of the Expenditure Budget 2004-05 which, in the explanatory notes, itemizes, inter alia, the various Centrally Sponsored Schemes. The overwhelming majority of these schemes is related to the 29 subjects listed in the XI Schedule. In most Centrally Sponsored Schemes, there is considerable scope for increasing the involvement of Panchayats in line with the letter and spirit of Part IX and IX-A of the Constitution. As such, it is not until the provisions of Article 243G pervade the conceptualization of Centrally Sponsored Schemes that Panchayats will actually be empowered to function as "institutions of self-government" in respect of such schemes. These are among the issues that are being pursued by consensus in the series of seven Round Tables of Panchayati Raj Institutions being organised by the Ministry of Panchayati Raj; six of which have already been held. It is only after the flow of funds to the Panchayats is streamlined that at least 1/3rd of the funds could be earmarked for women and children.

#### Shifting of Idgah Slaughter House to Ghazipur

407. DR. M. JAGANNATH :

SHRI DALPAT SINGH PARSTE :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Air Force is against the shifting of idgah slaughter house to Ghazipur near the Hindan Air base in Ghaziabad;

(b) whether it is a fact that Air Chief Marshal has written to Delhi CM to reconsider location of slaughter house to Ghazipur as it would be a hindrance to the Hindon air base;

(c) if so, the response of the Government of Delhi thereon; and

(d) the action taken by the Union Government to ensure that accidents involving bird hits posing great rustic for the fighters are avoided by shifting abattoir?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Government of National Capital Territory of Delhi has suggested Indian Air Force (IAF) to approach the Hon'ble Supreme Court.

(d) IAF has approached the Hon'ble Supreme Court on this issue. The matter is sub-judice.

[Translation]

#### Reservation of SC/ST in Catering Contracts

408. SHRI RAM CHANDRA PASWAN :  
SHRI RAMAKANT YADAV :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to give reservation to the SCs/STs persons contracts of Railways;

(b) if so, whether the Government propose to give reservation to backward classes, SCs/STs and Muslims in the catering contracts of Railway ;;

(c) if so, the percentage of reservation likely to be given to these categories;

(d) the time by which the procedure for providing reservation are likely to be implemented; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) Revised catering policy 2004, which has been implemented from the date of issue i.e. 05.10.2004 provides for enhanced reservations as per the following, for allotment of small units of 'D' 'E' and 'F' category stations:

Scheduled Castes	12%
Scheduled Tribes	8%
Other backward classes	20%
Minorities*	9.5%
<b>Total</b>	<b>49.5%</b>

\*the term minorities will include the communities namely (i) muslims, (ii) Christian, (iii) Sikhs, (iv) Zoroastrians (Parsis).

In each category 10% reservation will be for women including war widows and widows of railway employees and 2% reservation will be for physically and mentally handicapped persons.

#### Reduction in Deployment of Defence Forces in J&K

409. SHRI MUNSHI RAM :  
SHRIMATI MANORAMA MADHAVRAJ :  
SHRI BHUVANESHWAR PRASAD MEHTA :  
SHRI UDAY SINGH :  
SHRI TATHAGATA SATPATHY :  
SHRI MOHAN SINGH :

Will the Minister of DEFENCE be pleased to state :

(a) whether there has been decline in the number of terrorist activities from across the border;

(b) if so, whether the Government has recently taken a decision to reduce troops in J&K;

(c) if so, whether for taking such a drastic decision, the implications have been assessed;

(d) if so, the details thereof;

(e) whether such a decision would not increase infiltration from the bordering State; and

(f) if so, the manner in which such a situation would be handled?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) to (d) After due deliberation on the security situation, the number of Army personnel in the State of Jammu and Kashmir are being reduced with effect from 17th November 2004. Details of units being de-inducted cannot be disclosed in view of national security considerations.

(e) No, Sir.

(f) Does not arise.

[English]

#### Greenfield Airport at Devanahalli Bangalore

410. SHRIMATI MANORAMA MADHAVRAJ : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the greenfield airport at Devanahalli, Bangalore cleared by the Union Government in July 2004, have been further delayed;

(b) if so, the reasons therefor;

(c) whether the overseas consortium funding the project has raised alarm over the delay and resultant escalation in projects costs;

(d) if so, whether the Defence Ministry has also introduced additional conditions for grant of No Objection Certificate for the greenfield airport; and

(e) if so, the steps being taken by the Government to expedite the process?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) A

few of the critical Agreements namely the State Support Agreement and Land Lease Agreement between Government of Karnataka and Bangalore International Airport Limited (BIAL) and Financing Agreements between lender and BIAL are yet to be signed.

(c) The Bangalore International Airport Limited have expressed their concern.

(d) Yes, Sir.

(e) Airports Authority of India has been advised to finalise CNS/ATM Agreement immediately. The need for amending the No Objection Certificate has been taken up with Ministry of Defence. All pending issues including Agreements which are to be executed by the State Government are being monitored very closely in the Government.

[Translation]

#### Shortage of Reservation Staff

411. PROF. MAHADEORAO SHIWANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the number of employees at the Railway Reservation Centres have been reduced;

(b) if so, the reasons therefor;

(c) whether the Government provides additional number of counters in the country during festival seasons;

(d) if so, whether there is a long queues at Reservation counter due to shortage of staff; and

(e) if so, the steps taken by the Government to control long queues at the Railway Reservation Counters?

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

(b) Does not Arise.

(c) to (e) To clear the additional rush and to avoid long queues at the reservation centers during the rush periods including festival seasons, additional counters are opened.

Besides, the facility of booking through mobile phones and internet has also been started to reduce the rush at reservation centers. Moreover, Passenger Reservation Systems (PRS) centers have been opened at 226 locations since April, 2003.

[English]

#### Setting up of Herbal Beverage Unit

412. SHRI B. VINOD KUMAR : Will the Minister of DEFENCE be pleased to state :

(a) whether the DRDO has set up a unit to make herbal beverage;

(b) if so, the details thereof;

(c) the places where such units are likely to be set up; and

(d) the expenditure likely to be incurred thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) DRDO has not up any unit to make herbal beverage but technology has been transferred to M/s Compact International Ltd., New Delhi, M/s Arctic Bio Product Ltd., New Delhi, and M/s Kohinoor International Limited, Srinagar.

(c) M/s Compact International Ltd., New Delhi has set up production unit at Leh and started production in the year 2001 whereas M/s Arctic Bio Product Ltd., New Delhi and Kohinoor International Limited, Srinagar are planning to set up the production unit in and around Leh, Ladakh during 2005.

(d) Since DRDO is not setting up such projects, Government is not incurring and expenditure.

#### Categorisation of Lime Stone of Rajasthan

413. SHRI KAILASH MEGHWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government had abolished 6 percent rebate in freight charges of lime stone from

Jaisalmer in Rajasthan since August 4, 2002 that was applicable between May 5, 2002 to August 3, 2002 by way of categorisation of lime stone in category 110;

(b) if so, whether TISCO and SAIL had requested the Government to categorise lime stone being transported from Jaisalmer in category 110 and provide 10 percent rebate in freight charges under Station-to-Station freight scheme;

(c) if so, the Government propose to provide 10 percent rebate in freight charges; and

(d) if so, the time by which it is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. Limestone was classified at Class-120 and not at Class-110 on which rebate in freight was available as Station-to-Station rates concession which lapsed after the agreemental period with the zonal railways.

(b) Tat Iron and Steel Company (TISCO) and Steel Authority of India Limited (SAIL) had requested for 10% to 20% rebate in freight for Limestone under Station-to-Station rates scheme.

(c) No, Sir.

(d) Does not arise.

#### Target fixed for PSUS

414. SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Union Government has fixed production target in some of Central Public Sector Undertakings and Heavy Industries during the year 2003-04 and current year;

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

(c) the extent to which this target was achieved during the said period;

(d) if not, the main reasons therefor and the short fall in terms of percentage in the production vis-à-vis- the set target; and

(e) the steps being taken by the Union Government to meet production target of such CPSUs and heavy industries?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (d) A statement showing performance details relating to operating CPSEs under the Department of Heavy Industry is enclosed.

The main reason for shortfall in production of some

of the PSEs are: paucity of orders due to changes in technology and/or uncompetitive prices, shortage of working capital, surplus manpower, obsolete plant and machinery, heavy interest burden in some cases and increase in the cost of inputs etc.

(e) The steps being taken by the Government to improve the performance of PSEs under DHI inter-alia include, (i) Financial and organizational restructuring. (ii) Financial assistance for payment of salary and wages (iii) Assistance for manpower rationalization to improve productivity and competitiveness; (iv) Assistance for securing orders. (v) Capital investment support and (vi) Providing guarantee to raise money from the market etc.

#### Statement

#### *Production performance of Public Sector Enterprises under the Department of Heavy Industry*

S. No.	Name of the PSE	2003-04			2004-05		
		Target (Rs. cr.)	Achievement (Rs. cr.)	% Achievement	Target (Rs. cr.)	Achievement upto 30.9.04 (Rs. cr.)	% Achievement upto 30.9.04
1	2	3	4	5	6	7	8
1.	Andrew Yule and Co. Ltd.	190.52	97.96	51.42	163.87	72.35	44.15
2.	BBJ Construction Co. Ltd.	40.00	29.80	74.50	40.00	15.53	38.83
3.	Bharat Heavy Electricals Ltd.	8200.00	8653.00	105.52	9200.00	2969.00	32.27
4.	Bharat Heavy Plates and Vessels Ltd.	270.00	41.5	15.20	150.00	34.69	23.13
5.	Bharat Ophthalmic Glass Ltd.	2.92	0.05	1.71	2.41	0.00	0.00
6.	Bharat Pumps and Compressors Ltd.	90.00	47.26	52.51	60.00	25.59	49.32
7.	Bharat Wagon Engg. Co. Ltd.	116.44	11.91	10.23	96.76	0.00	0.00

1	2	3	4	5	6	7	8
8.	Braithwaite and Co. Ltd.	109.62	65.44	59.70	102.37	28.46	27.80
9.	Bridge and Roof Co. Ltd.	410.00	403.75	98.48	450.00	184.72	41.05
10.	Burn Standard Co. Ltd.	226.69	176.92	78.04	276.36	94.9	34.34
11.	Cement Corporation of India Ltd.	293.48	132.16	45.03	199.18	93.41	46.90
12.	Engineering Projects (India) Ltd.	512.63	400.78	78.18	508.72	180.13	35.41
13.	Heavy Engineering Corporation Ltd.	252.08	149.39	59.26	231.00	75.47	32.67
14.	Hindustan Cables Ltd.	773.52	104.86	13.56	491.91	1.82	0.37
15.	Hindustan Newsprint Ltd.	241.50	250.94	103.91	246.75	132.75	53.80
16.	Hindustan Paper Corporation Ltd.	561.20	569.81	101.53	582.93	255.26	43.79
17.	Hindustan Photo Films Ltd.	37.75	28.43	75.31	29.00	7.76	26.76
18.	Hindustan Salts Ltd.	9.94	6.96	70.02	9.04	2.41	26.66
19.	HMT Ltd.	320.10	129.35	40.41	283.85	73.95	26.05
20.	HMT (Bearing) Ltd.	54.00	23.60	43.70	60.00	11.27	18.78
21.	HMT (Chinar Watches) Ltd.	9.00	1.98	22.00	10.00	0.09	0.90
22.	HMT (International) Ltd.	91.39	29.58	32.37	61.20	10.48	17.12
23.	HMT (Machine Tool) Ltd.	300.00	178.34	59.45	310.00	94.13	30.36
24.	HMT (Watches) Ltd.	200.00	25.65	12.83	200.00	8.17	4.09
25.	Hooghly Printing Co. Ltd.	7.72	9.25	119.82	10.00	3.53	35.30
26.	Instrumetation Ltd.	185.00	139.02	75.15	165.00	50.03	30.32
27.	National Instruments Ltd.	7.10	3.62	50.99	4.25	0.54	12.71
28.	NEPA Ltd.	113.75	38.15	33.54	115.16	17.97	15.60
29.	Praga Tools Ltd.	16.51	8.12	49.18	22.58	4.96	21.97
30.	Rajasthan Electronics and Instruments Ltd.	36.00	44.05	122.36	55.65	15.47	27.80

1	2	3	4	5	6	7	8
31.	Richardson and Cruddas Ltd.	75.00	24.81	33.08	25.00	8.71	34.84
32.	Sambhar Salts Ltd.	9.10	6.20	68.13	9.25	2.14	23.14
33.	Scooters India Ltd.	145.91	157.15	107.70	168.62	58.37	34.62
34.	Triveni Structurals Ltd.	35.00	0.49	1.40	5.00	0.51	10.20
35.	Tungabhadra Steel Products Ltd.	30.00	7.47	24.90	15.00	1.87	12.47
36.	Tyre Corporation of India Ltd.	149.92	144.88	96.64	150.65	23.07	15.31
Total		14123.79	12142.18	85.97	14511.51	4563.51	31.45

Note : 12 PSEs are closed/not in operation.

**Uniform Policy to Scrap all other purchase procedure**

415. SHRI PRABHUNATH SINGH :  
SHRI KAILASH BAITHA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways are following both the provisions contained in GFRs and DOP&T OM dated July 14, 1981 and if so, in which cases do they follow GFRs and the cases in which they follow DOP&T OM;

(b) whether there is any proposal to follow either GFRs or DOP&T OM in the purchase of stationery and other items;

(c) whether there is rampant corruption in the purchase of stationery and other items in the offices of Dy. Chief Material Managers/Const., Zonal Railways; and

(d) the action taken by the Government to streamline the purchase procedures and to eradicate the corruption in the purchases thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Railways follow the well laid down system of tendering/competitive bidding as per the stores purchase policy of the Government of

India, as contained in the General Financial Rules. Department of Personnel and Training's extant instructions are being followed by Railways in cases of small value local purchases of stationery and other items.

(c) No such case has been reported.

(d) To have enhanced level of transparency, improvements in purchase system such as publishing of tender notices on web-site, provision of downloading of tender documents from web-site, concept of e-procurement i.e. procurement using web based technology are being introduced on Indian Railway system.

[Translation]

**Sainik Awas Yojana**

416. SHRI ADHIR CHOWDHURY : Will the Minister of DEFENCE be pleased to state :

(a) whether Comptroller and Auditor General of India has expressed its strong reservation on implementing the "Sainik Awas Yojana";

(b) if so, the details thereof and the reasons therefor;

(c) whether the Government is in favour of the "Sainik Awas Yojana"; and



(d) if so, the time by which Sainik Awas Yojana would be implemented smoothly?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) There is no project by the name of "Sainik Awas Yojana" being implemented by the Ministry of Defence. Question of expressing strong reservation about this by Comptroller and Auditor General, therefore, does not arise.

(b) to (d) Question does not arise.

#### Inter-state Recruitment Racket

417. SHRI PANKAJ CHOWDHARY : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware of the facts that many interstate rackets for recruitment in army on the basis of fake documents are active in the country;

(b) if so, the number of such rackets have been unearthed recently;

(c) the number of persons arrested; and

(d) the action taken against them?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) There were news items that between 22-25 June, 2004 while an open recruitment rally was carried out by the Independent Recruiting Office (IRO), Delhi, some touts were apprehended who were issuing forged domicile, caste and character certificates for recruitment away from the recruitment area in Delhi Cantonment. The matter has however, been investigated by Headquarter Delhi Area, through Military Agencies in liaison with civil police. No connection has been found between the touts and the Army Recruiting staff so far.

(c) and (d) In this case 4 persons were arrested and all are in judicial custody.

[English]

#### Extra Winter Clothing

418. SHRI MILIND DEORA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that there is a need for extra winter clothing for soldiers deployed at Siachen Glacier as reported in the Indian Express dated the November 7, 2004;

(b) if so, the reasons for not providing extra winter clothing;

(c) the time by when the army will get financial clearance for third set of clothing for soldiers;

(d) the countries from which clothing and equipment is imported; and

(e) the steps taken to meet the demand indigenously?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) The Indian Army is authorized to maintain two sets of special clothing and mountaineering equipment for Siachen and Super High Altitude areas. Out of these, one set is authorized to the troops in the field formations and the second set is maintained as reserve. There are no shortages in the special clothing and mountaineering equipment. No proposal to provide for the third set of clothing is under consideration of the Government as the present system of providing 100% reserve is adequate. The procurement is not country specific. As per the procurement procedure, to maintain price competition, Request for Proposals (RFP) are issued to approved vendors for the item under procurement regardless of the fact whether the source of procurement is indigenous or from abroad. From time to time, out of 52 items authorized for the special clothing and mountaineering equipment, 19 items have been imported from Switzerland, Canada, Italy, Singapore, Austria, France, Norway, United Kingdom, Poland, Sweden, Australia and United States of America. 33 items have been indigenised.

[Translation]

#### Transportation of Vegetables of Bihar

419. SHRI SUSHIL KUMAR MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government had taken decision to run the air-conditioned goods train during the ensuing month of July for transporting the vegetables produced in Bihar throughout the markets of the country;

(b) if so, the details of the per week targets fixed for transportation of vegetables;

(c) whether the above targets have been achieved;

(d) if so, whether the scheme has since been discontinued; and

(e) if so, the reasons therefor?

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

(b) to (e) Question does not arise.

[English]

#### Programme of Saurashtra Language

420. SHRI S.K. KHARVENTHAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to broadcast the programmes of Saurashtra language in AIR and DD all over the country especially from Tamil Nadu considering the vast population of people from Saurashtra are staying there;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) Prasar Bharati has informed that there is no such proposal. However, Doordarshan telecasts some Saurashtra dialect programmes from Doordarshan Kendra, Rajkot. All India Radio also broadcasts one song in Saurashtra language weekly from AIR, Madurai. AIR, Madurai has also broadcast special programme on the occasion of popular festival being celebrated by Saurashtra Community in that area.

#### Policy for Film Industry

421. SHRI NAVJOT SINGH SIDHU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the government propose to frame a National Policy for Film Industry; and

(b) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) No, Sir. 'Cinema' except for 'certification of films' is a State subject. However, the central government has taken several initiatives to bring about changes in the entertainment sector in the interest of the overall development of this sector.

- Institutional and bank financing are now accessible to the entertainment industry.
- 100% Foreign Direct Investment is permissible in the sector.
- Government has led participation in global markets with a view to enhancing visibility of film industry.
- Film weeks and festivals are held on reciprocal basis with various countries.
- Audiovisual co-production agreements with other countries are being explored to expand avenues of finances and markets for the Indian film industry.
- The Committee for Development of the Entertainment Sector set up to suggest a policy framework for the film industry has recommended reduction of entertainment tax, steps to counter piracy in the film sector, measures to facilitate foreign film shooting in India etc.
- A Venture Capital Committee has very recently suggested a strategy to facilitate the flow of venture capital into the sector.

**Creation of East Coast Railway with  
headquarter at Bhubaneswar**

422. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the East Coast Railway Zone headquarter has become operational;
- (b) if so, the details in this regard;
- (c) the funds allocated for creation of East Coast Railway with Headquarter at Bhubaneswar;
- (d) whether the State Government of Orissa has requested the Ministry of Railways to allot Rs. 50 crores for the said project;
- (e) if so, the details thereof; and
- (f) the action taken by the Railways on the said demand of State Government of Orissa?

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

- (b) The East Coast Railway has become operational with effect from 01-4-2003.
- (c) As per the Budget Document Works, Machinery and Rolling Stock Programme (Part-II) for 2004-05, the expected outlay to end of 2003-04 for creation of East Coast Railway is around Rs. 18.30 crore and a sum of Rs. 8.32 crore has been allocated for the same during 2004-05.
- (d) No, Sir.
- (e) and (f) Question does not arise.

**New Car manufacturing and Diesel Engine  
making venture by SUZUKI**

423. SHRI V.K. THUMMAR Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

- (a) whether the Government's Japanese Joint

Venture partner in Maruti Udyog-Suzuki has recently make an announcement regarding setting up<sup>l</sup> of new car manufacturing and diesel engine making venture in India in breach of understanding of their joint venture agreement and without seeking the consent of the Government of India;

- (b) if so, whether the Government has received any clarification in this regard from Suzuki; and
- (c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) Upon learning of an announcement by the Suzuki Motor Corporation (SMC) in Japan and Government asking for clarification in this regard, a delegation of SMC discussed the matter with Government of India (GOI) on 22.9.2004. Thereafter, it was decided that a new automobile assembly plant under a Joint Venture of Maruti Udyog Ltd. (MUL) and SMC for manufacture of high end automobiles will be set up and the new entity will share common vendors, marketing and servicing network and R&D infrastructure of MUL thus enhancing the value of MUL. Further, SMC will set up a new manufacturing facility for diesel engines in equity participation with MUL.

**Allotment of Cargo wagons at  
Indore and Delhi**

424. SHRI ALEMAO CHURCHILL : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Railway Board has received any complaint against the allotment of cargo wagons at Indore and Delhi;
- (b) if so, the details thereof; and
- (c) the action taken by the Government thereon?

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

- (b) and (c) Question does not arise.

[Translation]

**Faulty Instruments at Airports**

425. SHRI SITA RAM SINGH:

SHRI M. SREENIVASULU REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has spent crores of rupees on purchasing of faulty instruments for Airports as reported in the 'Hindustan' dated November 12, 2004;

(b) if so, the facts thereof and the reaction of the Government thereto; and

(c) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) State-of-the-art communication/navigational equipments have been installed at Delhi Airport in March, 1998 and at Mumbai Airport in June, 1999 and they are working satisfactorily. Minor operational problems noticed during commissioning trials have also been rectified.

(b) and (c) Do not arise.

**Blast in Bhushan Steel**

426. SHRI HEMMAL MURMU : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that there is a blast in Bhushan Steel as appeared in Dainik Jagran dated October 10, 2004;

(b) if so, the facts thereof;

(c) whether any inquiry has been conducted by the army in this regard; and

(d) if so, the details thereof; and

(e) the steps taken by the Government to prevent such incident in future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) The Government is aware of certain incidents pertaining to a blast in the premises of Bhushan Steel. In order to prevent such incidents in future, the Government has taken steps and brought about changes in procedures of import. Metal Scrap in unshredded compressed or loose form will be accompanied with a pre-inspection certificate to the effect that it does not contain any ammunition or other explosives material or radio active material irrespective of the sources of such imports. Such imports will also be subject to 100% examination apart from stringent penal action for violation of the provisions of Foreign Trade Policy.

No inquiry has been conducted by the Army in this regard.

[English]

**Reconstitution of Central Wakf Council**

427. SHRI HANNAN MOLLAH : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Central Wakf Council is going to be reconstituted;

(b) if so, the details thereof?

(c) The details of development proposals cleared by the CWC in different states during the last three years, till date;

(d) whether the Government has received any complaints regarding the functioning of the Wakf Council;

(e) if so, the details thereof; and

(f) the action taken/to be taken by the Government to set things right?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR) : (a) and (b) The proposal of reconstitution of Central Wakf Council is under active consideration of the Government.

(c) The details of the development proposals cleared by the CWC in different states during the last three years are given in the statement enclosed.

(d) Yes, Sir.

(e) These relate to retention of rent free accommodation by Secretary, Central Wakf Council whereas a heavy amount is being paid from the Wakf fund of Central Wakf Council, the rude behaviour of Secretary, undue favours made to a particular district and placing of the Secretary in the grade of Director for which he is not eligible.

(f) The issues are being examined in the Ministry and action as per rules will be taken.

#### Statement

*Details of development proposals cleared by the Central Wakf Council under the scheme of Development of Urban Wakf Properties during the years 2001-2004 (Statewise)*

#### 1. Loans advanced out of grant-in-aid from the Ministry:

Year	State	No. of Projects	Loan Amount released
1	2	3	4
2001-2002	Karnataka	4	Rs. 56.62 lakhs
	Kerala	1	Rs. 20.00 lakhs
	Madhya Pradesh	1	Rs. 20.00 lakhs
	Manipur	1	Rs. 20.00 lakhs
	Punjab	1	Rs. 23.38 lakhs
Total			Rs. 140.00 lakhs
2002-2003	Karnataka	2	Rs. 41.00 lakhs

1	2	3	4
	Kerala	1	Rs. 05.00 lakhs
	Manipur	1	Rs. 11.30 lakhs
	Punjab	1	Rs. 35.70 lakhs
	Gujarat	1	Rs. 25.00 lakhs
	Maharashtra	1	Rs. 25.00 lakhs
	Tamil Nadu	1	Rs. 15.00 lakhs
Total			Rs. 158.00 lakhs

2003-2004	Karnataka	3	Rs. 43.00 lakhs
	Kerala	2	Rs. 25.75 lakhs
	Madhya Pradesh	1	Rs. 15.00 lakhs
	Gujarat	2	Rs. 31.00 lakhs
	Maharashtra	1	Rs. 25.00 lakhs
	Tamil Nadu	1	Rs. 08.25 lakhs
Total			Rs. 148.00 lakhs

#### 2. Loans advanced from out of Revolving Fund:

Year	State	No. of Projects	Loan Amount released
2001-2002	Karnataka	2	Rs. 08.25 lakhs
	Kerala	2	Rs. 20.00 lakhs
	Bihar	1	Rs. 04.35 lakhs
	Total		Rs. 32.60 lakhs
2002-2003		NIL	
2003-2004		NIL	

[Translation]

**Construction of Jai Prakash Narayan Library**

428. SHRI MUNAWAR HASSAN : Will the Minister of CULTURE be pleased to state :

(a) whether the Ministry of Culture has acquired land in front of Birla Mandir in Delhi for construction of Jai Prakash Narayan Library;

(b) if so, the details thereof and the reasons for not undertaking the work so far alongwith the amount earmarked and released for the said work; and

(c) the time by which the construction work is likely to be undertaken?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Yes, Sir. Jai Prakash Narayan Library is proposed to be constructed on a part of plot of land measuring 3.57 hectares, opposite Birla Mandir, New Delhi, which was allotted to the Ministry of Tourism and Culture by the Urban Development. Rs.222.00 lakhs have been allocated for the construction of the library building, drawings of which have been prepared and are under submission to DDA for changing the land use.

(c) Work will be taken up in about 4 months period after receiving necessary approvals.

[English]

**Regional Programme**

429. SHRI G. KARUNAKARA REDDY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the names of the States where Doordarshan and AIR stations have accorded priority to the regional programmes;

(b) whether the Doordarshan and AIR stations of Karnataka is also among them;

(c) if so, the details of the same; and

(d) if not, the action has been taken to accord priority to the programmes promoting culture of the State and rural life?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) All Kendras of AIR & Doordarshan accord priority to Regional Language Programmes. DD has 24 hour Satellite Channel called "Chandana" telecast from Bangalore, exclusively for Kannada programmes and some other minor dialects spoken in the State. In addition, Regional Service Programmes are telecast terrestrially on DD-1 from 3.00 p.m. 8.00 p.m. daily. All India Radio broadcasts regional language programmes from all its 13 Radio Stations in the State, including 5 Local Radio Stations catering to the specific needs of communities residing in their coverage areas in the language/dialects spoken by them.

**Adulterated Petroleum Products**

430. SHRI ABDUL RASHID SHAHEEN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether adulterated petroleum products were seized from several places during the last six months;

(b) if so, the quantum of adulterated petroleum products seized in each case/location wise; and

(c) the number of persons found involved in such illegal activities and the action taken or proposed to be taken against them?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) State Government agencies like Civil Supplies Authorities, Police etc., make seizure/confiscation of adulterated petroleum products under the Essential Commodities Act, 1955. Details such as quantum, location and number of persons involved in such seizure/confiscation of adulterated petroleum products are available with these State Government agencies.

**Computer Reservation Facility  
in Andhra Pradesh**

431. SHRI M. RAJA MOHAN REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has identified some Railway Stations in Guntur and Prakasam districts of Guntur Railway Division in Andhra Pradesh to provide Computer Reservation Facility; and

(b) if so, the names of such stations and status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. In the Guntur District of Guntur Railway Division, Computerised Reservation Facility has already been provided at Guntur, Tenali and Bapatla. At Sattenpalli, Passenger Reservation System has been sanctioned in October' 2004 which is yet to be commissioned. In the Prakasam District, Passenger Reservation System has already been provided at Ongole and Chirala.

**Purchasing of Stationery**

432. SHRI RAGHUNATH JHA :  
SHRI PRABHUNATH SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways invite bulletin tender/limited tender quotation/single tenders for purchase of stationery and other items;

(b) if so, the details of the stationery and other items purchased by the Railway Board, Northern Railway HQ and the material management branch, Northern Railway, Kashmere Gate, Delhi during each of the last 12 months giving the details of the agencies from whom purchases were made, at what rate, brand-wise;

(c) the reasons for not purchasing stationery and other items from NCCF/Kendriya Bhandar, the agencies authorised by the Government;

(d) whether Deputy Chief Material Manager, Northern Railway, Kashmere Gate invited tender quotations from NCCF/Kendriya Bhandar for purchase of cartridges during

2004 but the same were not purchased from them but were purchased from outside agencies; and

(e) if so, from where those were purchased and at what rates, brand-wise giving comparison of rates quoted by NCCF/Kendriya Bhandar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) Information is being collected and will be laid on the Table of the Sabha.

**Serials/Documentaries on  
Famous Personalities**

433. SHRIMATI KALPNA RAMESH NARHIRE :  
SHRI BACHI SINGH RAWAT BACHDA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government purposes to make documentaries serials or publish books on famous personalities, writers and historical places of the country;

(b) if so, the details thereof; and

(c) the time by which the said task is likely to be completed?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) Prasar Bharati has informed that Doordarshan envisages to commission programmes on classic works of eminent authors, art and culture, children's stories and environment in 22 recognized languages. Prasar Bharati has informed that the production is scheduled for completion by March 2006. The Publication Division of the Ministry has been printing such books for several years. It is a continuous and ongoing process.

**Loss to Aeroplane due to Bird Hits**

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

(a) whether aeroplanes are hit by bird and as a result met with accidents often;

(b) if so, the action taken to check this menace; and

(c) the details of loss to aeroplanes due to bird hits during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) There has been no aircraft accident due to bird hits during the last three years.

(b) and (c) Airfield Environment Management Committees have been constituted at those airport where scheduled flights operate to identify the sources of bird attraction and take remedial steps for prevention of such incidents. Various steps have been taken to reduce bird hits inside and outside the airports such as proper disposal of garbage, prevention of water logging, coverage of garbage dalaos, establishment of modern abattoirs, scaring and shooting of birds etc.

#### Revival of BOGL

435. SHRI SUNIL KHAN : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government proposes to revive the Bharat Ophthalmic Glass Ltd.;

(b) if not, whether Common Minimum Programme of the Government has followed in case revival of BOGL;

(c) if not, the reasons therefor;

(d) whether the expert committee visited the plant and submitted their report;

(e) if so, the details thereof;

(f) whether the existing dues and salaries of employees are cleared upto date; and

(g) if not, the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES

(SHRI SONTOSH MOHAN DEV) : (a) to (c) The Board for Industrial and Financial Reconstruction (BIFR) passed orders for winding up the company on 19.6.2003 however the Government have decided in principle to explore various possibilities in line with the policies enshrined in the National Common Minimum Programme, to decided the future of loss making Companies including BOGL with the advice of Board for Reconstruction of the Public Sector Enterprises.

(d) A Group of Expert visited BOGL on 7th May 1999 and submitted its report.

(e) The recommendations of the Expert Group included financial package with writing off loans and interests and cash infusions, tax and tariff concessions diversification of the product line, drastic changes in work culture, sacrifices from Workers' Union and Joint venture formation/privatization.

(f) and (g) Salary and statutory dues have been paid upto 31st July 2004. The dues after 31st July 2004 are expected to be paid through the internal resources of the company.

#### Funds under Committed Liability

436. SHRI DALPAT SINGH PARSTE : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Government propose to allocate cent percent funds under committed liability to Madhya Pradesh as applicable to North Eastern States where the percentage of literacy amongst Schedule Castes is more than that of Madhya Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) No funds have been allocated to the States by the Ministry of Panchayati Raj (which has been recently set up) at present.

(b) and (c) does not arise.



### Laying of Rail Lines in Andhra Pradesh

437. SHRI B. VINOD KUMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway made any survey in laying railway line from Bhopal Pally Warrangal of Andhra Pradesh: and

(b) if so, the details of the length of the railway line and the time by which it is likely to be completed?

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

(b) Does not arise.

### Gauge Conversion in Tamil Nadu

438. SHRI K.C. PALANISAMY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways has decided to carry out Kotpadi-Villupuram gauge conversion in Tamil Nadu;

(b) if so, the details thereof;

(c) whether the adequate funds have not been allocated to Tamil Nadu for the purpose of gauge conversion compared to other States;

(d) if so, the details and reasons therefor; and

(e) the funds allocated to Tamil Nadu during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Gauge conversion of Villupuram-Katpadi (161 kms) is already in progress. The anticipated cost of this project is Rs.239.59 crore. An outlay of Rs.3 crore has been provided for this project in the budget 2004-05.

(c) and (d) The outlay for projects in particular State is done based on a transparent formula having weightage of 15% each for area and population of the State and 70% for throwforward of projects in the State. Project-wise allocation is based on this overall availability of resources

and funds distributed to a State based on transparent formula.

(e) During 2001-02 to 2003-04 funds provided for projects falling fully/partly in Tamil Nadu were as under:—

Year	Total Outlay
2001-02	Rs. 128.35 crore
2002-03	Rs. 187.56 crore
2003-04	Rs. 245.60 crore

### Pipelines for Petroleum Products between Indore-Delhi

439. SHRI Y.G. MAHAJAN :  
SHRI RATILAL KALIDAS VARMA :  
SHRI HARISHCHANDRA CHAVAN :

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

(a) whether the Government propose to lay pipelines for transportation of petroleum products from Indore to Delhi;

(b) if so, the details thereof; and

(c) the time by which final decision is likely to be taken in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Bharat Petroleum Corporation Limited is implementing a project to extend the existing Mumbai-Manglia (Indore) petroleum product pipeline to Piyala (Haryana) along with a feeder pipeline to Bijwasan (Delhi). The approved cost of the project is Rs.807.46 crore at August 2004 prices. The project is scheduled to be mechanically completed in September 2006.

### Reorganization of Railway Zones

440. SHRI MAHBOOB ZAHEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Reforms Committee are likely to be allowed to remain in the Eastern Railway;

(b) if so, whether an estimated Rs.500 crore was spent on creation of each new zone;

(c) if so, whether Kerala, Punjab and Haryana States have now also started demanding for new zones; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. The Railway Reforms Committee was set up in May 1981, who submitted its Reports during 1984.

(b) No, Sir. As per the Budget Document, Works Machinery and Rolling Stock Programme (Part II) for 2004-05, the expected outlay to end of 2003-04 is around Rs.128.86 crore towards the creation of all the seven new Zones.

(c) Demands have only been received for creation of zonal headquarters in Kerala.

(d) The proposal has not been found feasible.

#### Crude Oil Reserves by 2011-12

441. SHRI CHANDRAKANT KHAIRE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Ninth Five Year Plan document has revealed that India would run out of crude oil reserves by the year 2011-12:

(b) if so, whether the Government has drawn any contingency plan to face this situation;

(c) whether the Government is working to find out new discoveries of crude oil reserves;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) As per the Ninth Five Year Plan Document, presuming no further discoveries are made, the hydrocarbon reserves of the country are unlikely to last beyond 2016 at the production levels of 2001-02. However, reserve accretion is a continuous and dynamic process, which keeps on adding to existing reserves depending upon new discoveries. As on 1.4.2004, balance recoverable Oil plus Oil Equivalent of Gas (O+OEG) is of the order of 1658 MMT.

(c) and (d) Following steps have been/are being taken to discover more oil and gas in the country :

1. Opening of new areas for further exploration. A sedimentary area of about 1.96 Million square kilometers has been opened up for further exploration in consequence of reconnaissance surveys by the Directorate General of Hydrocarbons (DGH).
2. Enhanced exploration programmes of National Oil Companies in areas awarded to them on a nomination basis.
3. Implementation of the New Exploration Licensing Policy (NELP) with improved terms and conditions. 90 exploration blocks have been contracted to various companies in four rounds of bidding under NELP till now. Exploration work in NELP blocks has already led to 19 oil/gas discoveries so far.

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

#### Gauge Conversion in Orissa

442. SHRI PARSURAM MAJHI : Will the Minister of RAILWAYS be pleased to state :

(a) the total Narrow Gauge Line in Orissa;

(b) whether any effort is being made for the conversion of those NG lines;

(c) if so, the target set for the completion of the conversion work; and

(d) the progress thereof as on date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) 143 Kms consisting of Naupada-Gunupur (part) and Rupsa-Bangriposi narrow gauge lines.

(b) Yes, Sir. Works are in various stages of progress in both the projects.

(c) No target dates of completion of these two gauge conversion works have yet been fixed.

(d) On Naupada-Gunupur (90 Kms) gauge conversion project, the final location survey has been completed. Land acquisition is in progress. Contracts for earthwork and bridges have been awarded and the work is in progress. An outlay of Rs.15 crore has been provided for the work in the Budget 2004-05.

On Rupsa-Bangriposi (89 Kms) gauge conversion project, gauge conversion of Rupsa-Baripada (52 Kms) segment has been taken up in the first phase, which is targeted for completion in 2004-05. An outlay of Rs.27.54 crore has been provided in the Budget 2004-05 to expedite completion of the targeted work.

#### **Doubling and Electrification of Jhansi Railway Line**

443. SHRI MAHENDRA PRASAD NISHAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether the project relating to doubling of rail line and electrification thereof from Jhansi to Banda, Banda to Manikpur and Banda to Kanpur rail line have been cleared;

(b) if so, the time by which these projects are likely to be implemented; 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) The traffic on Jhansi-Banda-Manikpur and Banda-Kanpur sections has not yet reached the level to justify its doubling. As regards electrification, due to relative priority for electrification of other high density routes, at present, there is no proposal to electrify Jhansi-Banda-Manikpur and Banda-Kanpur rail lines.

#### **Institute of Petroleum Studies in Assam**

444. SHRI M.K. SUBBA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Dibrugarh University has submitted a proposal to set up a full fledged institute of Petroleum Studies in Assam.

(b) if so, the details of the proposal and cost thereof, indicating the salient features of the indicating the oil and gas reserves explored so far in Assam Oil Fields; and

(c) the stage at which the proposal stands at present; and

(d) the reasons for the delay?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) As per information available from the Ministry of Human Resource Development as also from the Oil Public Sector Undertakings, no such proposal has been received from Dibrugarh University. However, ONGC have informed the Ministry that on 24th May, 2002, ONGC and Dibrugarh University signed a bipartite Agreement on the establishment in the Department of Petroleum Technology at Dibrugarh University of a Centre of Relevance & Excellence (CORE) Clastic Petroleum Reservoir Engineering under Mission REACH (Relevance and Excellence in Achieving New Heights in Educational Institutions) of the Technology Information, Forecasting and Assessment Council, (TIFAC), Deptt. of Science & Technology, New Delhi. ONGC's financial commitment is Rs.1.07 crore, out of which Rs.56 lakhs has already been paid to the University.

This Centre aspires to be of international standards to impart high quality education in Clastic Petroleum

Reservoir Studies. This would facilitate meeting the specialized demand for human resource of Indian industries and organizations in the emerging advanced areas of Science & Technology.

The CORE is running M. Tech courses and building laboratory infrastructure. It is interacting with industry to create strong linkages in the area of research and training.

Two Ph.D projects are also in progress. These are "Estimation of Reservoir Properties from Multivariate Analysis of Well and Seismic Data" and "Study on Emulsion flow through porous media in relation to Enhanced Oil Recovery of Oil".

The oil and oil equivalent of recoverable gas reserves explored so far in Assam oil fields are of the order of 307 Million Metric Tonnes.

#### **Doubling of Line from Sealdah to Bongaon in Eastern Railway**

445. SHRI SUBRATA BOSE : Will the Minister of RAILWAYS be pleased to state :

(a) the present status of the project of doubling of line from Sealdah to Bongaon in Eastern Railway, which had been sanctioned long ago;

(b) the time by which this project is likely to be completed and the total cost of the project;

(c) the reason for the inordinate delay in completion of the project; and

(d) the details of the Budgetary allocation for this project in the current budget allocation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Sealdah to Habra is already a double line section. The work of doubling of Habra-Chandpara and Chandpara-Bongaon have been taken up. Earth work and bridge works are in progress on Habra-Chandpara section, while preliminary works have been taken up on Chandpara-Bongaon section.

(b) and (c) The total cost of the two sanctioned doubling works from Habra to Bongaon is Rs.68.29 cr. The target has not yet been fixed for completion and the same would depend upon availability of resources.

(d) Outlay of Rs.3.00 crore has been provided for these two doubling works in 2004-05.

#### **Projects for Development of Civil Aviation in Gujarat**

446. SHRI KASHIRAM RANA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the projects cleared for the development of Civil Aviation in Gujarat during Tenth Five Year Plan;

(b) the name of those projects where work has been started now and whether the progress of these works is as per the prescribed schedule; and

(c) if not, the steps taken/proposed to be taken to complete these projects in time?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) Details of projects proposed/undertaken during Tenth Five Year Plan at the airports in Gujarat are as under:

Ahmedabad- Construction of new domestic arrival and departure buildings, isolation bay, parallel taxiway, link taxiway and new international terminal complex. Bhavnagar and Rajkot- Construction of new terminal complex, one passenger boarding bridge, car park etc. and strengthening/extension of runway, approach lighting system and land acquisition. Porbandar- Construction of new terminal complex. Surat- Construction of new terminal complex and allied works and strengthening/ extension of runway for ATR operation. Vadadara- Strengthening of runway, perimeter road etc.

(b) and (c) Works has been stated for construction of departure terminal complex at Ahmedabad, construction of Terminal Complex at Surat. There has been slight delay in these works due to review of design and specifications which have now been sorted out and are likely to be completed by July 2005 and March 2005 respectively. Progress is as per schedule regarding strengthening and extension of runway at Surat and Strengthening of runway and associated pavements at Vadodara. Construction of isolation bay at Ahmedabad has been completed. The remaining works are yet to start.

### Rail Projects of Bihar

447. SHRI GIRIDHARI YADAV : Will the Minister of RAILWAYS be pleased to state :

- (a) the details of Rail Projects received each year from Bihar during the last three years;
- (b) the steps taken regarding the each proposal;
- (c) the details of survey done during the said period;
- (d) the details of the work expansion undertaken for the improvement of Railway Network in Bihar during the said period;
- (e) the amount spent thereon during the said period; and
- (f) the reasons for slow progress in the completion of those projects?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU) : (a) No proposal has been received in the Ministry from the State Government of Bihar during the last three years.

(b) Does not arise.

(c) The following survey in Bihar has been completed during the last three years from 2001-02 to 2003-04:—

Name of the Survey	Status
Purnea-Saharsa via Madhepura Gauge Conversion.	Conversion of this line has already been taken up.

(d) to (f) The details of the ongoing projects falling partly/fully in Bihar with the expenditure incurred upto 31.03.2004 including those which have been completed are given below:-

	Approximate expenditure incurred upto 31.3.2004 (Rs. in Crores)	Outlay provided during 2004-05 (Rs. in Crores)	Current status & target date for completion wherever fixed
1	2	3	4
<b>New Lines</b>			
1. Ara-Sasaram (98 kms)	70.94	16.00	Land acquisition is in progress. Sasaram-Nokha has been completed. Nokha-Sanjauli is targeted for completion during 2004-05.
2. Deogarh-Sultanganj including Material Modification Ext from Banka-Barahat and Banka-Bhitiah Road. (147 kms)	43.09	8.00	Final location survey is in progress. Earthwork, bridge works & station building at Banka are in progress
3. Fatuha-Islampur – Restoration with Material Modification for new line from Biharsharif-Barbigha-Sheikhpura including Neora - Daniawan. (171.5 kms.)	149.42	10.00	Fatuha-Islampur line completed and commissioned. Work is in progress on Daniawan-Biharsharif-Barbigha. Land acquisition is in progress on Barbigha-Shekhpura & Neora-Daniawan.

1	2	3	4
4. Khagaria-Kusheshwarsthan (44 km)	9.63	2.00	Final location survey completed. Land acquisition and earth work are in progress.
5. Koderma-Tilaiya (68 kms)	8.25	15.00	Final location survey completed. Detailed estimate has been sanctioned. Land acquisition, earthwork and bridge works are in progress. Targeted for completion during 2005-2006.
6. Kosi Bridge (21.85 kms)	0.71	10.00	New work included in Budget 2003-2004. Tenders for earthwork and minor bridges in approaches have been finalized. The work is under National Rail Vikas Yojana.
7. Mandharhill- Rampurhat via Dumka (130 kms)	53.73	10.00	Land acquisition in progress on Mandarhill-Dumka-Rampurhat. Work on Dumka station building is in progress. Rampurhat-Dumka has been taken up on 2/3rd cost sharing basis with Jharkhand Government.
8. Munger-Rail-cum-Road Bridge on river Ganga (14 kms)	22.52	30.00	Final location survey including detailed investigations completed. Sub-structure works in progress. The project is under National Rail Vikas Yojana.
9. Muzaffarpur-Sitamarhi (63 kms)	41.75	10.10	Land acquisition, earthwork and bridge works are in progress.
10. Patna-Ganga bridge with linking lines between Patna and Hajipur (19 kms)	116.26	50.00	Land acquisition and earthworks in progress. Road over bridge at Bailey Road in progress. Targeted for completion by 2007-2008. The work is under National Rail Vikas Yojana.
11. Rajgir-Hisua-Tilaiya & Islampur-Natesar (67 kms)	97.07	12.00	Earthwork and bridge works in progress. Jagdishpur-Tilaiya has been completed. Rajgir-Natesar section is targeted for completion during 2004-05.
12. Sakri-Hassanpur (79 kms)	24.41	10.00	Earthwork and bridge works are in progress.
13. Hajipur-Sagauli (148.3 kms)	3.83	10.00	New work included in Supplementary budget 2003-04. Final location survey and preliminary works are in progress. Part estimate sanctioned.

Duranda-Maharajganj new line has been completed and commissioned.

1	2	3	4
<b>Gauge Conversion</b>			
1. Jayanagar-Darbhanga-Narkatiaganj (268 kms)	32.5	25.04	Earthwork and bridge works in progress.
2. Kaptanganj-Thave-Siwan-Chhapra (233.5 kms)	16.09	15.00	Earthwork and bridge works on Kaptanganj-Chhapra are in progress.
3. Katihar-Jogbani (including Katihar-Radhikapur) (201.26 kms)	97.69	25.00	Earthwork and bridge works in progress. Targeted for completion in 2005-06.
4. Mansi-Saharsa - Dauram Madhepura & extension from Dauram Madhepura-Purnea (142 kms)	80.02	20.00	Earthwork and bridge works in progress. Mansi-Saharsa targeted for completion in 2004-05.
5. Samastipur-Khagaria & Mansi-Khagaria (94 kms)	6.44	12.00	Earthwork and bridge works are in progress.
6. Sakri-Laukha Bazar-Nirmali & Saharsa-Forbesganj (206.06 kms)	—	8.00	New work included in Supplementary Budget 2003-04 as a deposit work through Defence funds. Preparation of plans and estimates have been taken up.
Gauge conversion of Chhapra-Aunrihar, Hajipur-Bachwara, Narkatiaganj-Valmikinagar, Raxaul-Birganj and Samastipur-Darbhanga have since been completed and commissioned.			
<b>Doubling</b>			
1. Barauni-Tilrath Bypass (14 kms)	—	12.00	The work is targeted for completion during 2004-05
2. Chhapra-Hajipur (59 kms)	12.02	8.00	Earthwork and bridge works in progress.
3. Gaya-Chakhand (9.29 kms)	0.27	2.00	Earthwork has been completed and project is targeted for completion in 2004-05.
4. Jahanabad-Bela (27.47 kms)	—	2.00	New work included in Budget 2003-2004. Preliminary works in progress.
5. Bela-Chakand (9.98 kms)	—	1.00	New work included in Supplementary Budget 2003-2004. Preliminary works in progress.
6. Kajra-Kiul (15 kms)	0.02	2.56	Detailed estimate sanctioned. Earthwork and bridge works are in progress.
7. Karpurigram-Siho (26 kms)	26.95	1.00	Siho-Dholi completed. Balance section targeted for completion in 2004-05.

1	2	3	4
8. Kathiar-Semapur (11.26 kms)	4.16	3.26	The work is targeted for completion during 2004-05
9. Mansi-maheshkunt (10.5 kms)	—	3.64	The work is targeted for completion during 2004-05
10. Punpun-Taregna (Patna-Gaya Phase-III) (16 kms)	44.39	5.00	The section is targeted for completion during 2004-05
11. Taregna-Jahanabad (15.2 kms)	—	2.00	The detailed estimate has been sanctioned. Tenders for earth work and minor bridges have been processed.
12. Sonapur-Hajipur including Gandak Bridge (5.39 kms)	—	2.00	New work included in Supplementary Budget 2003-2004. Preparation of plans and estimates have been taken up.

Kishanganj-Dalkolha, Patna-Parsabazar, Parsabazar-Punpun, Sahebganj-New Farakka-Malda & Sonengar-Mugalsarai doublings/triplings have since been completed and commissioned.

Further, electrification of Sitarampur-Danapur-Mughalsarai (falling partly in Bihar) and Patna-Gaya sections have been completed and commissioned during the said period.

The ongoing projects are being progressed as per the overall availability of resources. The availability of resources in the past two years has considerably increased in comparison to earlier years due to various initiatives taken for augmenting resources for expediting completion of the ongoing projects. These include cost sharing by State Governments, Public/Private Partnership, funding from Ministry of Defence and funds for National Rail Vikas Yojana.

**Setting up of Defence Production Unit in West Bengal**

448. SHRI HANNAN MOLLAH : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is contemplating to set up any defence production unit in West Bengal;

(b) if so, the details thereof;

(c) whether the Government received any proposal from West Bengal Government for opening of Sainik Schools; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) :

(a) No, Sir.

(b) Does not arise.

(c) The Ministry of Defence has received a proposal from the West Bengal Government to establish a Sainik School at Farakka in West Bengal.

(d) A reply has been forwarded to the West Bengal Government on 22nd July, 2004. Further details are awaited from the State Government.



**Laying of Rail Lines between  
Baramulla and Kupwara**

449. SHRI ABDUL RASHID SHAHEEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is planning to start laying of railway line between Baramulla and Kupwara;

(b) if so, the steps taken to implement and expenditure to be incurred on the Baramulla-Kupwara railway project;

(c) whether the Government proposes to allot Khokas at new Railway Stations on Udampur-Qazigund-Baramulla Railway line; and

(d) if so, the criteria and procedure to be adopted by the Government?

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

(b) Does not arise.

(c) and (d) There is no such proposal at present since the work is in progress on this Railway line.

**Encroachment of Land**

450. SHRI RAGHUNATH JHA : Will the Minister of DEFENCE be pleased to state :

(a) whether it is fact that an airstrip built during second World War period in the Air Force Stations at Hathwa in Gopalganj district and Raxaul in East Champaran district of Bihar are in bad shape;

(b) whether the land of these air force stations have encroached upon by the local people;

(c) if so, whether the Government will improve the airstrips and remove the encroachments keeping the national interest in view; and

(d) if so, the time by when the encroachment will be removed?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) There is an abandoned airfield situated at Hathwa in Gopalganj District, Bihar. There is no abandoned Defence airfield constructed during the second World War period in Raxaul in East Champaran District, Bihar.

(b) The airfield at Gopalganj has been encroached upon by the local people as well as by the Forest Department, Government of Bihar.

(c) and (d) At present, there is no operational use for Hathwa airfield. Action has been initiated for eviction of encroachers as per law. However, no time-frame can be given for removal of such encroachments.

**Expansion of Kullu Airport**

451. SHRI SURESH CHANDEL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Bhuntar (Kullu) airport is too small to handle the growing tourist traffic as it can accommodate only small aircraft resulting in higher fares for that route;

(b) if so, whether the Government had earlier announced that the Kullu Airport would be expanded and improved with an expenditure of Rs.40 crores; and

(c) if so, the details of the action plan for its development alongwith the investment made therein?

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

(b) The then Prime Minister during his visit to Kullu Valley in 2003 had announced a grant of Rs.30 crores for upgradation of Kullu Airport.

(c) Construction of new apron and taxiway has been completed at a cost of Rs.2.08 Crores. Action for construction of new Terminal Building, Fire Station etc. at a cost of Rs. 5.39 Crores is in progress. The possibility for extension of existing runway to sustain operations of 50 seater aircrafts is likely to be explored once the State Government hands over the land for the required purpose.

**New Railway Line between Piduguralla-Narasaraopet in Andhra Pradesh**

452. SHRI M. RAJA MOHAN REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to take up survey of a new Railway Line between Piduguralla-Narasaraopet (33 kms.) on Guntur Railway Division of Andhra Pradesh; and

(b) if so, the details of the proposal?

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

(b) Does not arise.

**School Buses**

453. SHRI SURESH KALMADI : Will the Minister of DEFENCE be pleased to state :

(a) whether the Hon'ble Supreme Court of India has issued a set of guidelines to all school buses plying in Delhi;

(b) if so, whether army trucks which are used as modified buses to transport school children are exempted from the Supreme Court guidelines;

(c) if so, whether these trucks are safe to transport school children; and

(d) if not, the alternative arrangements made or being made by Indian Army to ferry children in safer mode of transport?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) No, Sir.

(c) The army trucks are meant to carry troops and stores during operations. During peace time a few of these trucks, with some modifications and without hampering their operational preparedness, were used to transport school children. However, due to an accident, involving one of the modified trucks, in Delhi on 20.2.2003, use of

modified trucks to carry school children in Delhi has been stopped.

(d) Army is now hiring buses from the Delhi Transport Corporation to meet the shortfall created on account of discontinuance of modified trucks.

**Increase in Haj Subsidy**

454. SHRI KIRTI VARDHAN SINGH :  
SHRI VIJOY KRISHNA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has increase the Haj Subsidy;

(b) if so, the details thereof;

(c) the number of pilgrims given Haj Subsidy during each of the last three years, till date;

(d) the amount of the subsidy given;

(e) whether the Government has also maintained status quo as existed in 2002 with regard to Haj Pilgrimage;

(f) if so, the details thereof; and

(g) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. The Government has increased the pilgrims quota for Haj 2005 from 72,000 to 82,000 and has agreed to provide additional subsidy of Rs.25 crores.

(c) and (d) :

Year	No. of Pilgrims	Subsidy given (in crores)
2004	70,298	*173.63
2003	70,019	*172.00
2002	71, 945	*160.70

\*Provisional

(e) and (f) Yes, Sir The Government has withdrawn the following conditions laid down for availing subsidy in air fare for Haj pilgrims:

- (i) The subsidized Haj fare to be permitted for each pilgrim only once in his/her life time from Haj 2004 onwards.
- (ii) No income tax payer to be allowed to avail of the subsidized fare from Haj 2004 onwards.
- (iii) Only those pilgrims who live in the accommodation provided by Haj Committee would be eligible for the subsidized fare.
- (g) Does not arise.

#### **Financial Assistance for Folklore Academies**

455. SHRI P. KARUNAKARAN : Will the Minister of CULTURE be pleased to state :

(a) whether the State Government and the folklore academies of Kerala have made any request to the Central Government to give financial assistance to the Folklore academies of Kerala;

(b) if so, the details thereof; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTRY OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir.

(b) The Folklore Academy of Kerala had applied for financial assistance to set up a Museum.

(c) The Government had placed this proposal to the Experts Committee.

#### **Telecasting of Doordarshan Programmes**

456. SHRI TUKARAM GANGADHAR GADAKH : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government is planning to phase out terrestrial transmission of Doordarshan Programmes;

(b) whether expansion of TV coverage will be through satellite transmission in KU band only;

(c) if so, whether it is compulsory for viewers to take DTH connection to watch Doordarshan Programme;

(d) whether the Government is aware that it will be burdensome for poor people at villages to afford DTH service which is in the range of Rs.3000/- above;

(e) if so, the alternative for poor people to receive doordarshan programmes in remote areas; and

(f) the channels available in the bouquet of 30 TV channels which are available through DTH?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTRY OF CULTURE (SHRI S. JAIPAL REDDY) : (a) New terrestrial transmitters are not envisaged to be set up for expansion of TV coverage, except for North East Region and Island Territories.

(b) Yes Sir.

(c) No. Sir. Doordarshan signals can be received both in terrestrial and satellite modes.

(d) and (e) With the increase in demand for Ku Band system, the price of these sets is expected to come down further. However, there is no compulsion for people to buy these sets as they can continue to receive DD programmes through terrestrial transmission/cable service.

(f) Details of channels available in the bouquet of Doordarshan's Ku Band service are given in the enclosed statement.

#### **Statement**

#### *DD Direct + Bouquet of channels*

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#### **Doordarshan channels**

1. DD1 National
2. DD News

3. DD Sports
4. DD Bharati
5. DD Gyan Darshan
6. DD India
7. DD Bangla
8. DD Chandana
9. DD Gujarati
10. DD Kashir
11. DD Malayalam
12. DD North East
13. DD Oriya
14. DD Podhigai
15. DD Punjabi
16. DD Sahyadri
17. DD Saptagiri

**Private TV channels**

18. Akash Bangla
19. Kairali
20. Jain TV
21. Aaj Tak
22. Headlines Today
23. ETC Punjabi
24. Zee Music
25. MH One
26. Smile TV
27. BBC World
28. Sun TV

29. CNN

30. Star Utsav

**Radio (AIR) channels**

1. AIR Vividh Bharati
2. AIR Telugu
3. AIR Marathi
4. AIR Tamil
5. AIR Gujarati
6. AIR Kannada
7. AIR Bangla
8. AIR Hindi
9. AIR North East
10. AIR Punjabi
11. FM Rainbow
12. FM Gold

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**Cancellation of Petrol Pumps In Punjab**

457. SARDAR SUKHDEV SINGH LIBRA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) Whether Government have recently cancelled the allotment of petrol pumps in Punjab recently;

(b) if so, the details thereof;

(c) whether allottees of petrol pumps have been informed individually indicating the reasons for such cancellation; and

(d) if not, the reasons thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) No, Sir.

(b) to (d) Do not arise.

**Recruitment in RPF through Local Agencies**

458. SHRI RAGHURAJ SINGH SHAKYA :  
SHRI NIKHIL KUMAR CHOUDHARY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is contemplating to conduct recruitment for the R.P.F. through local agencies instead of R.R.B's;

(b) if so, the reasons therefor;

(c) whether the recruitment to the Grade 'D' posts is also proposed to be made on the said lines;

(d) if so, the time by which it is likely to be done; and

(e) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) The Recruitment to Railway Protection Force (RPF) shall be conducted by the officers of the R.P.F. Department, instead of through the Railway Recruitment Boards. The change has been made in the method of recruitment and the statutory Railway Protection Force Rules, 1987 have been amended incorporating the change. The change is only reverting back to the practice, which was prevailing till 2002. Upto 2002, the recruitment to RPF was made by the RPF Department itself in accordance with the RPF Rules. This is also the method envisaged in the report submitted by the National Police Commission in 1980. This change over will not involve any significant change in the selection procedure. Reverting back to the old system has been decided to save time for speedy and expeditious recruitment.

(c) to (e) The recruitment to Group 'D' posts presently being done through Railway Recruitment Boards is also under review.

**Physical Examination of Female Candidates**

459. SHRI BALESHWAR YADAV :  
SHRI KINJARAPU YERRANNAIDU :

SHRI SANTOSH GANGWAR :

DR. M. JAGANNATH :

SHRIMATI D. PURANDESWARI :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that male gynaecologists conduct physical examination of women applicants aspiring for recruitment in Army;

(b) if so, whether women applicants have objected to it;

(c) if so, the reason to compel women applicants to undergo such medical examination by the male gynaecologists;

(d) whether the Government have taken any steps to remove the practice of medical examination of female candidates by male Gynaecologists;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (f) As far as possible, lady doctors examine female candidates, but due to availability of a limited number of lady gynaecologists, it is not always possible for lady gynaecologists to conduct the medical examination of female candidates at all stations. In such an eventuality, examination by male gynaecologist is invariably carried out in the presence of a female nurse. Only visual examination to rule out any congenital abnormality is carried out and no internal examination is conducted.

Recently, one woman applicant had objected to medical examination by a male gynaecologist.

Procedure of medical examination of female candidates has been reviewed and is being modified to ensure that in future gynaecological examination of female candidates is conducted by lady doctors.

**Import of Bogies from Japan**

460. SHRI MADHUSUDAN MISTRY : Will the Minister of RAILWAYS be pleased to state :

(a) whether with a view to avoid the huge expenditure involved in gauge conversion, the Ministry is contemplating developing of new 'convertible' bogies which can be plied on both meter gauge as well as the broad gauge lines;

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

(c) whether Ministry is going to import such convertible bogies from Japan;

(d) if so, the details of the deal proposed to be signed with Japan in this regard, indicating the number of bogies alongwith total cost thereof; and

(e) the time likely to be taken in inducting such bogies in Indian Railways?

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

(b) to (e) Do not arise.

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#### PAPERS LAID ON THE TABLE

12.00 hrs.

[English]

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : Sir, I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:—

- (1) (i) Review by the Government of the working of the Mishra Dhatu Nigam Limited, Hyderabad, for the year 2003-2004.
- (ii) Annual Report of the Mishra Dhatu Nigam Limited, Hyderabad for the year 2003-2004, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See L.T. No. 738/04]

- (2) (i) Review by the Government of the working of the Bharat Electronics Limited, Bangalore, for the year 2003-2004.

- (ii) Annual Report of the Bharat Electronics Limited, Bangalore, for the year 2003-2004, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See L.T. No. 739/04]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : Sir, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Air India Limited and the Ministry of Civil Aviation for the year 2004-2005.

[Placed in Library, See L.T. No. 740/04]

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#### ASSENT TO BILLS

12.01 hrs.

[English]

SECRETARY-GENERAL : Sir, I lay on the Table the following three Bills Passed by the Houses of Parliament during the Second Session of Fourteenth Lok Sabha and assented to by the President since a report was last made to the House on the 17th August, 2004:—

- (1) The Appropriation (Railways) No.3 Bill, 2004;
- (2) The Appropriation (No.3) Bill, 2004; and
- (3) The Finance (No.2) Bill, 2004.

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12.01½ hrs.

#### ESTIMATES COMMITTEE

##### First to Fifth Action Taken Reports

[English]

SHRI C. KUPPUSAMI (Madras North) : Sir, I beg to present the following reports (Hindi and English versions) of Estimates Committee:—

[Shri C. Kuppusami]

- (1) First Report on Action Taken by Government on the recommendations contained in the twelfth Report of Estimates Committee (13th Lok Sabha) on the Ministry of Railways (Railway Board)—'Shifting of North-Western Railway Zonal Headquarters from Jaipur to Ajmer'.
- (2) Second Report on Action Taken by Government on the recommendations contained in the Sixteenth Report of Estimates Committee (13th Lok Sabha) on the Ministry of Finance (Department of Economic Affairs-Banking Division)—'Regional Rural Banks'.
- (3) Third Report on Action Taken by Government on the recommendations contained in the Seventeenth report of Estimates Committee (13th Lok Sabha) on the Ministry of Home Affairs—'Relief and Rehabilitation Measures in Natural Calamities'.
- (4) Fourth Report on Action Taken by Government on the recommendations contained in the Nineteenth Report of Estimates Committee (13th Lok Sabha) on the Ministry of Human Resource Development (Department of Secondary and Higher Education)—'All India Council for Technical Education'.
- (5) Fifth Report on Action Taken by Government on the recommendations contained in the Fifteenth Report of Estimates Committee (13th Lok Sabha) on the Ministry of Tourism—'Development of Infrastructure for Growth of tourism—Development of Ajmer City'.

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12.02 hrs.

**COMMITTEE ON SUBORDINATE LEGISLATION**

**First Report**

[*English*]

SHRI N.N. KRISHNADAS (Palghat) : Sir, I beg to

present the First Report (Hindi and English versions) of the Committee on Subordinate Legislation.

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12.02½ hrs.

**COMMITTEE ON PAPERS LAID  
ON THE TABLE**

**First Report and Minutes**

[*English*]

SHRI HANNAN MOLLAH (Uluberia) : Sir, I beg to present the First Report (Hindi and English versions) of the Committee on Papers Laid on the Table (2004-2005) and Minutes relating thereto.

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12.03 hrs.

[*Translation*]

**STANDING COMMITTEE ON RAILWAYS**

**Second and Third action taken report**

SHRI BASU DEB ACHARIA (Bankura) : Sir, I beg to present a copy each of the following Reports:—

- (1) Second Report (Hindi and English versions) on the Action Taken by the Government on the Recommendations/Observations contained in the 15th Report of the Standing Committee on Railways—(2003) (13th Lok Sabha) on 'Ongoing & Pending Projects'; and
- (2) Third Report (Hindi and English versions) on the Action Taken by the Government on the Recommendations/Observations contained in the 17th Report of the Standing Committee on Railways—(2004) (13th Lok Sabha) on 'Railway Recruitment Policy'.

12.03½ hrs.

**MOTIONS RE: ELECTIONS TO COMMITTEES****(I) Committee on Public Accounts***[English]*

PROF. VIJAY KUMAR MALHOTRA (South Delhi) : Sir,  
I beg to move the following:—

"That the members of this House do proceed to elect, under sub-rule (3) of rule 254, in the manner required by sub-rule (1) of rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, one member from amongst themselves to serve as a member of the Committee on Public Accounts for the unexpired portion of the term of the Committee *vice* Shri A.R. Antulay resigned from the Committee."

MR. SPEAKER : The Question is

"That the members of this House do proceed to elect, under sub-rule (3) of rule 254, in the manner required by sub-rule (1) of rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, one member from amongst themselves to serve as a member of the Committee on Public Accounts for the unexpired portion of the term of the Committee *vice* Shri A.R. Antulay resigned from the Committee."

*The motion was adopted.*

**(II) Rehabilitation Council of India**

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR) : Sir, I beg to move the following:—

"That in pursuance of section 3 (3)(h) and (4) (1) of the Rehabilitation Council of India Act, 1992 the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Rehabilitation Council of India, subject to the other provisions of the said Act."

MR. SPEAKER : The question is:

"That in pursuance of section 3 (3)(h) and (4) (1) of the Rehabilitation Council of India Act, 1992 the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to serve as members of the Rehabilitation Council of India, subject to the other provisions of the said Act."

*The motion was adopted.*

12.05 hrs.

**CALLING ATTENTION TO MATTER OF  
URGENT PUBLIC IMPORTANCE****Need to Create a Separate and Exclusive  
Railway Zone for Kerala***[English]*

SHRI VARKALA RADHAKRISHNAN (Chirayinkil) : Sir, I call the attention of the Minister of Railways to the following matter of urgent public importance and request that he may make a statement thereon:

"The need to create a separate and exclusive Railway Zone for Kerala."

*[Translation]*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) :  
Mr. Speaker, Sir...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA (South Delhi) : Mr. Speaker, Sir, kindly record our protest.

SHRI LALU PRASAD : Mr. Speaker, Sir, Indian Railways has been divided into Zones and Divisions for the effective management of its large network. The work load, accessibility, geographical boundaries, the pattern of flow of traffic, economic viability and other operational/administrative requirements are the criteria for creating new zones. Ethnicity, linguistic and/or regional (boundaries of the states) considerations are not the basis for reorganisation of railways.



[Shri Lalu Prasad]

Recently on the basis of the recommendations of Railway Reform Committee (1984) and Advisory Committee (1994), Government has reconstituted Indian Railways by creating seven new zones and eight divisions to reduce the work load of heavy loaded zones and divisions. The entire action has been taken keeping in view the various factors like size as per the requirement of economy and efficiency, work load, accessibility, flow of traffic and other operational/administrative requirements. Regional consideration is not a part of this action. While creating the new zones, geographical continuity of the division has been considered and jurisdiction of all the zones has been fixed in view of uninterrupted flow of traffic and to provide better management and efficient system.

At present Indian Railways has been divided into 16 zones. None of the zone is confined to a state only rather a zone is spread over in various states. Similarly, various states have been provided with various zones. There are 12 states which are still deprived of regional headquarters of any railway.

It is inappropriate to say that different states have differences in topographical and inhabitation pattern. That is why different kind of means of transport are required there. Hence a single zone cannot cater the transport requirements. Indian Railways is an integrated organisation which is fulfilling the needs of the entire nation. Regional railways are meeting the traffic needs of the area under their jurisdiction without making any discrimination to a State. Indian Railways is proud to maintain unity in diversity.

Therefore, keeping in view, the above facts, it is not viable to create a new zone especially for Kerala.

[English]

SHRI VARKALA RADHAKRISHNAN : Sir, I attended to the statement made by the Minister with abundant caution.

Kerala is the southernmost State of India. It is described as 'God's Own Country'. However, it has no proper railways. There is no travelling facility at all.

Recently, we had a conference of all the Members of Parliament from Kerala convened by the Chief Minister of Kerala. We had an elaborate discussion and came to the conclusion that we must make a strenuous effort to have a railway zone in Kerala.

Everyday we are experiencing difficulties in railway traffic. Administrative process is in utter failure. Even the recent railway Time-Table issued is not suitable to the conditions obtaining in Kerala. We as Members of Parliament are forced to stage a *dhama* and take to other forms of agitation in railway traffic. Even at my age, I had to sit in *dhama* in railway traffic because of the carelessness and negligence on the part of the railway organisation in restoring the railway traffic to meet the needs of the people.

Geographically and for effective railway traffic, there must be a Railway Zone. Now, we have two Zones spread over three neighbouring States, that is Kerala, Karnataka and Tamil Nadu. In the two neighbouring States, the position is entirely different. Kerala is a land stretched in the Western Ghats or on the Western side. The land is such a strip that it is highly essential that we should have a Railway Zone. Not only that, I have mentioned in my statement about this facility.

MR. SPEAKER : You send a copy to the hon. Minister. Tell the House as to what is there in the statement. You can summaries it. Can any other hon. Member from Kerala help him?

*(Interruptions)*

SHRI P.C. THOMAS (Muvattupuzha) : There are assurance from the Government, which are pending with regard to the Zone. All those assurances may be honoured.

MR. SPEAKER : Shri Thomas, your interruption has not been recorded. I will allow everybody according to rules.

*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN : The size of the geographical area is not the only criterion for carving a

Railway Zone. The State of Kerala is, at present, covered by two Railway Divisions, namely, Palaghat and Thiruvananthapuram. These two Railway Divisions are spread over three States, namely, Kerala, Tamil Nadu and Karnataka. There are fundamental differences in the topographical and inhabitation pattern of these States. Therefore, the travelling and transportation needs of Kerala and the neighbouring States of Tamil Nadu and Karnataka are vastly different. Clubbing of these totally dissimilar areas in the Railway Zone causes conflict in priorities and resultant administrative and operational problems. Under these circumstances, a separate Zone of Railway is very necessary to serve the legitimate interests of rail users in Kerala. However, our demand for the formation of a separate Zone for Kerala is pending for long. Even before the present re-division of Railways, our demand was pending before the railway Board. But they did not consider it. They have treated the Kerala people as second-class citizens. So, I request the hon. Minister to form a new Railway Zone for Kerala as it is highly essential to prevent the difficulties of everyday travelling.

MR. SPEAKER : You have made your point.

SHRI VARKALA RADHAKRISHNAN : We, the people of Kerala, are put to much hardship. I request the hon. Minister of Railways, who is a man of the masses, to consider this matter in all its seriousness for carving a Railway Zone for Kerala without delay. This is highly essential for your success even in Bihar elections. If you want to succeed in Kerala, if you want the blessing of the people of Kerala, I again request you to carve a Railway Zone in Kerala. Otherwise your difficulties will be greater when you face the Bihar elections.

MR. SPEAKER : The last portion is unnecessary.

*(Interruptions)*

MR. SPEAKER : Hon. Members, please cooperate.

*(Interruptions)*

MR. SPEAKER : Shri Radhakrishnan, will your please take your seat?

*(Interruptions)*

MR. SPEAKER : Hon. Member, I have not called you.

Ordinarily, it is not allowed. Only one hon. Member had given notice for the Calling Attention. Therefore, his name has come. But there is a provision that for seeking clarification, one question can be put without any speech. I will call some hon. Members, who have requested for seeking clarifications. But if the hon. Members make speeches, it will be disallowed.

SHRI C.K. CHANDRAPPAN (Trichur) : Sir, hon. Minister has said that there are certain criteria based on which Railway zones are allowed. In view of the answer given by the hon. Minister, will he state what are the criteria based on which recently zones were formed including the zone formed in his own State of Bihar? Considering those criteria, I would like to know whether it is not possible to give a new Railway zone for Kerala.

SHRI M.P. VEERENDRA KUMAR (Calicut) : I just want to supplement what the hon. Member Shri Chandrappan has said about the criteria to grant a Railway zone. What are the criteria under which Kerala does not have a zone? By our assessment and of the studies we have made, Kerala needs a Railway zone. Kerala is totally neglected. I do not want to give a sordid story of all the areas including Malabar etc. We need a zone. It is a necessity under any parameter. As regards our State, Kerala deserves to be given a Railway zone. I want to know what are the parameters under which you are negating it to us.

SHRI P. KARUNAKARAN (Kasargod) : Kerala is the land where we can see a number of tourist centres, temples etc. Even, I am sure that almost all the MPs have visited Kerala. There are strategic reasons also. There is a Naval Academy in Kerala. There is the Bekal Fort in Kerala. Persons, not only from outside the State but also from foreign countries, come to Kerala. Because of these reasons, I think, the hon. Minister may be kind enough to consider creation of this new zone.

SHRI P.K. VASUDEVAN NAIR (Thiruvananthapuram) : While lending my strong support to Shri Varkala Radhakrishnan and other hon. Members of Kerala, I should

[Shri P.K. Vasudevan Nair]

like to request the Minister whether he has received a memorandum from the Kerala Chief Minister when he visited Kerala. I would like to know whether the need for a zone was being requested by the Kerala Chief Minister. While he described the criteria, is it not necessary to consider the traditional and historical imbalance in railway development? And when the development aspect is taken into consideration, rectification of that imbalance is a necessity. I would like to know whether the Minister would consider this matter also.

SHRI P. RAJENDRAN (Quilon) : I associate myself with Shri Varkala Radhakrishnan. I would like to know whether the Government would consider constituting a zone in each State of India. There are 28 States and there should be 28 zones. There must be a railway zone for each State. Considering the distance from Delhi to Kerala, the necessity for having a zone in Kerala is inevitable for the purpose of surveillance. Will the Government consider this?

*(Interruptions)*

MR. SPEAKER : Please cooperate. I have allowed five or six hon. Members.

*(Interruptions)*

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

*(Interruptions)\**

MR. SPEAKER : I am following the rules. Please cooperate. I will not allow this.

*(Interruptions)*

MR. SPEAKER : Nothing will be recorded.

*(Interruptions)\**

MR. SPEAKER : I am only following the rules. Let it be restricted. Kindly cooperate.

*(Interruptions)*

MR. SPEAKER : Nothing will be recorded.

*(Interruptions)\**

MR. SPEAKER : Shri Kurup, I seek your cooperation. You can talk to the hon. Minister later on. It will not go on record.

*(Interruptions)\**

*[Translation]*

SHRI LALU PRASAD : Mr. Speaker, Sir, while respecting the sentiments and demands of the hon'ble Members from Kerala, I would like to tell them that we all are aware of the situation arose at the time of creating Zone or Division for Bihar and Bengal. The situation was similar to that of a beehive. While respecting the Members of Parliament representing the people of Kerala, I would like to tell them that it has not been my intention or the Railway Department as well country to show any discrimination to Kerala. We discuss in detail before creating any new Zone or Division. Hon'ble Member has asked about the criteria for creating a new Zone or Division. I am going to read that criteria. Whenever, the hon'ble Members from Kerala either jointly or personally or Mr. Radhakrishnan meet me in the Railways Bhawan and threat us for strike, I immediately acced to their demand and they withdraw their strike. It is not so that any discrimination is shown to the people of Kerala. Hon'ble members have asked about that criteria. I am reading the same.

*[English]*

"For effective management of the vast network of Indian Railways, it is divided into zones and divisions. The criteria for creation of a new zone are on the basis of the workload accessibility, geographical sprawe pattern of traffic flows, economic viability and other operative, administrative requirement, ethnic..."*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN : Laluji, it is economically viable..."*(Interruptions)*

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\*Not Recorded.

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\*Not recorded.

SHRI LALU PRASAD : I am reading the criteria...  
(Interruptions)

MR. SPEAKER : Hon. Members, please. This is too much.

(Interruptions)

SHRI LALU PRASAD : I am answering as to what the criteria are...(Interruptions) Who is pulling or not pulling, that is another thing...(Interruptions) Please listen to me.

The criteria include ethnic, linguistic and other territorial boundaries etc. consideration do not form the basis of evaluating issues pertaining to the Railway reorganisation.

[Translation]

I would like to tell the hon'ble Members of Parliament especially Shri Radhakrishnan ji that this question pertains to the entire country. If such demand is raised in any state the situation of conflict is cropped up there. We are making all efforts to facilitate the people of Kerala be it is laying of new railway lines or some other work. At present, Railways Department has no intention to create new zones nor in near future also. However, we can consider it in future later on.

SHRI TARIT BARAN TOPDAR (Barrackpore) : Will criteria to be changed?

MR. SPEAKER : Mr. Minister you may call the MPs of Kerala and discuss the matter.

(Interruptions)

[English]

MR. SPEAKER : Hon. Members, please take your seat.

(Interruptions)

MR. SPEAKER : You did not bother to give a notice of Calling Attention even. Only one hon. Member did. But I have given chance to five to six hon. Members to put questions. And, you want to go on indefinitely! No, I would not allow.

(Interruptions)

MR. SPEAKER : According to rules, I have gone much beyond that because it is a question of sentiments of the people of Kerala.

(Interruptions)

MR. SPEAKER : Now, the Report of the Business Advisory Committee : Shri Ghulam Nabi Azad.

(Interruptions)

SHRI P.C. THOMAS : Sir, if you are denying me the opportunity to speak, I am walking out...(Interruptions) Sir, you have completely denied me the opportunity. So, in protest, I am walking out.

12.23½ hrs.

(At this stage, Shri P.C. Thomas left the House.)

12.24 hrs.

## BUSINESS ADVISORY COMMITTEE

### Fourth Report

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD) : Sir, with your permission, I beg to present the Fourth Report of the Business Advisory Committee.

12.24½ hrs.

## PREVENTION OF TERRORISM (REPEAL) BILL\*

[English]

MR. SPEAKER : Now, we go to item No. 12. Hon. Minister.

\* Published in the Gazette of India, Extraordinary, Part-II, Section-2 Dated 2.12.2004.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY) : Hon. Speaker, Sir, on behalf of my senior colleague, Shri Shivraj V. Patil, I may kindly be permitted to move the introduction of the Prevention of Terrorism (Repeal) Bill, 2004.

MR. SPEAKER : Yes, you may do it.

SHRI S. REGUPATHY : Sir, I beg to move for leave to introduce a Bill to repeal the Prevention of Terrorism Act, 2002.

MR. SPEAKER : Motion moved:

"That leave be granted to introduce a Bill to repeal the Prevention of Terrorism Act, 2002."

PROF. VIJAY KUMAR MALHOTRA (South Delhi) : Sir, I want to speak at this stage.

MR. SPEAKER : Have you given notice?

PROF. VIJAY KUMAR MALHOTRA : Sir, opposing the introduction of a Bill does not require any notice...  
(Interruptions)

MR. SPEAKER : No, you have not given notice.

Now, Prof. Rasa Singh Rawat.

(Interruptions)

MR. SPEAKER : Malhotraji, your Member has given notice on it, and I am calling his name. Where is he?...  
(Interruptions)

PROF. VIJAY KUMAR MALHOTRA : For opposing the introduction of a Bill, no notice is required to be given...  
(Interruptions)

[Translation]

SHRI BRAJESH PATHAK (Unnao) : Sir, we have given notice to raise the matter during Zero Hour. Kindly call us.

MR. SPEAKER : Should I shall you just now, Zero Hour has not been started yet.

SHRI BRAJESH PATHAK : Sir, you have told at 12 O'clock...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA : We are aware that generally no bill is opposed at the time of introduction. We would oppose it at the time of discussion on it. We can express our views on it at that time. However, we deliberately want to say something at this time because the question concerns the security of the country, it is a matter of endangering the security of the country...  
(Interruptions)

[English]

Sir, I am opposing the introduction of a Bill. What have they to do in this?...  
(Interruptions)

[Translation]

MR. SPEAKER : What are you saying, everything is being done as per the rules and you have framed rules. Please utilize the time properly.

(Interruptions)

[English]

MR. SPEAKER : By doing this are you, in case you belong to the Government, helping the Government?

(Interruptions)

MR. SPEAKER : Under Rule 72 you have to give a notice. It says:

"Notice to oppose introduction of a Bill shall be addressed to the Secretary-General and given by 10.00 hours on the day on which the motion for leave to introduce the Bill is included in the list of business."

Since you have not given any notice you can ask for some exemption.

(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA : I am requesting to allow it.

[English]

I will take only a minute.

MR. SPEAKER : Therefore, it is not correct to say that no notice is required. I am allowing you to speak because of your patience; but this will not be treated as precedent.

[Translation]

PROF. VIJAY KUMAR MALHOTRA : This question pertains to the security of the country. The security of the country is being endangered. We are emphatically saying in the country as well in the world that a bill will be brought against terrorism, however, we are going to repeal POTA. Therefore, we want to oppose it at the time of introduction only.

[English]

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to repeal the Prevention of Terrorism Act, 2002."

*The motion was adopted.*

SHRI S. REGUPATHY : I introduce the Bill.

12.26 hrs,

STATEMENT RE: PREVENTION OF TERRORISM  
(REPEAL) ORDINANCE

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY) : On behalf of Shri Shivraj V. Patil I beg to lay on the Table an explanatory statement (Hindi and English versions) showing reasons for immediate legislation by the Prevention of Terrorism (Repeal) Ordinance, 2004 (No. 1 of 2004).

[Placed in Library. See No. LT. 741/04]

12.27 hrs.

UNLAWFUL ACTIVITIES (PREVENTION)  
AMENDMENT BILL\*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY) : On behalf of Shri Shivraj, V. Patil I beg to move for leave to introduce a Bill further to amend the Unlawful Activities (Prevention) Act, 1967.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Unlawful Activities (Prevention) Act, 1967."

*The Motion was adopted.*

SHRI S. REGUPATHY : I introduce the Bill.

12.28 hrs.

STATEMENT RE: UNLAWFUL ACTIVITIES  
(PREVENTION) AMENDMENT ORDINANCE\*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY) : On behalf of Shri Shivraj, V. Patil I beg to lay on the Table an explanatory statement (Hindi and English versions) showing reasons for immediate legislation by the Unlawful Activities (Prevention) Amendment Ordinance, 2004 (No. 2 of 2004).

[Placed in Library, See No. LT 741A/04]

12.29 hrs.

RE: ARREST OF KANCHI SEER JAYENDRA  
SARASWATHI

[English]

MR. SPEAKER : We now come to the hour for which we all are waiting. There are only 49 items to be raised

\* Published in the Gazette of India, Extraordinary, Part-II, Section-2 Dated 2.12.2004.

and everybody wants to speak first! Since Shri Malhotra is waiting for this, he will get the first chance. I hope he has given notice for this.

PROF. VIJAY KUMAR MALHOTRA : Yes I have given a notice for this....*(Interruptions)*

MR. SPEAKER : I will call you later. Please go and sit. I will give you a chance to speak.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, the sentiment of more than hundred crore Indians especially the Hindus has been hurt from the arrest of Shankaracharya ji and misbehaviour with him...*(Interruptions)*

*[English]*

MR. SPEAKER : I am on my legs. Sit Down.

*(Interruptions)*

*[Translation]*

MR. SPEAKER : You people please sit down.

*(Interruptions)*

*[English]*

MR. SPEAKER : Please sit down. I have called your leader.

*(Interruptions)*

MR. SPEAKER : I agree with you. This matter, in principle, pertains to State Government but because the sentiments of a very large number of people of this country on both sides are involved, I have permitted him.

*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura) : The sentiments of a large number of people are not involved...*(Interruptions)*

MR. SPEAKER : Yes. I agree with you, Mr. Acharia.

Therefore, I have permitted Mr. Malhotra to make a very reference. He has agree to cooperate with me.

*[Translation]*

SHRI RAGHUNATH JHA (Bettiah) : Mr. Speaker, Sir, we all are cooperative with you, they are not the custodian of Hindus....*(Interruptions)*

*[English]*

MR. SPEAKER : Please let him finish. It would have been over by this time.

*(Interruptions)*

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, I was surprised that UPA Government...*(Interruptions)*

SHRI RAMDAS ATHAWALE (Pandharpur) : Mr. Speaker, Sir, all Hindus are with us. Only they are not the custodian of Hindus...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) : Mr. Speaker, Sir, I would like to raise a point of order..*(Interruptions)*

SHRI BASU DEB ACHARIA : Mr. Speaker, Sir, this case is pending in the court, how can this issue be raised here? This issue can not be raised here...*(Interruptions)*

*[English]*

MR. SPEAKER : Please sit down. It would have been over by now. He has said that he would taken one minute.

*(Interruptions)*

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, hon'ble. Manmohan Singh ji has written a letter regarding the alleged ill treatment...*(Interruptions)* Mr. Speaker, Sir, there is much uproar, how can I speak?

*[English]*

MR. SPEAKER : This is not fair. Please show some respect to the Chair. Mr. Athawale, what are you doing? Please sit down. Shri Ram Kirpal Yadav, please sit down.

*(Interruptions)*

MR. SPEAKER : This is an unfortunate thing. We do not have patience to hear anybody. Please sit down. I would not allow this. What is all this going on? What would people say?

*(Interruptions)*

MR. SPEAKER : Please sit down quietly. You have to have some respect for the Chair. If you do not accept the Chair, move a motion against it, I will go away very happily. I have requested him to be brief.

*(Interruptions)*

MR. SPEAKER : Please cooperate. Twenty-third is not far away. I have told Mr. Malhotra that ordinarily, I would not have allowed this but because generally all over the country there are some feelings, I am allowing you.

*(Interruptions)*

MR. SPEAKER : I have not said the entire country, I have said a section. I have said that there are feelings on both sides.

*(Interruptions)*

MR. SPEAKER : I am earnestly requesting the hon. Members that you have every right and if you want to make some comment in a manner which is consistent with the dignity of this House, I would permit you to do that. Please do it in a manner so that you can be heard. If all the Members start speaking simultaneously, nobody would be heard.

Therefore, if you want an opportunity, I will give you a chance.

*(Interruptions)**[Translation]*

MR. SPEAKER : Devendra Bhai you please have patience.

*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV : Mr. Speaker, Sir, this new precedent is being created...*(Interruptions)*

*[English]*

MR. SPEAKER : There is no new precedent.

*(Interruptions)**[Translation]*

MR. SPEAKER : Malhotraji, you please be brief.

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker. Sir, I have not started speaking...*(Interruptions)* If I speak, I will raise some other issue as well...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV : Mr. Speaker, Sir, such thing should not happen...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA : Today they are recalling court and rest of the other things...*(Interruptions)*

The matter related to Shankaracharya has been raised...*(Interruptions)*

*[English]*

MR. SPEAKER : Please do not make provocative comments.

*(Interruptions)**[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker. Sir, I am surprised to note that it is being opposed by the Congress party. The Prime Minister, Dr. Manmohan Singh ji wrote letter. If the hon. Prime Minister is not representing the UPA Government, then who else is?...*(Interruptions)* The hon. Prime Minister has written a letter to Ms. Jayalalitha a wherein it was stated that Shankaracharya



[Prof. Vijay Kumar Malhotra]

should be treated well and the supporters of UPA are opposing and here it is being said that why is it being opposed.

Mr. Speaker, Sir, today the Members of CPI, CPM, the Prime Minister, the Congress Party and Muslim leaders have also said this....*(Interruptions)* I can not speak like this...*(Interruptions)* What is this all about ? ...*(Interruptions)*

[English]

SHRI BASU DEB ACHARIA : Please do not make any reference to our party...*(Interruptions)*

[Translation]

PROF. VIJAY KUMAR MALHOTRA : What is this?....*(Interruptions)* Members of CPM said that seer had been ill treated....*(Interruptions)*

[English]

MR. SPEAKER : I am very sorry that earnest appeals from the Chair are not being heeded to. I am making an earnest appeal.

*(Interruptions)*

SHRI BASU DEB ACHARIA : Sir, he is misleading the House.

MR. SPEAKER : Shri Acharia, this is not right.

*(Interruptions)*

MR. SPEAKER : I am not able to understand as to what is happening here. What is this?

*(Interruptions)*

MR. SPEAKER : This is a fact that I have given him permission to make a reference very briefly for one minute. I said that. Very briefly I have allowed him to make a mention and I have also told you the reason for it. If any other hon. Member has anything to say, then he should

at least seek my permission. It is not that you will not allow others to speak. How can this House be run? I will adjourn the House and go away. You will again come and try to say the same thing. Is it giving us any credit? Please tell me. Everyday by getting forcible adjournments are you adding to you own stature or to the stature of this Parliament of this country?

I am requesting you all to please co-operate with the Chair. One need not like everything that others are saying. Here we are not listening to the statements of Ministers.

*(Interruptions)*

MR. SPEAKER : Shri Radhakrishnan, I will have to take very serious action. If you behave like this, then what example are you setting for others?

*(Interruptions)*

MR. SPEAKER : Shri Topedar, I will not allow this. There will be no special benefit or advantage. Please do not do that.

Shri Malhotra, you may please continue.

[Translation]

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, nobody is allowing me to speak...*(Interruptions)*

MR. SPEAKER : You please speak.

*(Interruptions)*

[English]

PROF. VIJAY KUMAR MALHOTRA : Sir, this is going too far. We can not tolerate this. I do not need his permission to speak.

[Translation]

Mr. Speaker, Sir, I was telling only one thing...*(Interruptions)* Even after being Hindu themselves, they oppose Hindus...*(Interruptions)*

[English]

MR. SPEAKER : Nothing will be recorded except what Mr. Malhotra is saying.

*(Interruptions)\**

[Translation]

PROF. VIJAY KUMAR MALHOTRA : It is upto you. You people are Hindu haters and so they want to oppose Hindus. If they want to do so, they should go out and oppose. They are anti-Hindu. Are you Hindu makers or Hindu haters?...*(Interruptions)* Since they hate Hindus so they will not allow me to raise this issue here...*(Interruptions)*

SHRI TARIT BARAN TOPDAR (Barrackpore) : We all know that it is state matter...*(Interruptions)*

SHRI ANANT KUMAR (Bangalore South) : I know how they are running the Government. It is a question of the country and the religion...*(Interruptions)* We do not require their permission, they may go out. Basu Deb Acharia Ji, should go to Bengal...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA : If it is state matter then why did the hon. Prime Minister write a letter? Why has the Prime Minister written a letter to Dr. Jayalalitha?...*(Interruptions)* Yes, I am telling the same. I will speak if you allow me.

[English]

MR. SPEAKER : Nothing is being recorded. Let it go on.

*(Interruptions)\**

[Translation]

PROF. VIJAY KUMAR MALHOTRA : Presently, it is a point of order raised by me...*(Interruptions)*

[English]

MR. SPEAKER : You, leave it. I am not listening to it.

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\*Not Recorded.

It would have been over long ago and I would have given you all an opportunity to speak.

*(Interruptions)*

[Translation]

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, I am telling only two things...*(Interruptions)*

Mr. Speaker, Sir, these Cabinet Ministers talk with each other in the House. ...*(Interruptions)*. Today they intend to adjourn the House. ...*(Interruptions)*

[English]

MR. SPEAKER : This is too much.

*(Interruptions)*

MR. SPEAKER : Except what Mr. Malhotra is saying, nothing will be recorded.

[Translation]

You may speak please.

*(Interruptions)\**

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, as per the Article 256 of the Constitution, the Centre has the right to give directions to them and in that direction. ...*(Interruptions)*

[English]

SHRI N.N. KRISHNADAS (Palghat) : Sir, I am on a point of order.

MR. SPEAKER : There is no point of order during 'Zero Hour'. Please sit down.

*(Interruptions)*

[Translation]

PROF. VIJAY KUMAR MALHOTRA : What is there in point of order during zero Hour. Mr. Speaker, Sir, all are

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\*Not Recorded.

[Prof. Vijay Kumar Malhotra]

equal before law but as submitted by the hon. Prime Minister the status of most of the people particularly VIPs, should be kept in mind while dealing with them. Before this...*(Interruptions)*

[English]

MR. SPEAKER : No running commentary. I will give some of you an opportunity to speak.

[Translation]

Where would you get such a humble speaker. You may speak.

PROF. VIJAY KUMAR MALHOTRA : Prior to that, many people have been arrested in the country. Sheikh Abdullahji was first detained in a guest house in Kodaikanal and thereafter he was detained at a Bungalow in Delhi ...*(Interruptions)* It is not a matter of comparison with great personalities but during the British rule also, Mahatma Gandhi was detailed at Agha Khan place. Indira Gandhiji was...*(Interruptions)* Our leaders were also detained at several place...*(Interruptions)*

SHRI RUPCHAND PAL (Hooghly) : Such comparison should not be made...*(Interruptions)*

[English]

MR. SPEAKER : Mr. Mohan Rawale, do not try to come into the well. I do not approve it.

*(Interruptions)*

MR. SPEAKER : Hon. Members, let me know one thing.

Do you want the House to run? I will ask you a simple question.

*(Interruptions)*

[Translation]

MR. SPEAKER : Don't you want the proceeding of the House to continue its? All of you please resume your seats.

*(Interruptions)*

SHRI MOHAN RAWALE (Mumbai South Central) : Mr. Speaker, Sir, they insult the Hindus...*(Interruptions)*

[English]

MR. SPEAKER : Hon. Members, why have you come here? Go to your seats.

*(Interruptions)*

MR. SPEAKER : Please do not raise slogans here.

*(Interruptions)*

MR. SPEAKER : I am trying to control them. You also do not do that.

*(Interruptions)*

MR. SPEAKER : I am trying my best to control them. I am trying to control them. Go to your seats. You cannot dictate. Nobody can dictate. Go to your seats. I am trying my best to control them.

*(Interruptions)*

MR. SPEAKER : The way you are behaving is shameful. It is shameful the way you are behaving. Prof. Malhotra, you please continue.

*(Interruptions)*

MR. SPEAKER : I am trying to control them. Please sit down.

*(Interruptions)*

MR. SPEAKER : I will now name people. I will now start naming the Members. I will start naming the Members now.

*(Interruptions)*

[Translation]

MR. SPEAKER : I would turn you all out? What is this going on.

*(Interruptions)*

[English]

MR. SPEAKER : You are deliberately insulting the Chair. Deliberately you are insulting the Chair. I will not allow it so long as I am here.

(Interruptions)

MR. SPEAKER : Please do not have cross talks. Prof. Malhotra, please complete your submission.

(Interruptions)

MR. SPEAKER : It would have been over long ago.

(Interruptions)

PROF. VIJAY KUMAR MALHOTRA : I am speaking with Chair's permission. ... (Interruptions)

[Translation]

MR. SPEAKER : It will not do.

(Interruptions)

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, many people were detained at special places. Many of our leaders were also detained at Guest Houses and at other places. Shankaracharyaji was. ... (Interruptions)

Mr. Speaker, Sir, there was no need to arrest Shankaracharyaji. If he was to be questioned then it could have been done in his monastery but he was arrested in Andhra Pradesh where the Congress Party is in power. He could not be arrested there without the permission of the state and the Centre... (Interruptions) He was arrested in Andhra Pradesh... (Interruptions)

[English]

THE MINISTER OF WATER RESOURCES (SHRI PRIYA RANJAN DASMUNSI) : Sir, we are strongly contradicting his statement. It is totally wrong. ... (Interruptions)

PROF. VIJAY KUMAR MALHOTRA : He has been arrested from there. ... (Interruptions)

MR. SPEAKER : Let him say what he wants to say. You are here. Then you can respond to that.

(Interruptions)

MR. SPEAKER : Hon. Member, what is your name?

(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, I would like to say only two things in this regard. Firstly, the ill treatment being meted out to him should be stopped immediately. The hon'ble Prime Minister, he can give directions and in that regard, direction can be given under Article 256 of the Constitution. He should stick to what he has written in his letter and he should give direction in this regard. Secondly, the State Government machinery is being misused there. Two people have given their statement that they were forced to give statement. They gave this statement there... (Interruptions)

SHRI RAM KRIPAL YADAV (Patna) : Shankaracharyaji has himself accepted this... (Interruptions)

MR. SPEAKER : You please resume your seat.

(Interruptions)

SHRI RAM KRIPAL YADAV : Has he also been tortured?... (Interruptions)

PROF. VIJAY KUMAR MALHOTRA : Yes, this is what I have been submitting. A long statement was given about a woman that she was absconding after embezzling money... (Interruptions)

[English]

That lady also came forward... (Interruptions)

[Translation]

It was revealed that she is a cancer patient and is getting only Rs.1000 to Rs.2000 from there. Whereas it was said about her that she took a huge sum and was absconding. ... (Interruptions)

[English]

MR. SPEAKER : Prof. Malhotra, what is your demand?

(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA : In this way, it was said about her that she was absconding with a big sum. Firstly the case...(Interruptions)

[English]

MR. SPEAKER : Mr. Varkala Radhakrishnan, you please sit down.

(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA : It would be improper to fight the case in Tamil Nadu. In Tamil Nadu the entire Police, the entire machinery, would torture him and influence the witnesses...(Interruptions)

[English]

MR. SPEAKER : Prof. Malhotra, please do not refer to matters of court here.

PROF. VIJAY KUMAR MALHOTRA : I am not doing that.

MR. SPEAKER : Please hear him.

[Translation]

PROF. VIJAY KUMAR MALHOTRA : This case should also be transferred to some other place as the Best Bakery case was transferred out from Gujarat to some other place. Shankaracharyaji should be allowed to have sufficient time for his prayer and the ill-treatment being metted out to him should be stopped immediately. His case may be transferred to some other place...(Interruptions)\*

\*Not Recorded.

[English]

MR. SPEAKER : Hon. Member, please sit down.

[Translation]

PROF. VIJAY KUMAR MALHOTRA : I am not interfering in the court case. ...(Interruptions)

[English]

MR. SPEAKER : Shri V. Radhakrishnan, I think you can walk out in protest!

[Translation]

MR. SPEAKER : You may speak.

[English]

MR. SPEAKER : The last portion will be dropped.

(Interruptions)

MR. SPEAKER : I have allowed you. Please sit down.

(Interruptions)

MR. SPEAKER : Now, Shri Md. Salim to speak.

(Interruptions)

[Translation]

MR. SPEAKER : We all not Anti-Hindu.

(Interruptions)

MR. SPEAKER : You please sit down.

(Interruptions)

SHRI HANSRAJ G. AHIR (Chandrapur) : Don't they understand the sentiments of Hindus... (Interruptions) It is the House of the representatives of India...(Interruptions)

[English]

MR. SPEAKER : What is all this going on? Please do not shout.

(Interruptions)

MR. SPEAKER : That portion was deleted. Nothing will be recorded.

*(Interruptions)\**

SHRI N.N. KRISHNADAS : What is he talking? How can he say so? He should withdraw it...*(Interruptions)*

MR. SPEAKER : It was not recorded.

*(Interruptions)*

MR. SPEAKER : Shri Krishnadas, what you are doing? I say that it has not been recorded. Please sit down.

*(Interruptions)\**

MR. SPEAKER : Prof. Malhotra, you were legitimately resenting interruptions. But when other hon. Members are speaking, your hon. Members should not interrupt and make such provocative statements. That statement is not proper. I have deleted it. Mr. Member, I am cautioning you not to make such mistakes later on.

*(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD) : Sir, I want to take just one minute.

Prof. Vijay Kumar Malhotra has spoken with your consent. We kept quiet because it was agreed upon that he would speak. But I would request you that the last part of his speech.... should be expunged.

MR. SPEAKER : It has already been deleted.

SHRI GHULAM NABI AZAD : There is nobody against any religion.

MR. SPEAKER : Let us conduct ourselves in a dignified manner.

*[Translation]*

MD. SALIM (Calcutta-North East) : Mr. Speaker, Sir, the issue of Shankaracharyaji, the pontiff is associated with the

\*Not Recorded.

sentiments of the country and people's belief. All of us particularly the representatives of Marxist communist party and left parties may have different points of views but it should not be mixed with politics and no political gains should be made by mixing it with religion. What is happening in Tamil Nadu is unfortunate. Whether that allegation is proved or not, the matter is sub-judice. In our democracy, Judiciary, Legislature and Executive all the three work independently and the Executive is accountable to Legislature. If the State Government of Tamil Nadu does something wrong then it is accountable to Legislative Assembly of Tamil Nadu for it and if the Central Government does something wrong then it is accountable to Lok Sabha and Rajya Sabha.

Neither we want to lay wrong convention nor do we want to pass any comment on any act of Judiciary. We can not make any comment in the House against an elected Government of a state...*(Interruptions)*

MR. SPEAKER : It is not right. You let him speak.

*(Interruptions)*

MD. SALIM : Mr. Speaker, Sir, I have not said even a single word disparaging our established democratic convention and the Constitution. Neither they have faith in Constitution nor in the democracy...*(Interruptions)* We have a federal set up in our country and in a federal structure, the conduct of State Government can not be discussed in the Parliament, whether we like it or not. Today the path of judiciary is open to anyone and anybody can approach judiciary...*(Interruptions)* So much so that one can even take the help of political discourse. However, they have staged dharmas, agitation outside...*(Interruptions)* We don't have to look into this aspect as to who is right and who is wrong. This kind of discussion would establish wrong precedent and what Malhotraji has stated is tantamount to pointing finger at us. It is not right.

*[English]*

SHRI MADHUSUDAN MISTRY (Sabarkantha) : Mr. Speaker, Sir, from the Congress Party we should get a chance to speak.

MR. SPEAKER : Who said you will not get a chance? Everybody will get a chance here. This is very unfortunate.

*(Interruptions)*

MR. SPEAKER : Do not show your red eyes.

*[Translation]*

SHRI RAGHUNATH : Mr. Speaker, Sir, our country is governed by rule of law and it can not be used differently for two persons...*(Interruptions)* If Shankar Rama was also Hindu...*(Interruptions)*

*[English]*

MR. SPEAKER : Mr. Mohan Rawale, you were objecting earlier also. Please take your seat.

*[Translation]*

Mr. Speaker, Sir, let have sit otherwise we would also not allow him speak...*(Interruptions)*

*[English]*

MR. SPEAKER : Only Mr. Raghunath Jha's submission will go on record.

*(Interruptions)*

MR. SPEAKER : Mr. Salim, you got your chance. Please take your seat now.

*[Translation]*

SHRI RAGHUNATH JHA : Mr. Speaker, Sir, the Government of India has not filed this case. They have been their partner. *(Interruptions)* and the way Hindu religion has been referred to in the case and the way the Chief Minister of Tamil Nadu has revealed all the facts in the Assembly, it seems..\*\*

And they say that we are anti-Hindu...*(Interruptions)* We are not anti-Hindu. Rather they are anti-Hindu...*(Interruptions)*. They want to be the overloads in the name of Hindu religion Right now their hegemony is in

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\*\*Expunged as ordered by the Chair.

danger and I would like to assure you that law will take its over course and no effort should be made to pressurise...*(Interruptions)* "Jhoot Bole Kauva kate, kale kauve se dariyo...*(Interruptions)\*\**

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, what he has said...*(Interruptions)*

*[English]*

MR. SPEAKER : The Leader of the House Shri Pranab Mukherjee will speak now.

*(Interruptions)*

*[Translation]*

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Mr. Speaker, Sir, the words uttered by him...*(Interruptions)* should be expunged.

MR. SPEAKER : You sit down. I will consider it.

*(Interruptions)*

*[Translation]*

SHRI RAGHUNATH JHA : Mr. Speaker Sir, he should apologise...*(Interruptions)*

MR. SPEAKER : You sit down. You have already spoken.

*(Interruptions)*

*[English]*

MR. SPEAKER : Allow the Leader of the House to speak now. Please take your seat.

*(Interruptions)*

13.00 hrs.

*[English]*

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : Mr. Speaker Sir. ...*(Interruptions)*

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\*\*Expunged as ordered by the Chair.

[Translation]

SHRI ANANT GANGARAM GEETE : You have allowed two members from each side to speak...(Interruptions)

[English]

SHRI PRANAB MUKHERJEE : Sir, would they not allow me to speak? What is this?...(Interruptions)

MR. SPEAKER : What is all this going on?

(Interruptions)

MR. SPEAKER : I will not allow you, Shri Geethe. I made a mistake in being generous and trying to express my feelings for the sentiments. Now, it is being misused, I find.

(Interruptions)

MR. SPEAKER : Please have patience to listen to the Leader of the House.

SHRI PRANAB MUKHERJEE : Mr. Speaker Sir, it is most unfortunate that we have the occasion where anybody may feel that it is free for all. Even the hon. Speaker will be interrupted. The Leader of the House hardly gets up and even when he gets up some Member will get up and he will be disturbed. This is not fair.

I got up only to point out the matter referred to by the hon. Member, Shri Malhotra that neither the Union Government nor the Andhra Pradesh Government has anything to do with this matter. This is a matter which is exclusively within the purview of the State Government of Tamil Nadu. What Prime Minister wrote is nothing but expressing a humanitarian consideration. The very first sentence of the Prime Minister's letter starts with the words, 'due process of law should take its own course of action'. Therefore, this is a matter which is totally within the purview of the court. Let Parliament not interfere with it. This is my most respectful submission. ... (Interruptions)

PROF. VIJAY KUMAR MALHOTRA : The hon. Prime Minister has written other things also.

[Translation]

Further Home Minister has written that due care

should be taken regarding his health and other facilities should be given.

[English]

The Leader of the House is contradicting the Prime Minister. ... (Interruptions)

MR. SPEAKER : That subject is over now.

(Interruptions)

[Translation]

SHRI BRAJESH PATHAK : Mr. Speaker, Sir, it is a question of the dignity of a parliamentarian. Mohd. Tahir is MP of Bahujan Samajwadi Party from Sultanpur. On 25th whose he was in his constituency... (Interruptions)

[English]

MR. SPEAKER : A very important matter is being taken.

[Translation]

SHRI BRAJESH PATHAK : He was on a tour of his constituency as per the schedule formulated earlier. The district administration was well aware of his tour programme... (Interruptions) Mr. Speaker, Sir, what is this happening. He is a senior Member while I have been elected for the first time. Rules are openly being flouted in the House. Only new Members are being taught to follow rules of conduct and business in the House. Yesterday I had resumed my seat on your being asked not to speak. However, he is interrupting repeatedly. As such how the House will run?

MR. SPEAKER : You speak.

SHRI BRAJESH PATHAK : Mohd. Tahir has been elected as MP from Sultanpur on the ticket of BSP party. When he was on a pre-scheduled visit in his constituency, a fatal attempt on his life was made in Dhanpatganj. When the hon. Member went to the police station to get his FIR registered, he was arrested and no FIR was registered against the culprits who attacked him. It is a question of the privilege of hon. Member. He was made to sit in the police station till midnight and then he was sent to prison



[Shri Brajesh Pathak]

and kept in a barrack comprising 200 persons. He is being treated in a most inhuman manner. I wanted to apprise you of the matter yesterday also but you asked me to sit down citing the need to follow rules and regulations. Now, under the same rules and regulations, I would like to tell you that the hon. Member has been kept in jail like an ordinary culprit. The officers of the local police administration are not allowing his family members to meet him. He is being tortured and is being treated like an ordinary thief. It is a matter of shame for it involves the question of dignity of an MP I have also repeatedly mentioned here that I have also been attacked. Since my getting elected from Unnao Parliamentary constituency, mafia of Uttar Pradesh have been running for my life and two attempts on my life have been made I have registered an FIR in Bangarpur police station in this regard. However as soon as my FIR was registered at 9:45, cross FIR against me was registered at 9:55 in the same police station. What to talk about the police station these criminals are nowhere to be traced I would like to draw your attention towards the circumstances in which I have been living. We are supporting the Government from outside. How can a Member raise the public issues in the House forcefully if he is constantly under threat to his life or loses his life? Sir, it is a matter of shame. I have also requested the Government of India to extend protection to us but my request was sidelined on legal grounds and my submission was ignored considering me a junior Member of the House. Sir, I have made repeated request to you in this regard and today I will urge upon the House to decide unanimously that security be provided to the Members by the Government of India through the agencies like IB or any other central agency. I would like to say in the House that if we are not provided security, how will we be able to voice the grievances of the people of Uttar Pradesh who have elected us to this House.

MOHD. SHAHID (Meerut) : You allowed the Members from Kerala to speak for one hour, aren't we getting this

opportunity. Our Member of Parliament is under arrest, hence I should also be given an opportunity to speak for two minutes. ...*(Interruptions)*

MR. SPEAKER : You sit down. Mitra Sen Yadavji, you speak.

*(Interruptions)*

SHRI MITRASEN YADAV (Faizabad) : Mr. Speaker, Sir, the kind of circumstances about which hon. Member has made a mention here in the House actually prevail in Uttar Pradesh. Administration took no notice despite the advance intimation given by hon. Tahirji for his visit and in the broad daylight members of Mafia attacked his bodyguard fatally by throwing acid on him and snatched his rifle. It is really a matter of shame. He somehow managed to escape taking his bodyguard in his vehicle and when he reached the police station, his FIR was not registered, rather the FIR of the goons attacking him was registered. Not even the FIR of fatally wounded Yawar Hussain languishing in K.K. Hospital Lucknow was registered ...*(Interruptions)*

SHRI BHAL CHANDRA YADAV (Khalilabad) : Mr. Speaker, Sir, hon. Mulayam Singhji's Government should be dismissed..\*\*

SHRI MOHAN SINGH (Deoria) : He has mentioned the name of Shri Mulayam Singhji, the comment made against him, should be deleted.

MR. SPEAKER : Deleted. You have promised me and you should keep your promise.

*(Interruptions)*

SHRI MITRASEN YADAV : Mr. Speaker, Sir, an enquiry should be held in the matter by constituting a Committee. The administration there is completely biased in favour of particular caste and is providing them employment. It is very hard for Tahir Khan to survive if the present Jailer remains posted there. I demand that the jailer should be shifted immediately and FIR of Shri Tahir should be

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\*\*Expunged as ordered by the Chair.

registered immediately. All the facts should be scrutinised through a Committee and action should be taken against the guilty persons. Safety of the hon. Members of your responsibility, hence they be protected.

MOHD. SHAHID : Our Member of Parliament is under arrest...*(Interruptions)*

*[English]*

MR. SPEAKER : It will not be recorded. You may go on speaking. It will not be recorded. I want some discipline to be brought.

*(Interruptions)\**

MR. SPEAKER : It is not being recorded.

*(Interruptions)\**

MR. SPEAKER : If you want, in protest you may walk out.

*(Interruptions)*

*[Translation]*

SHRI MOHAN SINGH : I am speaking on behalf of my party. A comment against the Government headed by the party has been made and it is my duty to give clarification...*(Interruptions)* Name should be deleted.

MR. SPEAKER : Deleted.

SHRI MOHAN SINGH : It is good that it has been deleted...*(Interruptions)*

*[English]*

MR. SPEAKER : Since your party is there in the State Government, I am allowing you to speak.

*(Interruptions)*

MR. SPEAKER : It is not being recorded.

*(Interruptions)\**

MR. SPEAKER : Shri Mohan Singh, please be brief. Make your point.

*(Interruptions)*

*[Translation]*

MR. SPEAKER : People have sent you here.

*(Interruptions)*

MR. SPEAKER : Mitra Singh, it doesn't behove you.

*(Interruptions)*

SHRI MOHAN SINGH : Mr. Speaker, Sir, I support and don't have any objection on the move of constituting an enquiry committee to look into the matter. However I would like to state that the hon. Member has been arrested in a case under section 307 of IPC. Firing took place from inside his vehicle in which passersby were killed and six persons were injured and hospitalised. An FIR regarding this incident was also registered. Moreover presently he is lodged in a superior class jail. The question of torturing him in jail does not arise...*(Interruptions)* No hon. Member can be authorised either by the Hour or by the Code of Law to take the law in his hand. The matter against the hon. Member is sub judice. His is the case under section 307 of IPC as firing took place from inside his car in which 6 persons have been injured and several of them are still in hospitals. I would like to urge upon the House not to allow itself to be misled by false statements. The Government does not intend to falsely implicate or punish and torture any hon. Member. I fully refute this statement...*(Interruptions)*

*[English]*

MR. SPEAKER : The House stands adjourned to meet again at 2:10 p.m.

13.11 hrs.

*The Lok Sabha then adjourned for Lunch till ten minutes past Fourteen of the clock*

14.14 hrs.

*The Lok Sabha re-assembled after Lunch at fourteen minutes past Fourteen of the Clock.*

[Mr. Deputy-Speaker in the Chair]

**MATTERS UNDER RULE 377**

[English]

MR. DEPUTY-SPEAKER : Now, the House will take up Item No. 16 – Matters Under Rule 377.

- (i) **Need to redress the problems being faced by tobacco traders of Andhra Pradesh due to adverse market conditions.**

SHRI RAYAPATI SAMBASIVA RAO (Guntur) : I would like to draw the kind attention of the hon. Ministers of Commerce and Finance to the various representations made by the Indian Tobacco Association, Guntur and Ongole of Andhra Pradesh and also a number of Members of Parliament urging him to consider and include the following amendments suggested by the Indian Tobacco Association to the relief package announced on 31.1.2003 under RBI circular No., IECN No. 3046/08.07.04/2002-03 dated 31st January, 2003.

"To instruct Bankers not to harass Tobacco Dealers and consider all counts of Tobacco Dealers for relief.

To instruct Bankers to restructure or settle the accounts of all the Tobacco dealers under the package irrespective of viability.

To instruct Bankers to extend one time settlement scheme, to the accounts of willing Dealers and Suit Filed accounts by accepting 40 per cent to 50 per cent of the Credit Limits in full satisfaction of the dues.

To instruct Bankers to restructure all the accounts of Tobacco Dealers by only charging six per cent per annum from 30.09.1999, till the date of restructure, and

convert the same to a term load repayable in a period of seven years, with one year moratorium.

To instruct Bankers to credit the interest collected in excess of six per cent to the OCC accounts of the Dealers.

To instruct Bankers to consider and provide fresh finance to restructured account holders against the existing securities.

To advise the Banker to fix the repayment instalments on yearly basis."

I urge upon the hon. Ministers of Commerce and Finance to kindly take immediate measures and issue the instructions to the Reserve Bank of India to implement the suggestions and take final decision immediately to help the Tobacco traders.

- (ii) **Need to advise the Government of Kerala to increase the storage capacity of Mullai periyar Dam so as to ensure adequate supply of water to the farmers of Madurai and Ramanathapuram districts of Tamil Nadu**

SHRI N.S.V. CHITTHAN (Dindigul) : The Mullai Periyar Dam in Kerala was built by the then Tamil Nadu Government following an agreement signed in 1895 with the Travancore Presidency. The agreement provided for a 152 feet high storage dam with 999 years riparian rights. It was intended to provide drinking water to 65 lakh people and irrigate 2,17,000 acres of land in Theni, Madurai, Dindigul, Sivagangai and Ramanathapuram districts.

But the storage of water was limited to 136 feet in 1985 for no rhyme or reason. The Central Water Commission which had a thorough study of the stability and technical aspects of the Dam, had recommended that the storage can be raised up to 142 feet.

Periyar River is the lifeline for the people living in the four districts which are chronically hit by deficient rains and drought. The unreasonable reduction of the storage

capacity of the dam has driven a large number of farmers to move out to seek other vocations and livelihood. The actual situation is pathetic. The UPA Government is very concerned about the welfare of farmers and the hon. Prime Minister should intervene and take steps to increase the storage capacity of dam to 142 feet as an interim measure to save the farmers from hunger and poverty.

**(iii) Need to provide better facilities for rail passengers in Madhya Pradesh.**

[Translation]

DR. SATYANARAYAN JATIYA (Ujjain) : Mr. Deputy Speaker, Sir, the Union Government need to take following steps for making railway journey more convenient for the people. More rail coaches should be attached to long distance trains so that people could travel without reservation with seating facility. EMU and passenger trains should be introduced between Kota and Ratlam as well Ujjain and Mathura for the people. A number of stoppages of those trains at many stations that have been cancelled from the last year to till date, should be restored. Duration of stoppage of trains at those stations has been reduced from 5 minutes to 2 minutes, should be made 5 minutes again and loading facilities for perishable goods should be provided there. Level of second platform at Mahidpur and Unhael station should be raised. Drinking water, public conveniences and light facility should be provided at all stations between Bhopal – Nagda-Ratlam and Nagda and Kota. Subway facility should be provided at Runkheda Station between Nagda and Ratlam and Palsoda between Palsoda – Makadavan-Unhael should be given the facility of flag station.

I request hon'ble railway Minister to issue necessary instructions to make available all these facilities.

**(iv) Need to introduce mobile telephone services in Bharuch Parliamentary Constituency, Gujarat.**

SHRI MANSUKHBHAI D. VASAVA (Bharuch) : Mr. Deputy Speaker, Sir, there is no mobile service in Ummala

Rajpadi, Netran, Dadlapada and Mangraul of my parliamentary constituency, Bharuch that is a tribal dominated and a developing area. I have met with the Chief General Manager of Gujarat and district telephone Manager of district, Bharuch and have also written to them in this regard. However, no progress has so far been made in this matter. I have also raised this issue several times in the meetings of the Committee on Telecommunications. Therefore, through this House, I request the Union Government to provide mobile telephone service in above-mentioned areas immediately.

**(v) Need to address the problems faced by poppy growers of Rajasthan.**

[English]

SHRI DUSHYANT SINGH (Jhalawar) : Sir, the opium cultivators of Jhalawar, Kota, Baran, Chittorgarh and other districts of Rajasthan are facing a severe hardship. This is due to lack of proper attention given by the concerned authorities. The following measures should be adopted :

1. The licensing area for the poppy growers is presently 20 ARES and if it is reduced there should be two farmers for 10 ARES each and the additional numbers of farmers can be given the opportunity to grow poppy.
2. At present 90 per cent of the payment is made to the farmers at the time of weighing on the spot and balance payment is made after testing of the opium. I demand the testing of the quality of the opium should be carried out at the collection centre itself.
3. In case of natural calamities the crop is uprooted and the farmers have to face great difficulties. A better communication between the narcotics division and farmers should be maintained for enabling the farmers to get their opium *pattas* for the next season. I request the concerned authorities to be considerate to the opium cultivators.

- (vi) **Need to provide financial assistance to the Government of Arunachal Pradesh for setting up a proper Power Grid system in the State.**

SHRI KHIREN RIJIJU (Arunachal West) : Sir, Rangaradi Hydel Project was commissioned in August, 2003. Due to lack of transmission system, the State cannot use the power. Suddenly the State has become power surplus, yet darkness prevails because the State does not have its own power grid system.

The Power Grid Corporation of India is taking up projects only between Ziro and Along. Government of India should provide funds to the State Government to develop State Power Grid. Arunachal Pradesh is the only State without a State Power Grid. Even after developing grid, sub-transmission system is to be developed to provide grid to the small towns and villages for proper transmission and distribution. Presently funds are not sufficient in hills of Arunachal Pradesh because of difficult terrain and six-month monsoon in North-Eastern States.

- (vii) **Need to set up an Inland Container Terminal at Kannur in Kerala with a view to boost export of handloom products.**

SHRI ABDULLAKUTTY (Cannanore) : Sir, notwithstanding the Centre's recent decision to reduce the threshold export limit for securing recognition as 'Town of Export Excellence', Kannur in Kerala has slowly and steadily built up an infrastructure in handloom production and export and is now one of the 24 textile centres in the Country. Now in its 50th year of handloom exports, Kannur has ambitious plans to reach an export turnover of Rs.1,000 crore by 2010.

As a catalyst for employment generation in rural areas, Kannur handloom textile industry is ably served by the weavers' operative sector providing household employment in the area. One of the immediate requirements is an inland container terminal to enable the exporters to

monitor their cargo despatch to ensure quality of produce. Other demands include Special Economic Zone status for Kannur and development of proposed Kannur airport and Azhikkal seaport.

- (viii) **Need to ensure availability of urea and DAP fertilizers in the country.**

*[Translation]*

SHRI RAMJI LAL SUMAN (Firozabad) : Mr. Deputy Speaker, Sir, the farmers have to face scarcity of Urea and Die Ammonium Phosphate (DAP) at the onset of Rabi season. According to the sources of fertiliser industry the farmers in most parts of the country are facing difficulties due to non-availability of fertilizers. There is a shortage of D.A.P. upto 6 percent and of Urea upto 2 percent.

The reason for non-availability of fertilizers is the high price of ammonium phosphate, an ingredient used for production of D.A.P. on one hand and the spurt in demand due to bumper rabi, harvest this year. This problem has arisen due to last year's better consumption and this year's greater demand, but the Government, has so far, taken no step in this direction. It is a matter of great concern. The Government should ensure the availability of these fertilizer so that the farmers do not have to face problems.

- (ix) **Need to categorise Tirupur city in Coimbatore district, Tamil Nadu as a Special Export Zone and grant a Special Financial Package for development of infrastructure facilities in the city.**

*[English]*

SHRI K. SUBBARAYAN (Coimbatore) : Hon. Deputy-Speaker, Sir, Tirupur is a very important city of garment exports in Coimbatore district of Tamil Nadu. Apart from garment export units, there are thousands of ancillary units connected with the textile industry such as powerlooms, handlooms, textile mills (large and small), dyeing units,

bleaching units, screen printing units, embroidery units, sizing mills, ginning and baling press factories functioning in the city. In the last year alone the Tirupur city has earned foreign exchange to the tune of six thousand crores of rupees. But the infrastructure facilities such as roads, drainage, sanitation, drinking water, etc. are very poor in this city. If the condition of the city continues like this, the potential buyers from abroad will stop their visits to Tirupur and it will affect the garment export and other ancillary units in the city.

So, I urge upon the Government to take steps to treat Tirupur as a Special Export Zone and also to sanction a special financial package for the development of the infrastructure facilities in the city as early as possible.

- (x) **Need to set up LPTs in Satara and Sangli districts in Maharashtra with a view to enabling clear reception to television signals.**

SHRI SHRINIWAS DADASAHEB PATIL (Karad) : Hon. Deputy-Speaker, Sir, Mahabaleshwar, Jawali and Patan tehsils in Satara district and Shirala tehsil in Sangli district of Maharashtra are parts of western ghats and of Sahayadri range. Due to hilly area, the valleys of these tehsils do not receive good signal quality of national telecast. Hence, signals received from HPT at Satara and HPT at Panhala are of poor quality hampering the audibility and visibility of the picture. Kandati, Medha and Kudal valleys in Jawali tehsil; Caphal, Tarale, Dhebewadi and Koyananagar valleys in Patan tehsil; and Shirala valley in Shirala tehsil do not receive good reception. There are a number of accessible and favourable coverage spots at which LPTs can be installed. Population of Jawali tehsil is about 1,35,000; population of Patan tehsil is about 3,00,000; population of Mahabaleshwar tehsil is about 60,000; and population of Shirala tehsil is about 2,00,000. Preliminary surveys of favourable sites should be made on priority for installation of LPTs so that long pending demand for good quality reception can be fulfilled.

- (xi) **Need to open a Central school at Maharajganj in Siwan district of Bihar.**

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar) : Mr. Deputy Speaker, Sir, Maharajganj, in Siwan district of Bihar is a rich area from commercial, administrative and social point of view but educationally it is backward while it has sub-division headquarter, a head post office, university, police headquarter etc. Duraunda Railway Junction is situated merely 5 km away from Maharajganj Railway Station. Maharajganj is a densely populated town but there is no school in and around Maharajganj for education.

I, therefore, request the Central Government to open a Central School in the Maharajganj sub-division headquarter.

- (xii) **Need to construct a sports stadium in Mangalore, Tamil Nadu.**

[English]

SHRI E. PONNUSWAMY (Chidambaram) : Sir, activities relating to sports and physical education are essential to promote good health and comradeship. A spirit of friendly competition has positive impact on the overall development of personality of the youth. Excellence in sports enhances the sense of achievement, national pride and patriotism. Sports provide beneficial recreation, improve productivity and foster social harmony and discipline.

Taking into consideration the importance of sports, I wrote to the then Sports Minister on 13th September, 2001 for sanction of youth hostel and sports stadium in my constituency. The then Minister examined my request and agreed to construct the hostel building after identifying a suitable place, a piece of developed land measuring 1.5 to 2.0 acres in my constituency, Chidambaram. Mangalore in Tamilnadu is a suitable place to construct a sports stadium with youth hostel. I have requested the District Collector on the provision of land, which he readily agreed. Even if that was not forthcoming, a private land-owner is

[Shri E. Ponnuswamy]

prepared to donate the land. As such, I request the hon. Minister of Sports to consider the matter immediately and initiate action to construct a sports stadium with youth hostel in Managalore in Tamil Nadu not in Karnataka for the developmental activities of sports and games in this part of Tamil Nadu.

14.30

STATUTORY RESOLUTION RE : DISAPPROVAL OF  
BANKING REGULATION (AMENDMENT) AND  
MISCELLANEOUS PROVISIONS ORDINANCE  
AND  
BANKING REGULATION (AMENDMENT) AND  
MISCELLANEOUS PROVISIONS BILL

[English]

MR. DEPUTY-SPEAKER : Now, we will take up items 17 and 18 together. I would request Shri Ramji Lal Suman to move the Statutory Resolution. Mr. Suman, you are only to move the Resolution.

SHRI RAMJI LAL SUMAN (Firozabad) : Sir, I beg to move:

"That this House disapproves of the Banking Regulation (Amendment) and Miscellaneous Provisions Ordinance, 2004 (No.3 of 2004) promulgated by the President on 24th September, 2004."

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM) : I beg to move:

"That the Bill further to amend the Banking Regulation Act, 1949 and the Deposit Insurance and Credit Guarantee Corporation Act, 1961, be taken into consideration."

MR. DEPUTY-SPEAKER : Motions moved:

"That this House disapproves of the Banking Regulation (Amendment) and Miscellaneous Provisions

Ordinance, 2004 (No.3 of 2004) promulgated by the President on 24th September, 2004."

"That the Bill further to amend the Banking Regulation Act, 1949 and the Deposit Insurance and Credit Guarantee Corporation Act, 1961, be taken into consideration."

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad) : Mr. Deputy Speaker, Sir, probably this ordinance was issued on 16 November, 2004. Basically, Apex Bank, Maharashtra Cooperative Bank and the Maharashtra State government have filed a special leave petition in the hon'ble Supreme Court against the verdict of the Mumbai High Court. The Supreme Court gave its verdict on 29.10.2003 and this ordinance was issued to implement that verdict. More than a year has passed since this judgement was delivered by the Supreme Court and when this ordinance was issued, in that it was stated that since the parliament is not in session and the hon'ble President is convinced that present circumstances are such due to which it was essential for him to take action immediately therefore Banking Regulation (Amendment) and Miscellaneous Provisions Bill, 2004 (No. 3 of 2004) was introduced on 24th September 2004.

I mean to say that as per the ordinance issued, Reserve Bank of India can issue banking license to multi-state co-operative societies. Issuance of banking license is a separate issue but more important thing is that the working of banks, particularly co-operative banks has not been satisfactory in the past scams of hundreds of crores of rupees have been unrevealed and I do not hesitate to say that today people are losing their faith in financial institutions. All these have affected the economy of the entire country. Therefore, I would like to humbly submit that the ordinance, which was issued has only one aspect that the licence would be issued to multi-state co-operative societies but the other aspect is that the people are losing faith in the co-operative sector particularly in financial institutions and scams are taking place there. Therefore, I would like to tell that unless the

Government enact a law or bring ordinance or held discussion in the House in this regard, concrete results cannot be achieved.

Mr. Speaker, Sir, through you, I would like to tell that we have no objection with regard to the ordinance, which was issued, but the most important thing is that along with the licences, which are being issued to multi-state co-operative societies, it is also necessary to see that these banks function properly and faith of the people should be restored to these institutions. Their work should be transparent and the faith they are losing due to the scams involving crores of rupees, should be restored. I feel that it would have been better if the Government had brought a bill after comprehensive discussion.

[English]

SHRI KHARABELA SWAIN (Balasore) : Sir, I rise to support this Bill because this was a Bill that was actually piloted during the time of the previous Government. At that time, it was referred to the Standing Committee on Finance and it was discussed in detail. Basically, it is a Bill that has been influenced by the JPC on the Stock Market Scam. The JPC had recommended about the dubious role played by many cooperative banks, like Madhepura Mercantile Cooperative Bank and the Lucknow City Cooperative Bank.

It was felt that there should be a regulatory mechanism under the Reserve Bank of India, and the Reserve Bank should have control over the cooperative banks. In the JPC, in the media and outside also it was asked as to what the RBI was doing when thousands and thousands of crores of rupees of the small depositors were simply swindled by operators like Ketan Parekh and others. Then, the Reserve Bank expressed its inability to do anything. When the Reserve Bank officers were asked as to why they did not take any action, they said that it was not their job and that it was the Registrar of Cooperative Societies of the State who was supposed to take the action. The dual control – one, by the Reserve Bank of India; and another, by the Registrar of Cooperative Societies of the State – led the cooperative societies

nowhere, and the small depositors and the stand-by onlookers were looking helplessly when their money was thrown to the winds.

Since the Thirteenth Lok Sabha was dissolved, the Bill collapsed, and it is good that the present UPA Government is piloting this Bill again. I support this Bill. I will not go into the details of the Bill because the hon. Minister, who is here, will explain them. One good thing about this Bill is with regard to clause 36AAA which says.

"Where the Reserve Bank is satisfied that in the public interest or for preventing the affairs of a multi-State co-operative bank being conducted in a manner detrimental to the interest of the depositors or of the multi-State co-operative Bank or for securing the proper management of the multi-State co-operative bank, it is necessary so to do, the Reserve Bank may, for reasons to be recorded in writing, by order, supersede the Board of Directors of such multi-State co-operative bank for a period not exceeding five years."

I am fully one with this provision contained in the Bill. With this clause, whenever it feels that it should have the control, the Reserve Bank of India will have operational flexibility.

The Board of Directors of any commercial bank is under the supervision and control of the Reserve Bank of India. So, why should we not do it in the case of cooperative societies? Cooperative societies also should be brought under the administrative control of the Reserve Bank of India. In a way, they have been brought here on par with other commercial banks. This is one of the provisions by which the Government has tried to bring the cooperative societies on par with the commercial banks.

I would suggest the hon. Finance Minister that the CRR and SLR of cooperative societies should also be brought under the control of Reserve Bank of India. Just like any commercial bank, they should also maintain CRR, SLR, and things like that.



[Shri Kharabela Swain]

I feel – the hon. Minister will correct me if I am wrong – that if the cooperative societies take deposits only from their members, they will not be covered under this regulation. To be away from the purview of this regulation, they must not add words like 'bank' or 'banking' to their functions. If a certain bank or organisation declares itself as a bank, then only I think the provisions of this Bill will apply to that organisation. Whenever a cooperative society accepts deposits from the common public, the Government through the Reserve Bank of India must have full control over these cooperative societies.

Yesterday during the Calling Attention, we heard the hon. Minister reply to hon. Members' queries on the dissolution of the Global Trust Bank. If cooperative societies are brought under the purview of the Reserve Bank of India, when a cooperative society goes bankrupt, it would be the Government which would be at fault. People would be pointing an accusing finger only at the Government and not at anybody else. So, the Government must have full control of the cooperative societies that take deposits from the common public.

I have two or three suggestions to make before I conclude. Any cooperative society with a paid up capital of a certain limit should be compulsorily audited. The Government should bring forward a Bill to that effect. If, in the audit so conducted, it is found that there is some lacuna somewhere, the Government should also provide for punishment. I recommend the hon. Finance Minister to bring in further amendment to this Bill so that if any fault is found with any cooperative society, it is very severely punished for that.

I am very happy about one of the provisions of this Bill which talks about reimbursement to Deposit Insurance Corporation by Liquidators of transferee banks. It is a very good provision. Para 5(e) of the Statement of Objects and Reasons says:

"make these multi-State cooperative banks as "eligible cooperative bank" ... so that their deposits can be insured by the Deposit Insurance and Credit Guarantees

tee Corporation established under section 3 of that Act.

It is a good provision. It will ensure that even if a cooperative society is liquidated, the small investor would get his money back.

I will make another appeal to the hon. Finance Minister. He should set up a Depositors' Protection Fund. We can clear this Depositors' Protection Fund from the unclaimed funds.

There are many unclaimed funds because nobody comes forward to claim the funds which are lying with the cooperative banks. This amount is quite substantial. Out of these unclaimed funds, the hon. the Finance Minister can have a Depositors' Protection Fund. Wherever the depositor loses the money, he could be reimbursed from the Fund.

I would like to make two more suggestions. The first one is not very much related to the subject. Shifting slightly, I would just make a suggestion regarding the multi-layer system of interest. Hon. Minister is very keen about just doubling the credit flow to the farmers within the next three years. But he knows it pretty well that when the NABARD gives the money to the State cooperative, it goes to the district cooperative, it goes to the primary cooperative and when it ultimately reaches the farmer, the interest rate sometimes goes up to 22 per cent. From the very beginning, it becomes the NPA. Which farmer will be able to pay back an annual interest rate of about 22 per cent? Even though we say nine per cent, it is hardly nine per cent. I do not say that during your time, but there was a time when it happened to be so. Now it has been reduced. During our time, our Finance Minister declared in the last Lok Sabha that loans at an interest rate of nine per cent would be given to the farmers. The hon. Minister has also agreed to that. They are also providing it. But kindly see to it that nine per cent should not become 11 per cent when it goes to the State cooperative. When it goes to the district cooperative, two per cent administrative cost is added and it becomes 15 per cent. When it goes to the primary cooperative and ultimately when it reaches the farmer, it becomes 17 per cent. It should not be the case. This multi-

layer system of spread of interest rate should not be increased phase by phase. This is one of my suggestions which I would like to make to the hon. Finance Minister.

Lastly, some method should be brought out so that the cooperative department should not be an appendage to the State Government. I do not come from a State like Maharashtra or Gujarat where the cooperative movement is very strong. I come from a State like Orissa. In States like Orissa or Bihar or some other States, cooperative society is just an appendage, or where it is just a department of the State Government, it is mostly politicised. Most of the time, the only job of these cooperative societies is to give loans to the people under the political recommendation. The loans are never realised. That is why, cooperative society from the very beginning have become very sick.

I recall that the hon. Minister is a great admirer of economic reforms. He is just following the same line which was followed by NDA. He is just doing the same thing. He is a supporter of globalisation. He is a supporter of everything. I congratulate him because that is the right way which he has been following. He has not gone by the recommendations of the Leftists. I congratulate him for that because that is the only way.

SHRI GURUDAS DASGUPTA (Panskura) : That is the only satisfaction that he has not gone Left. Take him to the Right.

MR. DEPUTY-SPEAKER : Shri Gurudas Dasgupta, first you should take permission and then you should talk.

SHRI KHARABELA SWAIN : Had he gone Left, he would have brought the misery of West Bengal. From the third position in the industrial situation, they had brought down to the 16th position in a span of 27 years of the Leftists rule in West Bengal. I congratulate him that at least he is not following them. He should not follow what they say, otherwise India will also face the fate of West Bengal.

With these recommendations, and accepting that he will just go by the suggestions I made, I congratulate him once again.

[Translation]

SHRI MAHBOOB ZAHEDI (Katwa) : Mr. Speaker, Sir, I am thankful to you that you gave me time to speak on Banking Regulation (Amendment) Bill. A lot of discussion has already been held on this issue. It has also been discussed in Joint Standing Committee of Parliament on Agriculture. Our country has adopted cooperatives since Independence. About cooperatives one of our Scientist S.K. De had remarked that cooperative is an institution of decentralization of financial forces'. There was truth in speech of the Member who was speaking prior to me. Presently to a great extent cooperative is losing its ground. It is losing its popularity among common people. There should be some sort of regulatory Authority for cooperatives which may keep watch on it and may punish the guilty person. RBI can do this job. I am not against this Bill, however I am apprehensive about its misuse. You please refer to the report of Standing Committee of Parliament on Agriculture in which there has been intense discussion about cooperative. We have paid much attention to it. As far as regulation is concerned, if intention is not good, the condition of cooperative can further deteriorate. Presently political interference in cooperative has increased as was also being stated by our colleague. It is wrong thing. I would like to submit to the Minister of Finance that the views he has expressed about supersession.

[English]

You have discussed here very clearly saying that you have given total power.

[Translation]

The Government have delegated its power to them. If they do any thing wrong then the condition of cooperative will further deteriorate.

[English]

Anything cooperative will be Sehkari. It will be directed by the Government and other forces. The Government is a separate thing and cooperative is a separate thing.

[Shri Mahboob Zahedi]

[Translation]

Such things should be realised. Several Committees regarding cooperative have been constituted that supervise working of cooperative. If they are made order abiding organisation then it will be very difficult. It will change the entire character of cooperative. Every one knows that there is corruption in cooperative. Just now our colleague also mentioned it. I would like to add some more in whatever has been said about supersession in Bill.

[English]

Sir, I want to say that the Board may be supervised by the RBI. But in every case, after the supervision, the report containing the ground and other details regarding gross irregularities affecting the basic depositors and public interest must be placed on the Table of the House within seven days.

[Translation]

Every case which is supervised by RBI should be placed before the House and we should see whether it has been done properly or not. So we should take it into consideration. Earlier what was discussed was on the basis of the area. No cooperatives can be constituted on the basis of area as it will lead to competition. But it is not correct. Cooperatives are also coming from abroad. It is correct that after their arrival we will have to compete with them but no body should object to it if cooperative is constituted in an area. According to section 141, it was stated that it will be wrong if there is no democracy in cooperative. The important persons who were in cooperatives and worked in it had stated that the cooperatives cannot be only about obeying orders. It should be an order abiding institution only otherwise there will be neither democracy nor institution. So the Government should think about its objective in this direction so that its objective may not be defeated. I am telling this with firm conviction. I am working in Bengal for a long time and cooperatives are being constituted in every village. Every one knows that cooperatives are being constituted. The cooperatives are

now one of the financial forces. It is being decentralised there from the point of view of financial forces. The Government should also pay attention towards that. Democracy and financial autonomy is quite essential for them. My submission is that it should not be destroyed.

At the end, I would like to reiterate whether the Government have any objection that the board will do something under the supervision of RBI and if it had any objection then the cooperatives will be destroyed. So my submission will be that.

[English]

The Board may be supervised by the RBI. But in every case, after the supervision, the report containing the ground and other details regarding gross irregularities affecting the basic depositors and public interest must be placed on the Table of the House within seven days.

[Translation]

This is my submission in this regard. I would like to request the hon'ble Minister of Finance that he should accept my submission. I support his resolution.

15.00 hrs.

[English]

SHRI K.S. RAO (Eluru) : Sir, basically I have a great admiration for the Finance Minister for the speed at which he acts. Having seen the decision of the Supreme Court on Apex Cooperative Bank in Maharashtra, in order to ensure that 30 other multi-State cooperative banks will not be subjected to the inconvenience of stopping operations, in a short span, the Minister has come to the Parliament to get this Bill passed. This is really admirable.

In my opinion, simply amending one or two clauses in the Banking Regulation Act will not bring an end to all the frauds that are taking place in the banking industry. This particular Bill has only a limited purpose of saving 34 banks, regularising the licences given to these banks and continuing their activities which were going on for the last several years.

In this context, I would like to bring to the knowledge of our Finance Minister and the House that still there are a lot of lacunae in the Banking Regulation Act, in the present context, particularly in the running of urban cooperative banks. In Hyderabad, in recent past some of the urban cooperative banks have closed down while others are on the stage of winding up. A few have resulted in the loss of hundreds of crores of rupees to the depositors.

We all know that the bulk of the depositors in Urban Cooperative Banks are the Provident Fund holders, retired persons or low or middle income people. The only reason for which they are putting their money in these cooperative banks is to get two, one or half a per cent interest more. They also believe that nothing will happen to their money in these cooperative banks as the Government is there to secure their interests. Surprisingly, the Prudential Bank has caused hundreds of crores of rupees loss to the small depositors in Hyderabad. I was told that a circular had been issued by the Reserve Bank of India that each depositor would be given only Rs.20,000 irrespective of the amount he had deposited in the bank. Suppose, a depositor has deposited Rs.6 lakh, he will be given only Rs.20,000 that means, Government is not looking after the interest of the depositor who is a poor man.

In one of the meetings with the Reserve Bank I asked the same thing and the Reserve Bank Governor has said that it is not so and that he will certainly look to the interest of the small depositors. I am happy about that. One of the reasons why I admire the Finance Minister is, yesterday while a Communist Member, Shri Gurudas Dasgupta was finding fault with the Finance Minister on the action taken by the Reserve Bank in the shortest time of one day. Had it not been taken in that short duration there would have been chaos in the minds of the depositors. There were already long queues at the bank premises and the loss would have been much more. Some of them might have died of heart attack or had suffered in many ways. The Reserve Bank and the Finance Ministry came to their rescue immediately and reduced the calamity.

I have gone through the Madhavpura Merchantile Cooperative Bank, which is being run on the same line and the licences of which are also being given on the same principle.

It was found that on March 31, 2001, the bank's deposits were Rs.1262 crore while the advances were Rs.1717 crore. Out of Rs.1717 crore, 68 per cent of the advances were given to 21 borrowers who were connected with the share brokers which means the regulations provided in this Act were not sufficient to control all these frauds. So my request to the hon. Minister is that though he has come forward immediately to protect those 34 banks yet it is not the end of it. More important thing is that lakhs and crores of rupees are shown as NPA in the banks. All the figures that are coming out in the newspapers are not the real figures of NPAs. The management of various banks are covering these NPAs in some shape or the other under some technical definition or the other. So, the real NPAs are much more than what is found in their balance sheets or reported in the newspapers. We have to bring very strict regulations for the banking sector without curtailing its freedom. I do not say that the freedom of the employees or the officers in lending money to the needy persons should be curtailed. I would also want the Government to go to the rescue of a man with integrity whose decision might have gone wrong in some case in lending to some borrower. But an officer whose earlier record was not good and who has lent money to some borrower, he must be taken to task immediately.

But the present provisions in the Banking Regulation Act does not provide for immediate action to be taken against erring official or the erring borrower. There are long procedures to be followed which take long years before any action could be taken against erring officers. It encourages many others to do the frauds. Honestly, if one borrower were to be boycotted and action taken against him is publicised extensively throughout the country through newspapers saying that this gentleman has taken so much money and that he has committed a fraud in a

[Shri K.S. Rao]

particular bank, he would feel insulted. In the recent past, I have seen in some cases in Hyderabad wherein a Chairman or some Director of a bank had committed a fraud. But when he was arrested for the crime committed by him, after a couple of days, he died suddenly. I do not have sympathy for that. So, if deterrent action were to be taken against all the borrowers and officers immediately without any loss of time in such instances, nobody else would dare to commit a fraud in future. But if everybody were to think that he can go scot free and that a decision will not come for years together and also in the meantime he can change the records, more number of people will commit frauds.

Sir, clause 34B of the Banking Regulation Act talks about confidentiality. I do not say that confidentiality should not be there in banking. But it should be restricted to a very limited area. For example, a borrower takes a loan stating that the property in the godowns is worth crores of rupees. He takes a loan worth 80 per cent of that property and this information is not known to many persons and it is known to only the borrower and the concerned officer. But subsequently it is found out that the property is worth only Rs. 10 crore or only Rs. 1 crore, what is the protection if that company were to burst later? If this were to be known to some people, then at least there will be some information to the bank that so much worth property was not there in the godown.

That means, it will be known to the bankers that they could not sanction a loan to a borrower exceeding a certain amount. That would help in protecting the interest of the consumers. But someone will say that if somebody were to ask as to what was the amount of the loan taken and for what purpose, then the banks would say that they could not part with that information. Even the amounts deposited in their individual accounts could not be revealed to anybody. This secrecy aspect is one reason why extensive frauds are being committed in the banking industry in this country. I would like the hon. Finance

Minister to give a thought to this aspect. He is more learned, more knowledgeable and more experienced than us by virtue of his being in the Finance Ministry for such a long time, yet I would like him to give a serious thought to this aspect.

Sir, in regard to the Societies, I would like to submit that the hon. Finance Minister has announced providing *kisan* cards to the farmers. This is a good thing. I admire it. Now, earlier if a farmer had taken a loan for an amount, say, Rs. 10,000/- he must have had to pay the entire amount with interest accrued on it at one time. If he had managed Rs. 5,000/- he could not pay that amount to the bank and thereby reduce the interest component on his loan amount. But this facility was provided to the commercial dealers like the traders and industrialists. They could take a loan of, say, rupees one crore and then could pay any time a sum of Rs. ten crore or five crore and thereby reducing the interest component on their loan amounts. But now it is a good thing that this facility has been offered to the farmers as well. But then if these Credit Co-operative Societies were not allowed to take deposits—because of this Act—then they would not be able to keep more money with them than their loan amounts and thereby lose interest. The definition goes differently for the Credit Co-operative Societies. Though this Bill deals only with the Multi-State Co-operative Societies, yet I would like the hon. Finance Minister to give a thought to this aspect as well.

Sir, the hon. Finance Minister in his Budget speech as well as later said that in those areas where there was a crop failure on account of natural calamity for one or two years, the Finance Ministry would extend loan to those farmers once again taking into account the value of their assets irrespective of whether they were paid loans before or not. He also said that if there were to be one instance where the commercial banks have refused to give loan on the plea that a farmer has not repaid his earlier loan, that should be informed to him by us. I wish to inform the hon. Minister that in my constituency and, possibly in the constituencies of many other hon. Members, there are a

lot of instances where the commercial banks are not coming forward to give loan even in accordance with the laid down procedures of the Finance Ministry. Some of the Branch Managers think that they are all in all. They say that they would give loan only if one comes through 'X' or 'Y'. It is because they have vested interest and it is not based on the laid down procedures and concessions provided by the Finance Ministry and the banking industry.

I would like the hon. Finance Minister to issue strict instructions to all the bankers saying that in cases where there had been genuinely loss of crops to the farmers in the last two years, they should not be made to come to the bank many a times to get their loans. If there is a delay in sanctioning a loan, particularly in cases of crop losses, it would mean losing out one season. If the loan were to come a month later, or in some cases even 10 days later, then the crop for the entire season could be lost. There may be untimely rains or even the sowing season may be over. So, time is very important and the bankers must be asked to keep a time limit. The bankers must be asked to mention the reasons for which they are denying a loan to the farmers. It is their duty to sanction a loan immediately after taking the required documents. In some cases, the farmers are made to go round a number of times on the plea that they do not possess the required documents. When the documents are there with the same bank when a farmer took loan on an earlier occasion, he is once again asked to bring other documents.

So, my request to the hon. Minister is like this. While appreciating the speed at which he has brought this Bill, I want him to bring a comprehensive legislation of the Banking Regulations Act taking into account of not only the present situation but also of the faults that are occurring like increasing NPAs and things like that. The provisions that is being made by the bankers is that it is out of the profit that is accruing and not out of the real earnings. When I went through the Act of 1949, I found that amendments are sometimes printed and sometimes some papers are attached to it. This gives an opportunity for

many officers to play with it. Taking into account of all those things, I want that a new legislation should be brought without the necessity of going into the amendments brought earlier. I appreciate and I admire the hon. Minister for bringing the Bill at the right time. I support this Bill and I think the hon. Finance Minister for this.

15.16 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

[*Translation*]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, there should not be any objection on your part if I do your work from here. Hon. Minister of Finance should have taken steps in this matter earlier as our national leaders considered Co-operatives as national movement and there was a time when Congress Party itself had proposed to adopt cooperative system as the very basis of agriculture.

Sir, farmers began to associate with the Co-operative movement more closely during the last 50 years and it became part and parcel of their lives. However, unfortunately persons at the helm of the affairs of the movement turned it into means of plundering. For example, many financial institutions vanished after tapping billions of rupees of the investors. Similarly, experience with some cooperative banks particularly urban cooperative banks has been very bad. While Shri Atal Bihari Vajpayee was the Prime Minister, in his own Parliamentary Constituency Lucknow, an Urban Cooperative bank robbed 27 crore rupees of the common people and vanished and the Prime Minister could neither take any action against that bank nor could get the money returned to the small depositors and ordinary businessmen.

Sir, it is a fact that Reserve Bank of India grants license to the cooperative banks and on the basis of that they set up branches of cooperative banks in all the district of the State. However, there is no control over the embezzling activities of these banks. Once the branches are established, the ultimate losers are the farmers. Fertilizers,

[Shri Mohan Singh]

seeds pesticides and other consumer items were provided to the farmers by these cooperatives but most of the cooperative banks vanished with the total deposits of the people. Fertilizers and seeds that should have been provided to the farmers by these banks were not provided to them. The money that should have been paid by the cooperative banks to the companies for fertilizers, seeds and pesticides were not paid to them and consequently companies did not make available the said items to cooperative banks and so fertilizers, seeds and pesticides that should have been provided to the farmers were not given to them and the farmers had to suffer. Such things happened especially in Uttar Pradesh and neighbouring states and ultimately farmers had to suffer. So there should be stringent control over cooperative banks and the people like me will support it.

Sir, since it is a movement having people's participation and has its roots among common masses, the objective behind it was that it would emancipate farmers from the clutches of local village money lenders who used to provide loans to them at a very high interest rate of 4 annas per month as they were compelled to take loans from them.

Cooperative banks were set up to save farmers from them. Cooperative movement was considered a bridge between farmer and the Government which led to the opening of Cooperative bank branches at the village level also. Therefore we support that the financial transactions of these banks should be monitored constantly and the autonomous rights of people on its management should not be violated at any cost. I would like to give a few suggestions to the Hon'ble Minister in this regard. A comprehensive bill should be brought before the House regarding the composition of cooperative banks, its audit procedure with their internal arrangement. It is on account of that their internal Audit System does not provide actual information about financial bungling, neither to the administration nor to the Reserve Bank. I would like to

request in regard to the audit that all the banks, be it Urban Cooperative banks or cooperative banks, should be brought under the purview of CAG Audit and after review their inspection report should be presented in the State Assemblies and Parliament. It is true that this bill has been brought in the pursuance of the orders issued by High Court and Supreme Court. The Government is only following their orders. It can be supported upto this level but it is not possible for the Reserve Bank, as expected in this bill, to have complete information about any financial irregularities committed in far east States, Cooperative banks at village level or in a District level Cooperative bank in Eastern Uttar Pradesh. As such how will you select the person to be appointed as administrator there? How will he go to far flung areas and will understand the circumstances in such areas very well. Whether he will be able to play a better role in improving the condition of problematic areas. I have a lot of doubts about it. If an administrator appointed by you is posted in Deoria district, how will be improve the administration there. Therefore, I would like to request that the process of appointing the administrator should remain but its right should be left with the State Government. Reserve Bank can make recommendation in this regard. The State Government should take action immediately about the irregularities committed there. Directives can be issued in this matter. However, the right of appointing administrator should be vested with the State Government only. Keeping in view the irregularities. State Government of Uttar Pradesh appointed administrators in many District Cooperative Banks. But due to stay order from High Court and finally from Supreme Court against these appointments they could not appoint administrators there. With these suggestions I appreciate the measures taken by hon'ble Minister to check corruption in the Cooperative banks and I support this bill with hope that it would be better if a comprehensive bill is presented in the House with the consensus of all the parties.

With these suggestions, I conclude. I thank you for giving me the time to speak.

SHRI SANTOSH GANGWAR (Bareilly) : Hon'ble Speaker, Sir, I would like to thank hon'ble Minister. This action has been initiated in pursuance of the orders issued by the Court. It is true that this issue is regarding Multi State Cooperative Society but as my friend just said, I would also like to add that the Government should consider all the banks be it District Cooperative banks or Urban Cooperative banks. Multi State Cooperative banks have huge capital and its capacity to work is also more. They are working in many States, decision was taken by the Government when financial irregularities were reported there, generally these banks, Urban Cooperative banks remain limited upto a city or district. A district Cooperative bank functions in one district only, due to dual control, a lot of problems came up there. I understand this problem as I am myself associated with a bank. I would like to differ from Shri Mohan Singh's view regarding the problems coming for the last one year. Cooperative institutions are never able to function properly because of pressure from the State Government and thus resulting in problems as they are under pressure to work according to the State Governments. That is why it is difficult for them to work. It is my request to him that problems have not only cropped up before Multi State Cooperative Society Banks during the last one-one and a half year but Urban Cooperative Banks are also facing the same problems that are functioning in all the States. I agree that such banks are in less number in Uttar Pradesh. It may be possible that they are working with low capital there but working properly. A decision should be taken immediately to this effect, as to how they will be operated.

I agree with one more thing, as told just now, that which system would be devised to operate them. When I discussed on this issue with Reserve Bank, I was told that the future decisions will depend upon the decisions as to how these banks would operate. It is in my knowledge that if the Financial accounts of banks are audited by the officers of RBI and the officers of State Cooperative Departments of the State also audit them and despite the problem remains then there is no solution to that. I request hon'ble Minister to take immediate decision in this

direction. The decision should not just be taken for multi state cooperative banks only but District Urban Cooperative Banks and the District Cooperative Banks that are under control of the State Governments should also be included in that decision. Now it should be decided as to how such decision be taken. I am saying all this because Urban Cooperative banks should be allowed to work independently because the number of scams occurred in the past were found to be less in Urban Cooperative Banks or Cooperative banks in comparison to the other banks. I do not consider it to be right that if a few such incident take place in one or two banks and all the banks be included in the same category. I would like to say one more thing, and I am talking of my state that no Government deposit is made in these banks. If the Government has a policy that if cooperative sector should be strengthened after independence and as such, government deposits are not made there, that creates doubt. I know about Uttar Pradesh that no Government deposits are made in those urban banks. Lucknow may be exception. At some places banks are working very well and on that basis we visualize a good picture in this direction. I request him that there is nothing much to say in this regard. I also request him that not only the Multi State Cooperative banks with huge accounts, operating on large scale be kept in mind but all the banks should be considered while making a comprehensive policy in this matter.

I understand that it was decided after independence to encourage everyone under the Cooperative Sector, because I am myself associated with this, so I feel that if we desire, we can make it effective but instead of dual operation it should be operated properly. I believe that if a certain correct procedure and form is provided to it, those banks would work properly Since Common man is associated with this movement, false irregularities or financial irregularities are not reported in a district or city.

With these words, I conclude and request that a comprehensive policy as well as complete uniform policy be formulated immediately in this regard and according to that directives should be issued to this effect as to how banks will work in each state.



15.29 hrs.

[Translation]

SHRI JAI PRAKASH (Hissar) : Mr. Speaker, Sir, Hon'ble Minister has introduced this bill today. I welcome it and thank him for when 50 years back the Cooperative Movement started in the Country it gave a hope to the people of country that the common man would get certain benefit through this cooperative. Hon'ble Minister of Finance has brought this bill in the wake of the judgement given by Supreme Court about irregularities and scams occurred in Cooperative banks, particularly in the Urban Cooperative banks and Banks of Maharashtra and Goa.

I would like to give a few suggestions to hon'ble Finance Minister in this regard. Once Mr. Manmohan Singh was telling a very importance thing about cooperative banks. Along with these banks District Cooperative Banks are directly related to the farmer and the common people. As RBI has decided and hon'ble Finance Minister had also stated in his speech that the Government would provide more loans to the farmers and issue credit cards as well Golden Cards to the farmers. In this regard, I request hon'ble Finance Minister that enquiry regarding scams should be conducted audit should also be made to this effect. During the course of audit it should be ascertained as to how much loan has been provided for the development of farmer and labourer and the name of the bank should also be mentioned. Besides, it should also be highlighted as to how much loan has been given to rich people and industrialists. Today the issue of farmer Credit card is there in the entire country. The farmer is getting weaker financially day by day. As hon'ble Finance Minister said that the nationalised banks would double the farmer's loan in the next 2-3 years.

I hail from Haryana. Cooperative Banks mainly meant for farmers there do not have a scheme to issue Golden Cards. Farmers are not issued Golden Cards. I would like to mention in the House that if a bank issue a card, a bribe of upto 4 lakhs is taken for that. The farmers have to visit

to the Bank officials with the request to get a Golden Card. They are asked to bring different kinds of documents every time. A lot of corruption is prevailing there under the system of renewal after three years.

I request the Hon'ble Finance Minister to formulate a scheme for the farmers under cooperative bank so that farmers do not have to visit to the officers of the Renewal Department again and again. In my Constituency Cooperative banks provides loans to farmers for purchasing tractor and for that 6 to 8 acres of land is mortgaged. The value of tractor is 4 lakh whereas the value of six acres of land is 50 lakh rupees. This way discrimination is done to the farmer. On the other hand a rich man doesn't have to mortgage anything to buy a car. These cooperative banks have been established for the benefit of farmers. Rural farmers and cities work together to run these banks but the State Governments are running the Cooperative Banks arbitrarily. I would like to bring the situation of Haryana to the notice of hon'ble Finance Minister. There is a PLD Cooperative bank, that is Primary Bhumi Vikas Bank in my constituency which gives loan to people associated with the Government. The societies do not provide house loan to the farmers and the poor. It is very difficult for a poor man to get home loan.

I would like to request hon'ble Finance Minister that in order to remove the irregularities and disparities, conducting an audit is a good step, but these should not be controlled by the State Governments only. Directors are elected in the elections of Board. There is a chairman also and above him is MD. I want to say that Managing Director should be appointed by RBI so that irregularities committed in this matter could be prevented. In my State, Haryana Managing Director is recruited to Cooperative banks he is equal to the Deputy Registrar in the Cooperative department. However, the Chief Minister act arbitrarily in this appointment. In many cases he promotes Assistant Registrar to the Managing Director. Thus the officers working at lower level are promoted to a such high level that causes rampant corruption. Therefore, I request the hon'ble Finance Minister that the same guidelines

should be issued to the State Governments so that they could not function arbitrary and the people of a certain level be appointed as Managing Directors. The banks should be run by people elected from different societies. I request that the limit of farmer Credit Card be increased in Cooperative banks and it should be considered in the audit how much loan indicating the name of the bank has been provided by Cooperative banks to the farmers and what are its ways of recovery. Besides, the loan provided by the urban Cooperative banks and how they recover this loan should also be ascertained. Then the Government will find that the Government officials act arbitrarily and because of that Consumer have to face a lot of problems. Members of Parliament are held responsible for that. Because the common man says that we are the Members of Parliament and we are in the Government. The Government claim that they have provided huge loans to the farmers and helped them to come out of the Cooperative trap. A farmer has to mortgage his land costing Rs. 50 lakhs to purchase a tractor whereas a rich does not have to do so for buying a car. I request the Finance Minister to root out this irregularity. Marginal money should be taken from the farmer for the tractor and it should be provided to him through hypothecated land so as to avoid mortgage of his land.

Though the common man lives in villages, Pradhan Mantri Rojgar Yojana is not implemented by these banks. It will be a big obstruction in the way of Cooperative movement if such schemes are not implemented through these banks. The loan given to unemployed educated youth under the Pradhan Mantri Rozgar Yojana should also be included in this so that those who are born in poor and middle class families and are deprived of Government jobs could get loans for self employment and could associate themselves with industries and professions.

A large number of Indian population is unemployed today. Providing loan to farmers, labourers and educated unemployed youth through these Cooperative Banks will help checking unemployment, but it is only possible if the arbitrary attitude of the officers is controlled strictly.

How much loan has been provided by each of the various banks, how much loan has been provided under Pradhan Mantri Rojgar Yojana and what are the ways of its recovery, all has to be seen. If a business man takes loan from the cooperative bank, the easiest way of recovering the loan is to close down their enterprise whereas if a farmer takes a loan of Rupees three lakhs for tractor, his eight acres of land is auctioned for recovery. This kind of disparity should be removed.

Hon'ble Finance Minister, the bill brought by the Government should be amended, because the farmers in the country have started believing that bank loans are cheaper than what money lenders used to provide. That is why the farmers have been becoming financially more and more weak for the last five six years. The farmer's conditions is deteriorating because he is not getting remunerative price of his produce. The only way to save the farmer is to provide loan to him on lower interest rates and the recovery process should also be made easier.

I would like to say one more thing to hon'ble Finance Minister...*(Interruptions)* we get very few chances to speak. I have a rural background and rural people want that these issues are raised in Lok Sabha. A few days back a meeting of the Standing Committee was held which was attended by the CMD's of banks. The schemes of National Rural Banks under RRB Cooperative banks and Nationalised banks are different therefore, I would like to request hon'ble Finance Minister that there should be a parity in the banking system because when these RRB Banks and Cooperative Banks are approached they say that the Pradhan Mantri Rojgar Yojana does not fall under them and so they will not provide loan. This causes great inconvenience to the unemployed villagers. I request hon'ble Finance Minister to remove this disparity between big and small efforts for which are being made since the last 50-52 years. There is a wide disparity in granting loan to a farmer and to a money lender. A farmer has to mortgage his land worth crores of rupees for taking loan from cooperative banks whereas a money lender can take

[Shri Jai Prakash]

upto 80% loan of the value of grain stock from Urban development bank. This disparity should be done away with.

In the end, I would like to request hon'ble Minister that this disparity should be removed and the election process be simplified for boosting cooperative movement in the country. Regarding the post of Managing Director, as referred to in the bill, officials of the same rank should be appointed and not of the rank of Deputy Registrar at one place and of Assistant level at another. The competition here takes place through the medium of Chief Minister, it should be done away with. Once again I would like to say that it is a good bill and I support and welcome it.

[English]

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda) :  
Mr. Chairman, Sir, I give my general support to this Bill. This Statement of Explanation has given the reasons for bringing such on Ordinance.

I appeal to the Finance Minister that there is a necessity for bringing a more comprehensive Bill on the urban co-operative banks. The purpose of this Bill is limited. I understand that the Deposit Insurance and Credit Guarantee should be extended to the multi-State co-operative banks, which have lost that guarantee because of the judgement of the Mumbai High Court.

Sir, there are several other issues regarding the co-operative movement and co-operative banks. Co-operative societies and co-operative banks are totally different. For quite some time, particularly under the previous Government's regime, there was an attack on the co-operative movement to destroy the spirit of the co-operative movement itself. The type of Bills that were passed were trying to make them joint stock companies. There is a necessity for encouraging the co-operative societies on the one side but at the same time more regulations should be there from the Government side particularly for the urban Co-operative banks, etc.

There are several co-operative societies in the country. I believe that several millions of people in this country are the members of the co-operative societies, and this is one country where co-operative movement is very big. In the recent period, under the name of the regulation of the co-operative movement, in the co-operative societies, where the Government does not provide a single pie, does not give any encouragement, the State Governments are trying to interfere in the internal affairs and also trying to abolish the managements of the co-operative societies. They have no business to interfere in such societies. If the Government has got a share in it and if they have paid some money, to keep up the interest of the money that is paid from the Government, definitely there is a possibility of their intervention.

When the Government has no role to play, why should they intervene? They do not intervene when there is a necessity. There is a big growth of urban co-operative banks in the country in the last few years. I tell you that there are more than 1800 urban co-operative banks throughout the country. More than 179 such co-operative banks are under liquidation in the last few years. Most of the depositors in these co-operative banks are small people who are retired from Government employment and all their life savings are put here because there is two to three per cent extra interest than the nationalised banks or the private banks. The Ministry of Finance and the Reserve Bank of India allowed them to give extra per cent of interest. That is good. The Reserve Bank of India has given the licences to them.

The State Co-operative Department is expected to look after the day-to-day activities of these co-operative banks whereas the Reserve Bank of India is the overall in-charge of these banks. But in the last few years, as my hon. colleague, Shri Sambasiva Rao had explained, there is a collapse of several co-operative banks in Hyderabad and in Andhra Pradesh. I believe 25-30 of such urban co-operative banks were brought under liquidation, or in the process of the liquidation. They got them closed. Tens of thousands of depositors are in distress.

When Madhavpura Mercantile Urban Co-operative Bank in Gujarat was rescued by the then Government, naturally people expected some such step would be taken to rescue the depositors of these co-operative urban banks also. There was a big demand when such a bank got collapsed in Lucknow in Uttar Pradesh also. But unfortunately, the Government has not taken any step regarding this. I appealed to the hon. Finance Minister in his chamber. He explained that the Global Trust Bank (GTB) is a scheduled bank. Hence, they could make that bank to be taken over by Oriental Bank of Commerce. It is good. But generally, people believe that the depositors and the customers in the Global Trust Bank are very rich people and their interests were defended immediately within one week. But what is happening to these poor depositors whose entire life savings are put into the urban co-operative banks? Most of these urban co-operative banks are behaving like giant stock companies or family companies. Though they are co-operative banks, in the last few years, fraudulent activities are on the increase in these urban co-operative banks. Unfortunately, the middle-class and the lower middle-class people have become the victims of these co-operative banks. Now definitely there is a necessity to regulate this type of co-operative banks and some security should be provided.

Now comes the question of deposit insurance scheme. I am requesting the Finance Minister to go through the type of premia that are being collected. The bankers say that the premium is collected for the entire deposits in the bank, but the insurance is given only up to Rs.1 lakh. The previous Finance Minister, I believe, had announced that the liability would be increased up to Rs.2 lakh, but that has not been increased. It has not come into effect, but the premium in the meantime has been increased. When the premium is collected for the entire amount and it is increased, why do you not increase the insurance a little more?

Why should the insurance on deposit amounts not be increased to Rs.5 lakh? When there is more liability on the government, definitely, there would be more proper

checks and counter-checks on the activities of the urban co-operative banks. Otherwise, the small, poor and middle-class people would be very badly affected.

As I was saying about the urban co-operative banks in Hyderabad and other places, in recent times, the white-collar offences are on the increase. Several chit fund companies and other finance companies are cheating people to a very large extent. Overnight, they remove the sign board and disappear. There was a Krishi Co-operative Bank in Hyderabad which collected very large amounts of deposits. Even the *mafia* gangs could be arrested somewhere in the Gulf countries but the Chairman and Managing Director of the Krishi Urban Bank disappeared and for the last five years the police are unable to catch him anywhere in the world. We are surprised!

The Charminar Bank and the Vasavi Co-operative Bank, which are given the status of scheduled bank, are also under the process of liquidation. If this continues, people would lose confidence in the urban co-operative banks. This type of white-collar offences should be viewed more seriously. If a thief is caught, he would be punished very severely with one year to three years' imprisonment but if somebody cheats people to the tune of hundreds of crores of rupees he or she just gets a bail and goes away. They are doing all sorts of business outside.

In the name of borrowing, they take money, they liquidate the company, go and open another company, and take loan from other banks. There is no possibility of arresting them. As my hon. colleague was saying, in the name of confidentiality of customers, unfortunately, the names of this type of people who refuse to pay even though they have got enough money are not being announced. When the All India Bank Employees' Association demanded it, the Reserve Bank and other banks refused to accede to the demand. Ultimately, when they published the names of people who for the last several years have been in the list of NPAs to the tune of Rs.1,50,000 crore including interest, these people threatened that they would be prosecuted for publishing these

[Shri Suravaram Sudhakar Reddy]

names. I believe the time has come when the Government itself should look into this issue and this confidentiality should be limited to the extent of only the customers' interests. When they cheat the bank, they cheat the nation. People have a right to know who are the people who cheat and their names should be published in the Press. Their names should be known to the entire country. They should be barred from taking any loan from any public, or private bank or any other financial institution. Very severe punishment should be given to those who indulge in white-collar offences. There cannot be two different laws for small thieves and for these big white-collar offenders.

Along with this, I have a request to you on other banking activities also. I appeal to the hon. Minister of Finance that insurance should be on total deposits or at least an insurance cover up to Rs.5 lakh should be considered. Very severe punishment should be given to people who indulge in fraudulent activities causing losses to banks and other financial institutions. The properties of the directors, the properties of these borrowers who refuse to pay should be confiscated. The law should include all these things and the co-operative banks should be functioning like real co-operative banks.

While congratulating the way the hon. Minister of Finance has acted on the question of the Global Trust Bank, I would like to tell him that there is a feeling among the common people in this country that when such big banks are incurring huge losses the Government immediately comes to their rescue.

The feeling is that losses are nationalised and profits are privatised in this country and this is the policy of the Government. This should not be there. The public sector banks should be defended and expanded. Privatisation should be limited to some extent only and the necessary comprehensive law should be brought to the Urban cooperative Banks.

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai) : Mr. Chairman, Sir, a lot has already been said in this regard, so without taking more time, through you I would like to bring a few things to the notice of hon'ble Minister. Cooperative banks have a direct relation to the common man, farmers and poor people. These people are benefited from the co-operative banks. The entire banking system has deviated from the objective with which cooperative banks were set up. Therefore, as submitted by many of the hon'ble Members, a comprehensive improvement was required in the regulation banking system. We were expecting a bill from the Government on the same lines but the Government have issued an ordinance on a very limited scope in pursuance of the Supreme Court's order. The order of Supreme Court came one year back on 29.10.2003. If the Government was to issue the ordinance with a limited scope take more time and have brought the bill with amendments in it. In the prevailing situation, on one hand the objective of Cooperative Banks has been lost and on the other hand the ordinance provides having insurance facility to small depositors. However, the non performing assets of cooperative banks are increasing. No efforts have been made to check this trend. As submitted by several hon'ble Members the non-performing assets in the Cooperative banks are increasing because of the corruption prevailing in Banks due to which loans are sanctioned in irresponsible manner. Those who need loan, are not provided any loans whereas those who do not desire get loan and moreover they do not repay the loan resulting in the increase of non-performing assets of the banks.

Today the situation demands that on the one hand regulation be made effective to check the rising non-performing assets and on the other hand the objectives with which these banks were set up should be achieved. Some amendments are required to be made with regard to promote the cooperative movement and extend maximum benefits to the farmers.

I would like to conclude with my last submission many scams take place in banks and system is accused as being faulty whenever there are scams and irregularities. It should be ensured that such scams do not recur in future. Comprehensive reforms are required to check this trend. Therefore I would like the Government to take measures in this direction.

Hon'ble Minister has brought this ordinance with limited scope. He should tell the House in how many days will he introduce bill with comprehensive amendments before the House.

16.00 hrs.

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Mr. Chairman, Sir, at the outset I would like to felicitate the hon'ble Finance Minister because the present situation has arisen after the judgement given by the Supreme court regarding existence of Apex Urban Multi-state cooperative Bank, Maharashtra and Goa. This created obstructions in the business of multi state co-operative banks and also in protecting the interest of depositors in the country. The ordinance was brought when the issue of providing license to new multi-state co-operative banks emerged before R.B.I. and now this bill has been introduced in this session to make amendment in that Act. Every state has state co-operative banks registered under societies Act of that state which controls all cooperative banks and other cooperative organisations of that state. I would like to know from the hon'ble Minister that under which law Apex Urban Multi-State Cooperative Bank came into existence, was it registered under the societies Act of Maharashtra or Goa? When there is no such provision in the societies Act or Banking Act, then how Reserve Bank gave it the licence of multi-State bank in 1996? However, in the year 2003 that license was withdrawn in the wake of the judgement given by the Supreme Court. Several hon'ble Members have mentioned about the deposits of the banks. These banks are facing difficulties due to N.P.A. On the other hand, Apex Urban Multi State co-operative Bank could not utilize their deposits due to N.P.A. Today the situation is

stand still. They cannot recover their loans from the loanees. Thirdly, the officials sitting there are neither officers to issue orders not they do any work. That is why, such a situation has arisen. It is affecting other cooperative banks also. Even the sugar industry has not been unaffected. I am myself associated with sugar industry to an extent. Sugar industry has taken some loan, they cannot take loans from other banks. Legal action should be taken against the Licensing Authority of R.B.I. for issuing wrong licenses to banks. Mumbai High Court cancelled the wrong license but a stay on the issue was taken from Mumbai High Court. Thereafter Supreme Court gave its judgement. In my view, Licesing Authority of R.B.I. is responsible for all this.

Mr. Chairman, Sir, in the present scenario, difficulties are being faced in issuing new multi-state licence. This is also one of the reasons to bring this amendment. My colleagues have raised an issue. For the last two years there has been a demand that the insurance claim of the depositors should be doubled. In the present situation, it would be appropriate to raise it upto 5 lakh. It will enable the depositors to deposit their money in co-operative banks. Besides, retired people or the people who have taken VRS, small businessmen and farmers also like to put their money in banks.

However, now-a-days when they want to deposit their money in cooperative banks, an apprehension comes to their mind whether to deposit their money there or not just in view of the prevailing circumstances in the cooperative banks.

Here, a question has been raised regarding dual control. It has been my personal experience and I have been active in the cooperative movement for the last 30-35 years. Banks in every state are registered under the societies Act of each State. It has been seen that the wrong deeds of the Management of the Cooperative department which directly works under the State Government, are easily put under carpet with the help of money power and even the auditing is not done properly. If it is done properly,

[Shri Anandrao Vithoba Adsul]

and if there are some objectionable points found in the audit everything is quickly managed there itself. I am unable to understand as to how a bank which gets 'A' grade in audit gets 'C' or 'D' grade in the next year. How it happens? There is no miracle in it. If legal action is taken properly on the basis of the points found objectionable in the audit every year, the situation would have been somewhat different. But, unfortunately auditors belong to State Government and can be managed easily. This practice weakens the Bank which gradually becomes sick and one day it goes into liquidation. Depositors or common man suffer huge losses due to this. Then the liquidator is appointed and I do not think there is any authority to monitor what other practices he get himself involved in.

The result is that the common man's attitude towards cooperative movement has changed. Now they are of the view that the cooperative banks do not function properly and can be turned into liquidation at any time. Thus they feel that their money is not safe in these Banks. Actually the main objective of cooperative banks to help the common man with the common man's money is being defeated.

I am aware that what I am saying has no relevance to today's amendment, however, I have got the opportunity to explain the difficulties being faced by cooperative movement today. Therefore, I am of the view that this system of dual control should be replaced by single control system. Perhaps it is under consideration and a bill may be introduced in the House on this issue. As per my view, it is essential to bring such a bill as early as possible. The condition of Apex Urban Co-operative Banks has affected the other banks and sugar industries also. Therefore, it is essential to find a solution for it. I hope that our hon'ble Finance Minister would definitely find out a solution in this regard.

With these words, I Conclude.

16.09 hours

SHRIMATI P. SATHEEDEVI (Badagara) : Thank you, Sir, for giving me this opportunity. The reason for the promulgation of the Banking Regulation (Amendment) and Miscellaneous Provisions Ordinance, as stated by our Finance Minister, is of bringing legality to the licences issued by the Multi-State Co-operative Banks and to enable the Reserve Bank of India to make specific provision to carry on the banking business.

Now, this is the year 2004 and we are celebrating hundred years of achievement of the co-operative movement. Towards the end of this year, we are intending to bring out this amendment only because of the intervention of the verdict on the part of the Supreme Court. Even then, I really appreciate the intention of the Finance Minister for promoting the interest of the co-operative sector.

Actually, we have neglected the 200-million member strong institutional network as an agency for economic development and equitable distribution of income of the country. Towards the end of the NDA regime, they had tried to bring a legislation, but fortunately, it was not done and the co-operative sector was saved. If that Bill had been introduced, the co-operative sector as a whole would have deteriorated.

The Cooperatives have been instrumental in the generation of rural employment, disbursement of agricultural credit, and expansion of the public distribution system in the country.

I take this opportunity to request the Government to introduce a comprehensive legislation for strengthening the cooperative movement as a whole, and also to strengthen the autonomy and integrity of the Cooperative Banks. It would have been better if the Government had brought a separate legislation for this purpose. The scope of discussion on this issue at this juncture is very limited. It is only a case of rectification. There must be a free and thorough discussion on this subject as it is a matter

concerning the cooperative movement. The autonomy of the Cooperative Banks should not be curtailed in any way. Our hon. Prime Minister has promised a constitutional amendment to promote the autonomy of the cooperative sector in our country.

The decision of the Finance Ministry to introduce, and implement service tax on the cooperative banking service will very badly affect the growth of the cooperative banking sector. Hence, I would request the Government to exclude the service tax from the cooperative sector.

I would again like to take this opportunity to request the Government to introduce a new comprehensive legislation in order to strengthen the cooperative movement in the country.

With these words I support this Bill. Thank you, Sir.

[*Translation*]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Chairman, Sir, I support the Bill further to amend the Banking Regulation (Amendment) and Miscellaneous Provisions Bill, 2004. Through this Bill, 35 multi-state cooperative Banks will directly come under the regulation of Reserve Bank of India. It will protect interests and money of investors. In this regard, as our colleagues have said that it would have been better if the Govt. had brought a comprehensive bill so that a detailed debate could have been held on that. Today it was submitted that the extant Bill has been brought to rectify the faults identified by the High Court and the Supreme Court. Several Members have told that some legal doubts came up with regard to multi-state cooperative banks and extant Bill has been brought to remove those doubts, whereas some of the Members have submitted that extant Bill has been brought to prevent recurrence of any difficulty in future.

Sir, attention of the Govt. was drawn towards this flaw in Oct' 2003. Subsequently, the Bill was referred to the Standing Committee. It would have been better if this Bill

was brought during first session of 14th Lok Sabha. But, since now it has been brought, it is alright.

Sir, the Government took recourse to the Ordinance for bringing this small Bill. My submission is that it is not good for any popular Government to take recourse to Ordinance so often. Hon. Finance Minister should bear this thing in mind in future and as all the Members have demanded a comprehensive Bill be brought in this regard so that cooperative movement in the country gets boost.

16.14 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Sir, cooperative banks have been quite useful to the farmers. Cooperative Banks in the country came into existence when cooperative movement was launched in the country to free farmers from the clutches of money-lenders. The farmers used to take help of cooperative banks for meeting their day to day requirements, be in depositing their money, taking crop-loan or taking loan on marriage, like occasions. Thus these banks have been the back-bone of our rural economy and these have been very closely associated with the farmers. Therefore, I urge hon. Minister of Finance to bring a comprehensive Bill in future for strengthening cooperative banks in the country, be it State Cooperative banks, District Central Cooperative Banks, Local Cooperative Banks, Multi-State Cooperative banks or any type of cooperative societies which lend agri-loans and transact money. As I have told, after the extant Bill is enacted, RBI will be empowered to remove Board of Directors of these banks and now RBI will be able to keep an eye on their functioning as so far boards of these cooperative banks or multi-state cooperative banks were reportedly involved in misappropriation of money, and the sort of irregularities on the pretext of policies of Central or the State Governments. Corruption was rampant there. Now they will not be able to act arbitrarily in future.

I very well remember that an officer in the Board of Directors of Urban Cooperative Bank in Ajmer, my



[Prof. Rasa Singh Rawat]

parliamentary constituency embezzled at large scale. Employees of said bank and the account-holders sent a joint representation to the then Finance Minister and the RBI as well. But, they expressed their helplessness and said that they have no right to interfere and thus those banks were acting arbitrarily. After passing of extant Bill, banks would not act arbitrarily and RBI will be empowered to interfere directly. But, still, there has been a lapse as no punitive provision has been made. It is true that the Board of Directors will have no rights for five years and RBI will have a control over it but the board cannot be dissolved. The amended banking act will be enable to control their activities for a limited period of five years only. The Board can be deprived of its rights and directors can be removed, but what action has been proposed to be taken in the event of their involvement in corruption, misappropriation or any scam. It would have been far better if there was a punitive provision or any clause for appointment of an administrator. It would have been far better if the Act was provided with some sharp teeth which could have sent shivers in their spine leaving no scope for corrupt practices. It would have improved the functioning of these banks.

Therefore, my submission is that three provisions be made in respect of such banks, be it multi-state or state-cooperative or district-central cooperative bank or any other kind of bank established under the provisions of Cooperatives. First, these banks should have a provision for proper election. In many of the banks, Board gets dissolved, management is left ineffective, still elections are not held for many years, and one person acts arbitrarily. There fore elections should be held on time and just as the records of other banks are audited by NABARD, working of multi-state Cooperative banks should also be audited and an audit-report should be submitted. Officers of NABARD should be authorized to monitor their work from time to time. As our colleague, Shri Mohan Singh has just said, and I am also of the view that if internal and external audit of these banks is conducted under CAG

every year it will leave no scope for corruption in these banks. Therefore, whenever in future a comprehensive Bill is brought, these all things should be kept in mind.

Now, the Government have brought an Ordinance since cooperatives have been a state-subject and it was the duty of the State Government to frame rules for their administration and keep control over them. After passing of this Bill, the working of these banks should not be adversely affected and their autonomy should remain in tact. The State Govt. should not feel that by bringing this Bill, the Central Govt. are interfering with them and that their rights have been eroded. Such situation should not be created whereby new dispute between the States and the Centre crops up. Therefore, there is a need to be extremely cautious in this regard. At present there are about 35 multi state cooperative banks in the country wherein small investors and other account-holders have deposits of Rs.40 thousand crore and condition of some of these banks is pitiable. He has referred to Maharashtra and Goa Bank Ltd. Action is being taken in this regard. A scam took place in Ahmedabad and then in a Lucknow bank. Such scams take place in several banks registered in big cities. Then these banks are closed and the investors lose their hard earned money. Therefore, extant Amendment Bill, I feel, would be immensely helpful in protecting the interests of investors. The Board of Directors will not be bale to act arbitrarily and its working will be monitored, and interests of investors will be protected. Therefore, I support this Bill.

I would like to tell one more thing. That is regarding unabated increase of NPA in nationalised banks. The Government are more concerned about tightening its grip on cooperative banks by bringing several regulations through this amendment Bill. These banks are directly related to the poors. But it is not concerned about the nationalised banks. NPA in these banks had piled up in billion of rupees which is written off. Big industrial houses take loan from these banks in the name of setting up industries. After some years, they declare themselves bankrupt and get the loan written off. They would again

take loan in connivance with officers of the bank Government fail to recover outstanding loan. Thus crores of rupees go down the drain. Though, the Government have set up Debt Recovery Tribunal, but it has not proved effective. Consequently, the Government has to settle the matter just like that.

Secondly, through you, I would like to submit to the hon. Minister of Finance that some of the States have been reeling under famine for the last 3, 4 or 5 years and crops in those states have been ruined because of acute shortage of water. The farmers in such states who have taken loan from the banks become unable to repay the loan. My submission is that repayment of loan by the farmers should be deferred and interest on the principal should be waived off. The situation like forcing them to refund the loan through auctioning of their property should be averted. The Government should adopt liberal attitude in this regard. Since, their crops have been badly damaged because of severe drought, if the Government adopt tough attitude for recovery of loan, then some of the farmers are compelled to end their lives. So such situation should be avoided so that the farmers get sigh of relief. In fact, a poor farmer remains debt-traped throughout his life. A change took place in 1989, when loan of farmers were waived off to free them from the bondage of debt. People made a mockery of the Govt's initiative but the farmers got a relief by getting their loans waived off.

In the even of constant onslaught of famine not only the crops of farmers got ruined but they also suffered a heavy loss of their livestock and they even failed to recover the money spent by them on sowing of crops, and the farmers in these circumstances got great relief by waivers. It was like drowning man catches at a straw. Similar provisions should be made for the people living poverty line and for marginal farmers as well. However, the Government defers recovery of loan of influential people, even it waives the loan off negotiates with them whereas property of poors is auctioned. There have been instances when cooperative banks have taken help of musclemen who even beat up loanees. Several times they are

meted with other kind of inhuman physical torture. My submission is that such coercive measures should not be resorted to.

The Govt. enacted Banking Regulation Act 1949 in its original form. As cooperative banks accept deposit from the public and deal in large transactions, therefore, the Government made provisions of said Act applicable to cooperative banks also in 1965. The Government should review the working of Central Cooperative Banks, Agriculture Banks and other State Cooperative Banks to ascertain whether enforcement of provisions of said Act has brought any change in their working management, operation, constitution, its utility and its impact on public and the services offered by them and also to see how far the law be made more effective or how these banks .be kept under control in the changing present scenario so that these are made more useful.

So far, RBI was empowered to grant licence under Section 22 of the said Act. But, when hon. Supreme Court of India and the High Court found a lacuna in functioning of banks set up under Multi-State Cooperative Banks, the Government have brought in extant Bill. I again thank the Govt. for having brought the Bill. I hope the Government will bring a comprehensive Bill in future to check financial irregularities, mismanagement and to bring transparency in their working, be it cooperative, nationalised or any other kind of banks.

With these words, I express my gratitude for having given me an opportunity to speak.

16.27 hrs.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I am happy that the effect of the Supreme Court judgement is being overcome by this Bill. This Bill is brought to strengthen the cooperatives. Licences to some of the multi-State cooperative banks for banking were cancelled and that effect has been taken over or has been dealt with in this legislation.

[Shri P.C. Thomas]

Sir, this Bill would also enable the Reserve Bank of India to issue further licences. I would also submit that this Bill would consider giving validity to the licences which were granted and the validity which was lost due to the Supreme Court judgement. I would also think that some of the applications, which were made by some of the multi-state cooperatives or some of the initiatives taken in this regard, which were regretted on the basis of the Supreme Court judgement, may also have to be considered in this Bill. I think further provisions have to be added in this Bill.

As most of the hon. Members have stated, there is a need for looking into the cooperative banking system as a whole and to strengthen the cooperatives which are doing the banking business. In many of the States, they are doing very well. But it is also a fact that sometimes the power politics enters into the free running of the cooperatives. Therefore, many of the cooperatives are being affected by some of the politicians who come to power and try to misuse the cooperatives also. In the constituency, there has been an instance where a big tyre factory has been registered as a company and also as a cooperative.

Both were done together. We do not exactly know how it has been managed. But the persons behind the show, whenever they came to power, managed to make all the cooperative societies nearby to donate to this big tyre company. The tyre company has never started functioning though it was mentioned that it would be started and tyre would be made out of the natural resource, which was being given by the farmers. It was an initiative to help the farmers. But it has worked out to be in the negative. We have seen that no factory has come up and a lot of corruption has taken place in this regard. I am sure, the controls which have been envisaged in this Bill may be useful, to some extent, to have a check on such nefarious activities which are taking place in this regard. I am sorry, I could not give the details because the Finance Minister

was not on the seat. I will give a separate note to him in this regard.

I do not wish to make a big speech. I think that cooperatives are mainly meant for the farmers, for the rural areas and also for small depositors. The initiative, which has been taken in this regard, is good. I hope, many multi-cooperative societies may come into the field fearing some political interference, which is coming up in a particular State. Therefore, more and more cooperatives are going to come into the fold of multi-State level. Hence, the guard, which is being provided by this Act, the insurance, the security, which have been provided by this Bill, is a laudable step.

SHRI BIKRAM KESHARI DEO (Kalahandi) : Sir, this Bill, which is being piloted—the Banking Regulation (Amendment) and Miscellaneous Provisions Bill—is a welcome measure. It is just a Bill to follow up and strengthen the Multi-State Cooperative Societies Act, which was enacted in 2002. In that Act, the main provision was to give more autonomy to the cooperative sector because the cooperative movement for the last fifty years has been limping. It was started with a good intention, for the betterment of the poor, for improving the conditions of the farmers and the people living in rural areas. But gradually, this cooperative movement developed into a nexus between politicians and bureaucrats. Then, it developed into a nexus among the businessmen, stock-brokers and politicians. There has been a lot of money laundering through the medium of cooperatives. There was the control of the RBI over the banks. But there was no direct control of the RBI on cooperatives. This led to money laundering by politicians and bureaucrats and to meet the political ends.

This Bill is a welcome measure and I congratulate the Finance Minister that at least now, the RBI will have some sort of control, some type of *ankush* upon the financial discipline of the cooperatives. We hope in the future, after the enactment of the Multi-State Cooperative Societies (Amendment) Act, 2002 and now by passing this Bill, it

will definitely strengthen and give more autonomy and more transparency to the cooperatives. The idea of the Multi-State Cooperative Societies Act was to provide more autonomy and bring more professionalism into the cooperative sector. The Companies Act was also enacted for that purpose and certain clauses were changed to make it function on par with various joint stock companies. Now the middle class people of this country, the farmers of this country who have formed various types of cooperatives, right from weavers' cooperatives to farmers' cooperatives, can have the best professional standards.

Now, this Bill would give the teeth for proper financial discipline, thereby making the co-operative more strong.

Sir, the co-operative bank is the lifeline of the poor people in the rural areas. If this is not strengthened, they would be subject to moneylenders, like in Andhra Pradesh today. Sir, 2,800 farmers had died, but the Government has not taken any measure in that matter. There, the co-operative movement has completely collapsed. What is the co-operative movement that we have seen in Maharashtra or Goa? They went to the stock exchange and had nexus with the corrupt brokers, and that led to the Supreme Court to give a direction to get in this legislation.

Therefore, Sir, with these words, I once again thank the hon. Finance Minister for bringing this piece of legislation.

*[Translation]*

SHRI DAHYABHAI VALLABHBHAI PATEL (Daman and Diu) : Mr. Chairman, Sir, I support the Amendment Bill brought by hon. Finance Minister. Cooperative banks, cooperative societies and the farmers are linked with each other. Cooperative banks are located in urban areas and all the farmers in rural areas are related to cooperative banks. Two cooperative banks of South Gujarat, in Nausari and Balsar district have been closed. These were closed

around Diwali. Since Cooperative Bank was closed people could not celebrate new year and Depawali with funfare. They are very much perplexed. A cooperative bank in Madhavpura in Surat was revived after the Govt. of Gujarat pumped in Rs. 407 crore for its revival. I had talks with the Govt. of Gujarat. The Govt. of Gujarat stated that if they give a percentage guarantee letter to RBI on the behalf of the Central Govt. the bank reopen. Poor people, like venders, milk men, rickshaw-pullers etc., deposited their hard earned money in cooperative bank and now these poor people are not getting their money back. Mumbai based Global Bank and Oriental Bank also met with same fate but people are getting their money back. My submission is that the cooperative bank whose licence has been cancelled by RBI should be reopened and farmers should get benefit from it. The Committee in Cooperative Bank itself takes loan and spouse of the members or any relative of the family cannot withdraw money from the Bank. Fixed deposits of Members of Managing Committee of Nosari and Balsar banks, which have been closed runs in crores, I urge hon. Finance Minister to reopen these banks.

16.39 hrs.

SHRI SURESH ANGADI (Belgaum) : Hon. Chairman, Sir, the co-operative banks are registered by the State Governments and the license is given by the Reserve Bank of India, that is the Central Government.

In my area, there are about 10 to 15 sugar factories. Each sugar factory crushes nearly 5,000 tonnes of sugarcane. From these sugar factories, about four lakh families can lead their livelihood. But unfortunately, for the last three years, there was a drought.

Most of the cooperative banks are not financing the cooperative factories. Their plea is that there is a guideline from the Centre, the Reserve Bank of India, directing them not to finance the cooperative sugar factories. Hence, these cooperative banks are not financing the cooperative sugar factories. As a result of this, most of the sugar factories

[Shri Suresh Angadi]

in my area are distressed and the farmers are in great trouble.

I have already brought it to the notice of the hon. Minister. For each tonne of sugarcane the Government is earning revenue of Rs. 700 either in the shape of sales tax, income tax or the Central excise duty. We talk too much about the farmers but in this country for construction of house, a Member of Parliament or any other employee gets the loan at the rate of seven per cent whereas farmers are getting at 11 per cent interest. This disparity should go. I request the hon. Minister to direct the cooperative banks to finance those sugar factories which are in a position to run, in the interest of the farmers. Those factories which are not in a position to run due to misappropriation and so on, he can confiscate the properties of either Director, Chairman or anybody because they are politically influenced people. Some factories are not being influenced by this and are running in a very good condition.

Cooperative sector is not getting the finance because of the guidelines issued by the Centre. I would request the hon. Minister to immediately direct the concerned cooperative banks to finance those cooperative factories which are having huge amount with them and are in a position to run. Belgaum is the border area of Goa and Maharashtra. Sugarcane growers are there in my area. I request the hon. Finance Minister to direct the cooperative banks to finance the cooperative sugar factories.

For the last three years there were no rains. Hence, the sugarcane production was less. This year we had very good rains and very good crop. Farmers can earn a little bit from this. I request the Government to come to the help of the farmers. I request the UPA Government not to make the life of the farmers distressed.

Wherever the State Government has given guarantee to the cooperative banks, they have given finance to the sugar factories and wherever this guarantee is not given

by the State Government, the banks have not financed the cooperative factories. This disparity should go. It should not be seen as a political issue. Farmers are the respectable people of our country and they should not be dealt with politically. I request the Finance Minister to direct the concerned banks to finance those cooperative factories which are capable of running. Finally, I support the Bill.

[Translation]

SHRI BRAJA KISHORE TRIPATHY (Puri) : Mr. Chairman, Sir, I support Banking Regulation (Amendment) and Miscellaneous Provisions Bill, 2004 moved by the Minister of Finance in the House. This Bill has been moved for limited purpose. The Minister of Finance has stated that he will ponder over moving a comprehensive Bill for Banking Sector. I hope that the hon. Minister of Finance will consider over the apprehensions regarding the Cooperative Institutions that were expressed by the hon'ble Members during the course of their speech. In our Constitution we had adopted democratic socialism and had hoped that it would bring equality in the country. But nothing has happened like this. Despite, cooperative movements in our country was launched with the objective that it would bring equality in the country in future. Cooperative Movement is spreading all over the world and it is very effective in Japan. Cooperative Movement was very much encouraged in Russia and now China is giving much importance to this movement. However, the area in the country where cooperative movement was launched prior to independence, we hoped that it would be beneficial to the poor people, but that expectation of the people was not fulfilled. Today the condition of seven cooperative banks out of the total 30 banks in the country is very precarious. Out of the 366 district cooperative Banks 143 banks are in very bad condition. The hon'ble Minister of Finance in his reply will tell as to what he is pondering over it. I would not like to cite the example of Madhepura banks because the hon'ble Minister of Finance is well aware of the fact as to how the money of the common people was looted. A comprehensive bill was

required for tackling such situation. As far as banking and banks under the cooperative institutions are concerned, dual administration is functioning there. On the one hand it is under the state register and on the other hand it is under control of RBI. It is on account of this dual control that the common people are not getting benefits. The hon. Minister of Finance should ponder over the measures for proper functioning of the cooperative Banks.

Sir, Narsimha Committee has given some suggestions regarding cooperative banks. Hon'ble Minister of Finance in the meeting was telling that he would bring a comprehensive bill on the basis of Narsimha Committee. I would like to know from the hon'ble Minister as to by what time he is going to ponder over it. In 2004 the working group of RBI had submitted a report regarding the development of financial institutions. Whether the hon'ble Minister of Finance will also ponder over it on the basis of that report. JPC had also given some suggestions regarding cooperative banks. The hon'ble Minister should also say about the content of his deliberation in this regard. The hon'ble Minister should also include that in his reply. RBI had given some instructions regarding agriculture credit but it is not being done so far. The farmers are committing suicide in the country. State Cooperative banks, Primary Societies and Central Cooperative banks are not working according to the instructions of the RBI regarding the agriculture credit. They are not following those instructions. RBI has also given instructions to national banks for providing agriculture credit and there are guidelines also however national banks are also not providing agriculture credit. The Government should ensure the compliance of the said instructions. NABARD is also not providing agriculture credit. The hon'ble Minister should also pay attention to it. I support the Bill, however, I would like to know the reason for declining the deposits of nationalised banks in the country. As per the status during the last six months upto 30th of September, the deposits made in the banks was Rs. 13,000 crore less in comparison to the last year's deposit. Last year till September the deposit was

Rs. 81,237 crore. Last year at this time a total of Rs. 94804 crore was deposited in banking sector. The guidelines of RBI for private sector banks, nationalised banks and cooperative banks are not the same. It is different for the private sector banks and public sector banks. The hon'ble Minister should ponder over the measures to correct it. The hon'ble Minister of Finance in his reply should focus on all the points that have been brought to his notice.

*[English]*

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM) : Mr. Chairman, Sir, I am deeply grateful to hon. Members—a very large number of them, belonging to all political parties—who have participated in this debate and without dissent have supported the Bill.

Sir, the Bill was in response to a judgement of Supreme Court delivered on the 29th of October, 2003 where the Supreme Court held that a State Government did not have the power to notify a multi-State co-operative Society as a co-operative bank and consequently the Reserve Bank of India did not have the power to license such a bank. Although this judgement was delivered in October, 2003, the Government did not respond to it immediately presumably because it was considering comprehensive amendments to the Banking Regulation Act. In fact, most of the suggestions made this afternoon relate to comprehensive amendments to the Banking Regulation Act.

It is true that such a Bill was introduced in Parliament on the 23rd of August, 2003. The Bill lapsed. After the new Government took over, we are engaged in consultation with the RBI on re-introducing the Bill. The Reserve Bank of India is expected to send its final recommendation within the next few weeks and I expect to introduce a comprehensive Bill to amend the Banking Regulation Act in the Budget Session next year. That will deal with many of the problems that the hon. Members have highlighted.

[Shri P. Chidambaram]

I am not at all happy with the state of our co-operative banks. I have travelled extensively visiting bank branches, visiting primary co-operative banks, visiting co-operative societies and, I think, the state of affairs is appalling. In fact, if you look at agricultural credit, it stands on three legs: one is the public sector banks, the other is the Regional Rural Banks and the third is the co-operative banks.

16.53 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

While the public sector banks have become stronger in the last five to seven years, the Regional Rural Banks, by and large, have become stronger, though there are still a few which are weak, the health of the co-operative banks, I am sorry to say, has deteriorated over the last six or seven years. I think, all of us should share the responsibility. All of us belong to one party or the other which is ruling in one State or the other. If all over the country the co-operative banks are in a bad shape, then I am afraid, a very important arm of delivering credit to farmers and to those who are in the rural areas will be greatly affected. Therefore, I will bring a Bill, a comprehensive Bill to amend the Banking Regulation Act and that Bill will deal with many aspects of the co-operative banks. This Bill is an emergency measure. The Ordinance itself was an emergency measure to get over a situation that was caused by the judgement of the Supreme Court which held that the Reserve Bank of India did not have licensing authority over multi-State co-operative societies.

Besides the particular apex bank which was involved in that case which had branches in Maharashtra and Goa, there are 34 other multi-state co-operative societies which are in banking and if I had left a vacuum, then it would have caused a major problem both for the banks as well as the banking system. Therefore, this Ordinance was promulgated and I have come forward to replace the

Ordinance and I am deeply grateful to the hon. Members for supporting the Bill.

Agriculture credit societies are not covered by the Banking Regulation Act. Therefore, we are not dealing with primary agricultural credit societies.

I want to take this opportunity just for a few minutes to answer some very pressing issues raised although they are not concerned with the Bill. But I think it will be unfair if I do not deal with them in a few minutes.

Firstly, there was a question about NABARD's lending rates. I think the hon. Member should know and tell his constituents that NABARD loans to banks at a rate which is between 5.25 per cent to 5.75 per cent. It is the primary society which adds to it. First the apex society adds, then the district society adds and then the primary society adds. Now, I have been around telling the Chief Ministers and the Chief Secretaries about it. I can understand adding one per cent at each level. Even if you add one per cent at each level, you can lend at a rate which is between 8.25 per cent to 8.75 per cent. But because they are burdened with such heavy NPAs which are caused by bad lending, they want to load the entire burden on production loans or crop loans. Some States were adding as much as two per cent at every level raising the ultimate rate to the farmer to over 11 per cent and 12 per cent. I think this is callous. The State Governments must realize that what they are doing is completely wrong. We are giving at 5.25 per cent to 5.75 per cent for production loans, and to the Land Development Banks which are long-term loans, we are giving at 5.5 per cent to 6.75 per cent. There is absolutely no justification for any farmer to get a production loan, say, beyond 8.5 per cent to 9 per cent. That is why, public sector banks today are lending to farmers at 8.5 per cent. The previous Government has set it at 9 per cent. Now, I think, this year, they have agreed to lend at 8.5 per cent.

Now, after the announcement was made on 18th June, you must be anxious to know how much we have lent. Last

year, the lending was about Rs. 80,000 crore. This year, the target is Rs. 105,000 crore. At the end of October, banks have already lent Rs. 62,779 crore. Now, some figures have not come in from private banks. But we are well on the way to achieve our target. We will achieve our target this year and I assure you, that in three years, the target of agricultural credit will be doubled.

An hon. Member raised a question about insurance. One of the amendments made here is that DICGC Act will apply to deposits with co-operative banks. There was some complaint that we are charging unreasonable insurance premia. It is not so. The premium was five paise per Rs. 100. That was increased from the 1st of April, 2004 to eight paise per Rs. 100, that is, 0.08 per cent. Eight paise per Rs. 100 means the insurer has to take the responsibility for Rs. 100, and if anything happens to that Rs. 100, he will lose Rs. 99.92 after having collected eight paise. I do not think that the insurance premium is very high. But I am willing to look at it to see if we can keep at this level for some more time.

17.00 hrs.

The coverage, of course, is up to Rs. 1 lakh. A suggestion was made that we should try to increase this coverage. I will look into that at the appropriate time. The bank pays the premium. The depositor does not pay the premium. It is the bank which pays the premium. But it comes out of the profits of the bank. To that extent, of course, the depositors' interest rates are lower. But the banks pay the premium.

The last point, of course, is the most vexed issue. A question was asked as to what do we do with the urban cooperative banks which seem to be collapsing everyday. It has happened in Andhra Pradesh; it has happened in Maharashtra; it has happened in Gujarat. I am afraid the State Governments simply cannot throw up their hands. They cannot say that they are not responsible. Let me make it very plain that it is the State Government which is responsible. It is the State Governments which must find a way to help the depositors. These are criminal acts. Who

are these people who got elected to the Board of Directors of these banks? Many of them, unfortunately, are politicians. Many of them are either MLAs or former MLAs, or senior political leaders. To whom have they lent? They have lent to themselves, to their brothers, to their sisters, to their sons. Therefore, I think, we cannot throw up our hands and say that the bail out must come from the Centre. Now, what is the situation? Licences of 96 urban cooperative banks have been cancelled or rejected during the calendar years, 2002, 2003 and 2004.

As per the direction and recommendation of the Joint Parliamentary Committee, a complete ban on sanction of loans and advances by urban cooperative banks to the Directors and to the relatives of the Directors and firms and concerns in which the Directors are interested, has been imposed with effect from 1st of October, 2003. So, now the danger of sanctioning such loans is perhaps less. But, I am sure, unscrupulous people will find a way to lend even to a non-relative which will eventually find its way to the relative. Unless better people are elected and honest people are put on the Boards, how will these banks function?

Now, as far as the Madhepura Bank is concerned, a criminal complaint has been filed against the Chairman. The Bank was superseded, administrators have been appointed and a reconstruction scheme has been approved which is under implementation. It was done for Madhepura Bank. But for how many banks can one do this? How many banks can be bailed out? I think it is completely wrong and there is a moral hazard argument that if you give them the impression that they can get away with all kinds of criminal acts and the Government of India will eventually bail them out, what will happen is more and more banks will fail. I think the State Governments must take stern action. They have got a whole Department. In fact, an hon. Member said that in the State of Orissa they are virtually a Department. There is a huge Department under Registrar of Cooperative Societies and hundreds of cooperative sub-Registrars are there. What are they doing? What is the audit doing? I think it is a very sad state of affairs.



[Shri P. Chidambaram]

We are looking into agriculture credit through the cooperative sector. Vaidyanathan Committee is looking into it. They will come up with some recommendations. I will consider the situation. It is a grave situation. When I bring a comprehensive amendment to the Banking (Regulation) Act, I will try to the best of my ability to deal with what we have seen happening in 2002, 2003 and 2004. But ultimately the State Governments must bear the responsibility for cooperative institutions within the State. They must keep a strong vigil over those institutions.

I thank the hon. Members for their support. I request that the Bill be passed.

[Translation]

SHRI RATILAL KALIDAS VARMA (Dhandhuka) : Mr. Deputy-Speaker, Sir, I want one clarification from the hon'ble Minister of Finance regarding the reference of Madhepura banks and the discussions held prior to that. It is fact that arrangements have been made in this direction and some suggestions are also being given by the Gujarat Government, however, the money of the small depositors have not been returned to them till now. They are very aggrieved. If the guilty banks are not punished, other cooperative sector banks will do the same.

Secondly, is any inquiry being held by the Reserve Bank against district cooperative banks of Gujarat. It should not happen that on the pretext of cooperative sector, district cooperative banks should be overlooked. These banks represent the district and provide relief to small farmers. The loans are given to the farmers there where people do not avail industrial loans.

Mr. Deputy Speaker, Sir, I would like to submit that the Government should ensure that loans are provided to weaker sections of society and there should be no hindrance in the way of district cooperative banks regarding providing loans. If there is any such thing, there should be rules of Reserve Banks of India to tackle such situation.

Mr. Deputy-Speaker, Sir, I have indirect apprehension that the directors of nationalised banks sooner or later are transferred to the Reserve Bank of India. If the societies of Cooperative sector are closed, the quantum of deposits in nationalised banks will increase. So, I would like that the Government should take precaution that the district cooperative banks and cooperative societies which are performing well should not be closed down and guidelines should be issued in this regard.

[English]

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : I had raised the point regarding liquidation of that Apex Urban Cooperative Banks.

SHRI P. CHIDAMBARAM : Yes, about that bank, the licence was directed to be cancelled by the Supreme Court of India. There was no other bank which could have taken it over. That bank went into self-liquidation and the assets were distributed to the primary cooperative banks, I think, to the shareholders of that Apex Bank. This is the information that I have.

SHRI BRAJA KISHORE TRIPATHY (Puri) : Sir, I had raised a very important point as to why the deposits are less.

MR. DEPUTY-SPEAKER : Please sit down now.

SHRI KHARABELA SWAIN (Balasore) : The hon. Minister has raised a point about just doubling the rural credit within the next three years. As a Member of the Standing Committee on Finance, I can say that he is doing a commendable job in that regard. But the thing is that he wants to double the rural credit within three years. Because of non-accessibility to credit by the farmers, the farmers committed suicide. Within the last six months, in Andhra Pradesh only, 1860 farmers committed suicide. Is he trying to just know the reason? Even if he has increased the credit, suicides are taking place. What is the reason for this?

MR. DEPUTY-SPEAKER : There is no point. This is not related to this subject. Please sit down.

SHRI KHARABELA SWAIN : I hope as the Finance Minister, at least he would look into this matter. May be, Sir, he is not so much related to this particular subject. But I would appeal to him to look into this matter.

SHRI SURESH PRABHAKAR PRABHU (Rajapur) : Sir, the hon. Minister has pointed out in the debate that there are accumulated NPAs of the Banks. To recover that, the burden of the accumulated NPAs is now coming on the interest rates which the banks are charging for future loans. This is a problem which is going to be a perpetual problem because the past NPA loan burden is going to be carried forward. So, the best way to look at it is how we actually ensure that this is not done because this is the real problem.

Secondly, the hon. Minister just mentioned answering my colleague about the Apex Bank. So, there is the apex structure at the State level. But in the cooperative system, there is no federation at the national level. There is no national apex cooperative bank. Then, there is an application which is pending regarding the Cooperative Bank of India. What is the view of the Government on that?

SHRI BASU DEB ACHARIA (Bankura) : It has appeared in the *Economic Times* of yesterday that the Government is considering a proposal to merge the Regional Rural Banks with the Commercial Banks. I would like to know whether it is a fact or not. I want to be clarified whether there is any such proposal. Our proposal is to have the National Rural Bank and not to merge with any Commercial Bank or sponsoring bank.

MR. DEPUTY-SPEAKER : The does not relate to it. Shri Ramji Lal Suman.

I think he is not present here. Since the Mover of the Resolution Shri Ramji Lal Suman is not present in the House, I put to vote the Statutory Resolution.

The question is:

"That this House disapproves of the Banking Regulation (Amendment) and Miscellaneous Provisions

Ordinance, 2004 (No. 3 of 2004) promulgated by the President on 24th September, 2004."

*The motion was negatived.*

MR. DEPUTY-SPEAKER : The question is:

"That the Bill further to amend the Banking Regulation Act, 1949 and the Deposit Insurance and Credit Guarantee Corporation Act, 1961, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY-SPEAKER : The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 to 4 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 to 4 were added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

SHRI P. CHIDAMBARAM : 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 : The House stands adjourned to meet tomorrow, the 3rd December, 2004, at 11.00 a.m.

17.11 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, December 3, 2004/  
Agrahayana 12, 1926 (Saka).*

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