

# **LOK SABHA DEBATES**

## **(English Version)**

**Twelfth Session**  
**(Fourteenth Lok Sabha)**



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# LOK SABHA DEBATES

## LOK SABHA

Thursday, November 29, 2007/Agrahayana 8, 1929 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

### WELCOME TO PARLIAMENTARY DELEGATION FROM BAHRAIN

[English]

MR. SPEAKER: Hon. Members, please take your seats. We have got honoured guests here. Hon. Members, I have a very happy announcement to make.

On behalf of the hon. Members of the House and on my own behalf, I have great pleasure in welcoming His Excellency Mr. Khalifa Bin Ahmed Al-Dharani Chairman of the Council of Representatives of the Kingdom of Bahrain and the members of the Bahraini Parliamentary Delegation who are on a visit to India as our honoured guests.

They arrived in India on Wednesday, 28 November, 2007. They are now seated in the Special Box. We wish them a very happy and fruitful stay in our country. Through them we convey our greetings and very best wishes to His Majesty the King, the Parliament, the Government and the friendly people of the Kingdom of Bahrain.

11.01 hrs.

### ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER: Now, Question Hour.

Q. No. 201—Shri Ramdas Athawale—Not present.

Some method has to be found out by the hon. Leaders.

Q. No. 202—Shri Girdhari Lal Bhargava.

[Translation]

### Cartelisation by the Airline Companies

\*202. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the alleged attempts at cartelisation in the Civil Aviation Industry by private airlines through merger is under prob by the Monopolies and Restrictive Trade Practice Commission;

(b) if so, the details thereof; and

(c) the steps taken to protect the general travelling public?

[English]

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

(b) and (c) Do not arise.

[Translation]

SHRI GIRDHARI LAL BHARGAVA: Sir, I would like to know the names of companies which are associated with the Airport Authority of India?

SHRI PRAFUL PATEL: Which companies, Public or Private, about which the hon. Member would like to know.

SHRI GIRDHARI LAL BHARGAVA: Sir, what are the names of those private companies which have an agreement with the Ministry?

SHRI PRAFUL PATEL: Sir, instead of giving details about each and every company, it would be better to say that there are two government owned companies namely Air India and Indian Airlines which have recently merged to form Air India. Besides, other aviation companies like Jet Airways, Sahara Airlines now known as Jetlite, Kingfisher, Air Deccan, Five Jet and Idigo are the other Companies.

[English]

MR. SPEAKER: No, they say we are associated with the Government.

SHRI PRAFUL PATEL: I have said 'with Government only-Air India'. That is why, I asked him. He says he wants to know about all. That would be a little bit difficult to give the particular of every company.

MR. SPEAKER: No, not necessary unless the Government has some joint venture.

*[Translation]*

SHRI GIRDHARI LAL BHARGAVA: Sir, I would like to make a humble submission to you. ...*(Interruptions)*

MR. SPEAKER: That a flight be introduced for Jaipur.

SHRI GIRDHARI LAL BHARGAVA: Sir, an international aerodrome is being constructed in Jaipur and there are some problems coming in its way. I would make a submission separately in this regard.

Sir, the capacity in civil aviation sector is more than the actual demand. Despite that, the companies operating in the sector try to manipulate in a way so as to maximize the passenger fare. It is like the cement sector where the production is quite adequate but the government does not have any control. My question is whether the government propose to take any concrete action to rein in these aviation companies so as to strike a balance between demand and supply and to ensure that the fare is fixed according to the demand. My second submission is that the Indian Airlines does not charge any tax while other companies charge tax also. This tax does not reach the Government. Do the Government have any control over this tax realization? If not then the Government should take measures in this regard. The fare of Indian Airlines is quite reasonable so the fare of other Private Airlines should also be less. It is a very important subject.

*[English]*

SHRI PRAFUL PATEL: At least, he is happy that some work is happening in Jaipur. So, we have satisfied the hon. Member.

But the fact is that all of us are aware and we have stated in the past that the Government does not regulate the airfare at all.

In fact, one of the advantages of competition has been that air fares have come down over the years rather than go up in spite of fuel prices and other inputs having

gone up. As far as that part is concerned, I would like to assure the entire House that we, as Government, of course, are concerned when prices are being charged over and above. In fact,

*[Translation]*

As far as his complaint about tax is concerned, I would like to say that the Government only charges Rs. 221 as passenger service fee. The Government do not levy any other charge or tax than this. The objective behind passenger service fee is to fund the expenses being incurred on the deployment of CISF for the purpose of airport security. As far other taxes are concerned, and as has been asked by the hon. Member also, it has also been brought to my notice that especially the private airlines charge additional money in form of tax. If any private airline is found guilty of charging more than Rs. 221 in form of tax then the government would definitely take stringent action against it. If that money is charged in the form of tax, then we would not only take punitive action but would also try to ascertain as to why that additional money charged in form of tax has not been accounted for. As far as passenger fare is concerned, we all know that the air services have undergone a sea change due to competition and now even an ordinary person/middle class person is availing the benefits of air service.

*[English]*

MR. SPEAKER: The question is on cartelisation and now everybody will ask questions about his city.

We will go to next Question.

Q. No. 203—Shri Madan Lal Sharma—not present.

Shri Raghuveer Singh Koshal.

**Loss Making Public Sector Undertakings**

+  
\*203. SHRI RAGHUVEER SINGH KOSHAL:  
SHRI MADAN LAL SHARMA:

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

(a) whether a large number of Public Sector Undertakings (PSUs) of the Union Government are incurring huge losses;

(b) if so, the quantum of losses incurred by those undertakings during the last three years; PSU-wise; and

(c) the steps taken to improve the performance of these loss-making PSUs?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) to (c) A statement is laid on the table of the house.

**Statement**

(a) and (b) As per the information available in Department of Public Enterprises (DPE) out of 225 operating Central Public Sector Enterprises (CPSEs), 58 CPSEs have incurred losses amounting to Rs. 5952 crore during the year 2005-06. Out of 227 operating CPSEs during the year 2004-05, losses incurred by 73 CPSEs amounted to Rs. 9003 crore; and out of operating 230 CPSEs during the year 2003-04 losses incurred by 89 CPSEs amounted to Rs. 8522 crore. Statements showing

year-wise losses incurred by each of these CPSEs during the last 3 years (2003-04 to 2005-06) are enclosed at Annexure-I, II and III respectively.

(c) Government constituted Board for Reconstruction of Public Sector Enterprises (BRPSE) in December 2004 as a part-time advisory body to advise the Government on the strategies, measures and schemes relating to the strengthening, modernization, reviving and restructuring of sick and loss making CPSEs. The BRPSE have considered proposals and conveyed its recommendations to Government. As on 31.10.2007 Government have approved the proposals for revival of 26 cases of CPSEs involving total assistance of Rs. 8264 crore in the form of fresh infusion of funds and waivers/write offs, etc. The detail of revival package approved by the Government is given in the enclosed Annexure-IV. In addition, without any reference to BRPSE, Government have considered and approved the proposal of revival package for Nagaland Pulp & Paper Co. Ltd. as well as the revival proposal for ITI Ltd.

**Annexure I**

*List of Loss Making Central Public Sector Enterprises (CPSEs) with their Net Losses for the year 2005-06*

(Rs. in Lakhs)

Sl.No.	Name of the Company	2005-06
1	2	3
1.	Bharat Refractories Ltd.	-707
2.	J & K Mineral Development Corpn. Ltd.	-342
3.	Brahmaputra Valley Fertilizer Corpn. Ltd.	-9978
4.	Fertilizer Corpn. of India Ltd.	-129400
5.	Hindustan Fertilizer Corpn. Ltd.	-96461
6.	Madras Fertilizers Ltd.	-13174
7.	Hindustan Antibiotics Ltd.	-4320
8.	Hindustan Fluorocarbons Limited	-1005
9.	Hindustan Organic Chemicals Ltd.	-5661
10.	Hindustan Salts Ltd.	-59
11.	Orissa Drugs & Chemicals Ltd.	-134

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1	2	3
12.	Sambhar Salts Ltd.	-127
13.	Bharat Heavy Plate & Vessels Ltd.	-7138
14.	Bharat Wagon & Engg. Co. Ltd.	-2488
15.	Burn Standard Company Ltd.	-44274
16.	Heavy Engineering Corpn. Ltd.	-8689
17.	Triveni Structurals Ltd.	-4891
18.	Tungabhadra Steel Products Ltd.	-3008
19.	Andrew Yule & Company Ltd.	-7407
20.	Hindustan Cables Ltd.	-29532
21.	HMT Chinar Watches Ltd.	-3088
22.	HMT Machine Tools Ltd.	-656
23.	HMT Watches Ltd.	-7631
24.	ITI Ltd.	-42316
25.	Instrumentation Ltd.	-2451
26.	National Instruments Ltd.	-160
27.	Richardson & Cruddas (1972) Ltd.	-4259
28.	Semi-Conductor Complex Ltd.	-1553
29.	Central Inland Water Transport Corpn. Ltd.	-4366
30.	Hooghly Dock and Port Engineers Ltd.	-3803
31.	Hindustan Photo Films Manufacturing Co. Ltd.	-56090
32.	Hindustan Vegetable Oils Corpn. Ltd.	-3433
33.	Nagaland Pulp & Paper Company Ltd.	-1402
34.	NEPA Ltd.	-4532
35.	Tyre Corporation of India Ltd.	-4753
36.	Andaman & Nicobar Isl. Forest & Plant Dev. Corp.	-1215
37.	North Eastern Regional Agri. Marketing Corp.	-1349
38.	State Farms Corporation of India Ltd.	-1239
39.	British India Corporation Ltd.	-1910
40.	Brushware Ltd.	-3

1	2	3
41.	National Textile Corpn. (Holding Co.) Ltd.	-700
42.	NTC (A. Pradesh, Karnataka, Kerala & Mahe) Ltd.	-10399
43.	NTC (Delhi, Punjab & Rajasthan) Ltd.	-2440
44.	NTC (Gujarat) Ltd.	-7600
45.	NTC (Madhya Pradesh) Ltd.	-3349
46.	NTC (Uttar Pradesh) Ltd.	-9788
47.	NTC (West Bengal, Assam, Bihar & Orissa) Ltd.	-5606
48.	Jute Corpn. of India Ltd.	-1777
49.	North Eastern Handicrafts & Handloom Dev. Corpn.	-263
50.	Airline Allied Services Ltd.	-4394
51.	Hindustan Prefab Ltd.	-1383
52.	Hindustan Steel Works Costn. Ltd.	-8597
53.	Konkan Railway Corporation Ltd.	-23561
54.	Hotel Corpn. of India Ltd.	-304
55.	Madhya Pradesh Ashok Hotel Corpn. Ltd.	-18
56.	Utkal Ashok Hotel Corpn. Ltd.	-111
57.	Railtel Corporation India Ltd.	-1027
58.	Karnataka Trade Promotion Organisation	-80
<b>Total</b>		<b>-595162</b>

**Annexure II**

*List of Loss Making Central Public Sector Enterprises (CPSEs) with their Net Losses for the year 2004-05*

(Rs. in Lakhs)

SI.No.	Name of PSU	Net Loss(-)
1	2	3
1.	Bharat Heavy Plate & Vessels Ltd.	-7823
2.	Hindustan Fluorocarbons Limited	-819
3.	HMT Bearings Ltd.	-1108
4.	Praga Tools Ltd.	-3439

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1	2	3
5.	Assam Ashok Hotel Corpn. Ltd.	-10
6.	North Eastern Regional Agri. Marketing Corp. Ltd.	-78
7.	Bharat Wagon & Engg. Co. Ltd.	-2810
8.	NTC (Gujarat) Ltd.	-9290
9.	Indian Drugs & Pharmaceuticals Ltd.	-51243
10.	HMT Chinar Watches Ltd.	-2523
11.	J & K Mineral Development Corpn. Ltd.	-72
12.	HMT Machine Tools Ltd.	-7380
13.	HMT Watches Ltd.	-13453
14.	ITI Ltd.	-30982
15.	Karnataka Trade Promotion Organisation	-16
16.	Tungabhadra Steel Products Ltd.	-5752
17.	Fertilizers & Chemicals (Travancore) Ltd.	-16796
18.	Madhya Pradesh Ashok Hotel Corpn. Ltd.	-21
19.	NEPA Ltd.	-4802
20.	NTC (Madhya Pradesh) Ltd.	-4456
21.	Hindustan Antibiotics Ltd.	-2293
22.	Hotel Corpn. of India Ltd.	-776
23.	Indian Oil Blending Ltd.	-488
24.	National Film Dev. Corpn. Ltd.	-512
25.	NTC (Maharashtra North) Ltd.	-26266
26.	NTC (South Maharashtra) Ltd.	-27299
27.	Richardson & Cruddas (1972) Ltd.	-3306
28.	North Eastern Handicrafts & Handloom Dev. Corpn. Ltd.	-211
29.	Nagaland Pulp & Paper Company Ltd.	-1290
30.	Utkal Ashok Hotel Corpn. Ltd.	-108
31.	Semi-Conductor Complex Ltd.	-2288
32.	Instrumentation Ltd.	-1698
33.	Hindustan Photo Films Manufacturing Co. Ltd.	-49641

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1	2	3
34.	IDPL (Tamil Nadu) Ltd.	-56
35.	Madras Fertilizers Ltd.	-5839
36.	NTC (Tamil Nadu & Pondicherry) Ltd.	-4083
37.	Bharat Pumps & Compressors Ltd.	-1086
38.	NTC (Uttar Pradesh) Ltd.	-4633
39.	Andrew Yule & Company Ltd.	-7544
40.	Bengal Chemicals & Pharmaceuticals Ltd.	-244
41.	Braithwaite & Co. Ltd.	-2190
42.	Burn Standard Company Ltd.	-11872
43.	Central Inland Water Transport Corpn. Ltd.	-6726
44.	Eastern Coalfields Ltd.	-67920
45.	Hindustan Cables Ltd.	-27088
46.	Hindustan Steel Works Costn. Ltd.	-9421
47.	Hooghly Dock and Port Engineers Ltd.	-4192
48.	National Instruments Ltd.	-871
49.	National Jute Manufacturers Corporation Ltd.	-42506
50.	NTC (West Bengal, Assam, Bihar & Orissa) Ltd.	-6508
51.	Tyre Corporation of India Ltd.	-5686
52.	Andaman & Nicobar Isl. Forest & Plant Dev. Corp. Ltd.	-1313
53.	Air India Air Transport Services Ltd.	-2
54.	Airline Allied Services Ltd.	-2615
55.	Cement Corpn. of India Ltd.	-21894
56.	Central Electronics Ltd.	-56
57.	Fertilizer Corpn. of India Ltd.	-120985
58.	Hindustan Fertilizer Corpn. Ltd.	-87800
59.	Hindustan Insecticides Ltd.	-2647
60.	Hindustan Prefab Ltd.	-1340
61.	Hindustan Shipyard Ltd.	-790
62.	Konkan Railway Corporation Ltd.	-30548

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1	2	3
63.	National Projects Construction Corpn. Ltd.	-7084
64.	National Small Industries Corpn. Ltd.	-1148
65.	National Textile Corpn. (Holding Co.) Ltd.	-662
66.	NTC (Delhi, Punjab & Rajasthan) Ltd.	-5684
67.	Railtel Corporation India Ltd.	-1950
68.	State Farms Corporation of India Ltd.	-1310
69.	Pondicherry Ashok Hotel Corpn Ltd.	-9
70.	Bharat Coking Coal Ltd.	-95943
71.	Bharat Refractories Ltd.	-521
72.	Heavy Engineering Corpn. Ltd.	-28458
73.	Ranchi Ashok Bihar Hotel Corpn. Ltd.	-2
<b>Total</b>		<b>-900275</b>

**Statement III**

*List of Loss Making Central Public Sector Enterprises (CPSEs) with their Net Losses for the year 2003-04*

(Rs. in Lakhs)

Sl.No.	Name of PSU	Net Loss(-)
1	2	3
1.	Bharat Heavy Plate & Vessels Ltd.	-15292
2.	Hindustan Fluorocarbons Limited	-1013
3.	HMT Bearings Ltd.	-1035
4.	Brahmaputra Valley Fertilizer Corpn. Ltd.	-4417
5.	North Eastern Regional Agri. Marketing Corp. Ltd.	-48
6.	Bharat Wagon & Engg. Co. Ltd.	-2405
7.	Pyrites, Phosphates & Chemicals Ltd.	-11419
8.	Indian Drugs & Pharmaceuticals Ltd.	-26762
9.	Satluj Jal Vidyut Nigam Ltd.	-9310
10.	HMT Chinar Watches Ltd.	-2192

1	2	3
11.	J & K Mineral Development Corpn. Ltd.	-123
12.	HMT Ltd.	-797
13.	HMT Machine Tools Ltd.	-11908
14.	HMT Watches Ltd.	-13481
15.	ITI Ltd.	-70583
16.	Karnataka Trade Promotion Organisation	-4
17.	NTC (A. Pradesh, Karnataka, Kerala & Mahe) Ltd.	-4193
18.	Tungabhadra Steel Products Ltd.	-9997
19.	Fertilizes & Chemicals (Travancore) Ltd.	-16722
20.	Madhya Pradesh Ashok Hotel Corpn. Ltd.	-10
21.	NEPA Ltd.	-3926
22.	Hindustan Antibiotics Ltd.	-1637
23.	Hindustan Organic Chemicals Ltd.	-16462
24.	Hotel Corpn. of India Ltd.	-1508
25.	Maharashtra Antibiotics & Pharmaceuticals Ltd.	-298
26.	Mineral Exploration Corpn. Ltd.	-249
27.	National Film Dev. Corpn. Ltd.	-831
28.	NTC (Maharashtra North) Ltd.	-3788
29.	NTC (South Maharashtra) Ltd.	-43001
30.	Richardson & Cruddas (1972) Ltd.	-3926
31.	Manipur State Drugs & Pharmaceuticals Ltd.	-167
32.	North Eastern Handicrafts & Handloom Dev. Corpn. Ltd.	-225
33.	Nagaland Pulp & Paper Company Ltd.	-1257
34.	Orissa Drugs & Chemicals Ltd.	-105
35.	Utkal Ashok Hotel Corpn. Ltd.	-116
36.	Semi-Conductor Complex Ltd.	-2369
37.	Hindustan Salts Ltd.	-241
38.	Instrumentation Ltd.	-2902
39.	Sambhar Salts Ltd.	-311

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1	2	3
40.	Ennore Port Ltd.	-480
41.	Hindustan Photo Films Manufacturing Co. Ltd.	-44303
42.	IDPL (Tamil Nadu) Ltd.	-830
43.	Madras Fertilizers Ltd.	-6374
44.	NTC (Tamil Nadu & Pondicherry) Ltd.	-2005
45.	Bharat Leather Corpn. Ltd.	-319
46.	Bharat Pumps & Compressors Ltd.	-2494
47.	Brushware Ltd.	-59
48.	Andrew Yule & Company Ltd.	-5463
49.	BBJ Constructoin Company Ltd.	-2429
50.	Bengal Immunity Ltd.	-1876
51.	Bharat Ophthalmic Glass Ltd.	-3512
52.	BIECCO Lawrie Ltd.	-296
53.	Birds Jute & Exports Ltd.	-882
54.	Braithwaite & Co. Ltd.	-2356
55.	Burn Standard Company Ltd.	-11065
56.	Central Inland Water Transport Corpn. Ltd.	-14791
57.	Eastern Coalfields Ltd.	-32638
58.	Hindustan Cables Ltd.	-30787
59.	Hindustan Copper Ltd.	-5616
60.	Hindustan Steel Works Costn. Ltd.	-8850
61.	Hooghly Dock and Port Engineers Ltd.	-3065
62.	National Instruments Ltd.	-870
63.	National Jute Manufacturers Corporation Ltd.	-43713
64.	Smith Stainstreet & Pharmaceuticals Ltd.	-3160
65.	Andaman & Nicobar Isl. Forest & Plant Dev. Corpn. Ltd.	-551
66.	Air India Air Transport Services Ltd.	-1
67.	Cement Corpn. of India Ltd.	-8095
68.	Central Cottage Industries Corpn. of India Ltd.	-7
69.	Central Electronics Ltd.	-236
70.	ET&T Ltd.	-2167

1	2	3
71.	Fertilizer Corpn. of India Ltd.	-110953
72.	Hindustan Fertilizer Corpn. Ltd.	-85840
73.	Hindustan Insecticides Ltd.	-2192
74.	Hindustan Prefab Ltd.	-1225
75.	Hindustan Shipyard Ltd.	-5203
76.	Hindustan Vegetable Oils Corpn. Ltd.	-3433
77.	Indian Oil Technologies Ltd.	-1
78.	Konkan Railway Corporation Ltd.	-35773
79.	National Industrial Dev. Corpn. Ltd.	-783
80.	National Projects Construction Corpn. Ltd.	-7117
81.	National Textile Corpn. (Holding Co.) Ltd.	-1033
82.	Rail Tel Corporation India Ltd.	-1575
83.	State Farms Corporation of India Ltd.	-702
84.	Pondicherry Ashok Hotel Corpn. Ltd.	-5
85.	Bharat Coking Coal Ltd.	-56985
86.	Bharat Refractories Ltd.	-940
87.	Central Mine Planning & Design Institute Ltd.	-145
88.	Heavy Engineering Corpn. Ltd.	-12959
89.	Mecon Ltd.	-1072
Grand Total		-852256

**Statement IV**

*Cash and Non-cash Assistance approved in respect of Revival Proposals Recommended by BRPSE as on 31.10.2007*

Sl.No.	CPSE	Assistance (Rs. in Crores)		
		Cash#	Non-Cash@	Total
1	2	3	4	5
1.	Hindustan Salts Ltd.	4.28	73.30	77.58
2.	NTC including its subsidiaries	39.23	—	39.23
3.	Bridge & Roof Co. (India) Ltd.	60.00	42.92	102.92

1	2	3	4	5
4.	BBJ Construction Co. Ltd.	—	54.61	54.61
5.	HMT Bearings Ltd.	7.40	43.97	51.37
6.	Praga Tools Ltd.	5.00	209.71	214.71
7.	Braithwaite & Company Ltd.	4.00	280.21	284.21
8.	British India Corporation Ltd.	47.35	—	47.35
9.	Central Inland Water Transport Corporation Ltd.	73.60	280.00	353.60
10.	Heavy Engineering Corporation Ltd.	102.00	1116.30	1218.30
11.	Cement Corporation of India Ltd.	184.29	1267.95	1452.24
12.	Richardson & Cruddas Ltd.	—	—	—
13.	Hindustan Antibiotics Ltd.	137.59	267.57	405.16
14.	Hindustan Organic Chemicals Ltd.	250.00	NA	250.00
15.	Fertilizers & Chemicals (Travancore) Ltd.	—	670.37	670.37
16.	Tungabhadra Steel Products Ltd.	—	—	—
17.	Hindustan Insecticides Ltd.	—	267.29	267.29
18.	Mineral Exploration Corporation Ltd.	—	104.64	104.64
19.	Central Electronics Ltd.	—	6.02	6.02
20.	Eastern Coal Fields Ltd.	—*	—*	—*
21.	Bharat Pumps and Compressors Ltd.	3.37\$	153.15	156.52\$
22.	Bengal Chemicals & Pharmaceuticals Ltd.	207.19	233.41	440.60
23.	HMT Machine Tools Ltd.	723.00	157.80	880.80
24.	MECON Ltd.	93.00*	23.08	116.08
25.	Andrew Yule & Co. Ltd.	—	457.14	457.14
26.	Hindustan Copper Ltd.	—	612.94	612.94
<b>Total</b>		<b>1941.30*</b>	<b>6322.38*</b>	<b>8263.68*</b>

#Cash Assistance may involve budgetary support through equity/loan/grants

©Non-cash Assistance may involve waiver of interest, penal interest, GOI loan, Guarantee fee, conversion of loan into equity/debentures etc.

\*The revival plan approved by the Government *inter alia* envisaged non-cash assistance of Rs. 2470.77 crores and waiver of service charges of Rs. 14 crores per annum from 2004-05 from Coal India Ltd.

\$In addition ONGC and BHEL would extend cash support to the extent of Rs. 150 crores and Rs. 20 crores respectively.

\*\*Excludes continuation of 50% interest subsidy not exceeding Rs. 6.50 crores per annum on VRS loans

*[Translation]*

SHRI RAGHUVeer SINGH KOSHAL: Mr. Speaker, Sir, the hon'ble Minister has stated that these public sector undertakings have suffered losses to the tune of thousands of crores of rupees and for this purpose, BRPSE has been set up in the year 2004. I would like to thank the hon'ble Minister for this. However, all of us know as how much the recommendations of the said board are adhered to by such enterprises. There is a PSU by the name of Instrumentation Ltd. in my constituency. The quality of its products is good and there is also a reasonable demand for the same. However, the company has been incurring losses due to mismanagement. The company had incurred loss in the year 1992-93 and it was referred to BIFR in the year 1993. BRPSE has prepared its modified revival plan and the same has been recommended and referred to the Cabinet Committee. However, it has been lying pending for the last three years and is yet to be submitted to the Committee.

*[English]*

MR. SPEAKER: Please put your question.

*[Translation]*

SHRI RAGHUVeer SINGH KOSHAL: Sir, the enterprise is breathing its last. The employees are working on reduced salary and the matter has not been taken up by the Cabinet Committee despite the recommendation of the Board. I would like to suggest that either the Government should accept its modified revival plan or merge it with BHEL because the loss suffered by the former has been increasing. I would request the hon'ble Minister to look into the matter because a good company is running into losses due to mismanagement.

*[English]*

MR. SPEAKER: Sorry. This is not the way to put a question. No.

SHRI SONTOSH MOHAN DEV: Sir, I fully appreciate the sentiments of the hon. Member. I can tell this much that this is under the active consideration of the Government. What has been going on is that BRPSE's report has been examined and a Group of Minister is looking into it. I am sure that some goods will be available with you very soon. As soon as we get it, we will give it.

*[Translation]*

MR. SPEAKER: Would you like to ask second supplementary question also?

SHRI RAGHUVeer SINGH KOSHAL: Mr. Speaker, Sir, I thank the hon'ble Minister and expect that he will give me good news.

*[English]*

SHRIMATI ARCHANA NAYAK: May I know from the hon. Minister of Heavy Industries and Public Enterprises whether the Government has monitored that the loss-making PSUs turn into profit-making companies as soon as the same are taken over by the private companies? If so, the reasons thereof.

SHRI SONTOSH MOHAN DEV: Sir, it is not necessary that the private companies are earning profits. They have an advantage that they can hire and fire, which we cannot do. As per our Common Minimum Programme, we have to take basic interest of all the employees into account and nothing can be done at the sacrifice of the employees.

We have already revitalised companies. Sir, you will be happy to know that in Kolkata, six companies, which were sick, are now paying their own salaries. Vision Group is doing extremely well. Even the West Bengal Government is patronising them. Braithwaite and Company is also doing well. So, the policy has proved to be correct. On the floor of the House, I can say that today the working class has realised that thus far no further and they are working seriously doing all the best they can do, and this policy will help us. We have already revitalised 26 units and more will be revitalised.

I had said last time also in this House that we are getting total cooperation from the employees' unions irrespective of their-isms. Irrespective of whether they belong to the CPI, CPI(M), Congress and even BJP, they are all helping. ...*(Interruptions)*

SHRI GURUDAS DASGUPTA: The Minister has become guardian of the trade union movement. ...*(Interruptions)*

MR. SPEAKER: He is acknowledging the contribution of the working class. You should be happy.

...*(Interruptions)*

SHRI GURUDAS DASGUTPA: He did not realise it.  
 ...*(Interruptions)* This is unfortunate. Do not give sermons.  
 ...*(Interruptions)*

MR. SPEAKER: This is not proper. This is not right. They have revitalized 26 units. That is something remarkable.

*[Translation]*

SHRI BALASAHEB VIKHE PATIL: Mr. Speaker, Sir, through you I would like to say that among the loss making PSUs, maximum loss is being suffered by fertilizers and wagon making companies. I would like to know from the hon'ble Minister whether there is any proposal with the Government to hand over the wagon manufacturing companies to railways? Government is giving large subsidy to fertilizers companies, even then these companies are incurring loss, what are the reasons therefor? Besides, what is the number of companies which are making profit so that the people may not feel that the PSUs only suffer losses. Is there any proposal with the Government by which minimum 25 per cent of their share is made public so that their income could increase.

MR. SPEAKER: This is not proper. This is not right. They have revitalised 26 units. That is something remarkable.

*[English]*

SHRI SONTOSH MOHAN DEV: Sir, this is not a fact that the public sector companies are making losses. Some of them are doing very well. You know this fact very well. The examples of it are petroleum companies. In spite of the international crude price going up, they have borne the burden by offsetting the impact from their profits and they are giving good services to the people. About what the hon. Member has said about fertiliser companies, I would submit that because it is the need of the country's agriculturists, we are going out of the way to help them. Two of them have been revitalised and another is in the pipeline. Fertiliser is the need of the hour for our cultivators. We will do the best of what we can do.

SHRI P. MOHAN: Sir, our hon. Minister is aware of Hindustan Photo Film Company at Ooty. Have any special steps been taken to improve the condition of Hindustan Photo Film Company from loss-making to profit-making?

MR. SPEAKER: All will ask only about individual companies. Nothing is called policy or programme.

Mr. Minister, do you know anything about Hindustan Photo Film Company?

SHRI SONTOSH MOHAN DEV: It is a company in Ooty which is making losses. We have got sympathy for it because almost 75 per cent of its employees are tribals and some of them are disabled also. We have appointed experts to analyse how to improve the condition of this company. No viable report has come. We have not decided to close it; we are giving their salaries and statutory liabilities are also being paid. We have not got any proposals till now, but it is under our consideration.

*[Translation]*

SHRI CHANDRAKANT KHAIRE: Mr. Speaker Sir, there is a HMT company in my constituency Aurangabad in Maharashtra. I have already made a mention of it. Earlier hon'ble Manohar Joshi was in charge of the concerned Ministry. Hon'ble Vikhe Patil had also provided assistance for the company and now the company has started to make profit. That is one of the units of food processing machinery and is the only such unit in Maharashtra. I would request the hon'ble Minister to undertake the expansion of the said company because the company has many old workers and employees and its production is also running well on course besides the company has a lot of spare land also if it happens the company would definitely make progress.

*[English]*

MR. SPEAKER: It is your suggestion for action.

*[Translation]*

point taken.

SHRI CHANDRAKANT KHAIRE: A meeting was also held in this regard.

MR. SPEAKER: Please say yes or no.

*[English]*

SHRI SONTOSH MOHAN DEV: Sir, we can examine this issue.

MR. SPEAKER: Thank you.

*[Translation]*

You have got your reply. Now you take your seat.



[English]

MR. SPEAKER: Q. No. 204, Shri Adhir Chowdhury. Actually, this Question does not relate to the Ministry of Petroleum and Natural Gas. This has been done by mistake. The Minister for Petroleum and Natural Gas can only answer part I of this Question. Let this Question be transferred to the Ministry of Civil Aviation.

SHRI ADHIR CHOWDHURY: Sir, to whom should I address this Question? Should I ask it from the Minister to Civil Aviation or the Minister of Petroleum and Natural Gas?

MR. SPEAKER: It is related to the Ministry of Civil Aviation. It was realized only now that it has been mentioned under the name of the wrong Ministry. Please do not burden our hon. Minister. We have a dynamic Minister in the Ministry of Petroleum and Natural Gas, but this Question relates to the Ministry of Civil Aviation.

SHRI ADHIR CHOWDHURY: Sir, I had prepared my questions for asking in the House. Will this list be maintained?

MR. SPEAKER: I will ask my office to send it to the Ministry of Civil Aviation with a respect to inform you.

...(Interruptions)

MR. SPEAKER: Mr. Minister, your Ministry should have returned that Question to the Lok Sabha Secretariat as not pertaining to your Ministry. That was the mistake and it should not happen in future, not like this. It should be kept in mind. My office is not in error in this regard, it is an error of your Ministry.

Q. No. 205-Shri M. Raja Mohan Reddy.

**Encroachment on Railway Land**

\*205. SHRI M. RAJA MOHAN REDDY:  
SHRI M. APPADURAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a substantial part of the prime land owned by the Railways is under encroachment by unauthorised persons and land grabbers;

(b) if so, the details thereof; and

(c) the steps undertaken by the Railways to get the encroachments removed?

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

**Statement**

(a) and (b) As on 30.09.2007, out of total land holding of approximately 4.31 lakh hectare, only about 1575 hectare of Railway land is under encroachment which includes area along the tracks as well as area near the stations. Zone-wise details are as under:

Zones	Number of encroachments	Area (in Hectare) under encroachments
Central	27476	77.4
Eastern	11266	24.56
East Central	7779	17.55
East Coast	3599	30.88
Northern	32020	726.40
North Central	2681	53.91
North Eastern	2832	32.13
Northeast Frontier	14124	172.90
North Western	1047	19.39
Southern	9897	64.98
South Central	2991	29.22
South Eastern	8646	169.57
Southeast Central	12152	58.21
South Western	861	13.762
Western	7764	40.59
West Central	1131	43.817
<b>Total</b>	<b>148627</b>	<b>1575.75</b>

(c) Railways are engaged in a continuous exercise to free their land of encroachments as per provisions of the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 and the Railways Act, 1989 with the co-operation of the local State Government authorities.

SHRI M. RAJA MOHAN REDDY: Sir, nowadays the real estate prices are touching sky high. Hence, the grabbing of vacant land has become a very attractive proposition with no exception to the Railway land also.

I would like to know this from the hon. Minister. Has the Rail Land Development Authority—constituted in November 2006 mandated to ensure the use of vacant Railway land—recommended any propositions? What is the action taken by the Government, if it is so?

SHRI R. VELU: Sir, the constitution of the Railway Land Development Authority was done with the specific purpose of identifying vacant lands that can be put to alternate use other than by the Railways. Accordingly RLDA has been constituted, and it is going into details of such lands that will be available in various zones. They are collecting this information, and they will definitely see—as soon as this information is collected—that they are exploited to the advantage of the Railways. Perhaps it could be used for commercial use, plantations, joint venture projects and so on and so forth.

Therefore, I assure the hon. Member that we will not allow the land to be grabbed. I am saying this because the hon. Member mentioned about grabbing of land. We would not allow this because we have been constantly endeavouring to see that whatever land has been encroached over the years is evicted. We have been successful in this direction, and will see that these lands are protected and used to the advantage of the Railways.

SHRI M. RAJA MOHAN REDDY: Secondly, I would like to know this from the hon. Minister. There are large chunks of Railway land lying unutilized and abandoned after the closure of Steam Loco-Sheds and Railway Maintenance Depots. There are a number of places in the country. Particularly, I would like to mention the names of a few places in Andhra Pradesh like Bitragunta, Donakonda, Nandalur, Pakala, Dharmavaram, Rajahmundry, Tuni, Palasa, etc. where there is an attempt by outsiders to encroach into these lands. Is the Government prepared to lease such type of lands for commercial use—keeping in mind the prevailing scenario—and get income for the Railways?

SHRI R. VELU: As I mentioned, this Railway Land Development Authority will definitely go into this aspect and see whether it can be leased out, whether there can be a joint venture or, whether it can be commercially exploited by the Railways itself.

MR. SPEAKER: We will be taking up the Supplementary Demands for Grants (Railways) today. You can argue all these things at that time.

SHRI R. VELU: I assure the hon. Member that these lands will be identified with the purpose of exploiting them in the future.

SHRI M. APPADURAI: Hon. Speaker, Sir, the Minister has given the details, but I would like to know about the results of the continuous exercise to free these lands from the encroachers right from the time the Minister has come into power, that is, for the last three-and-a-half years. If the Minister can give us the details of encroachments, at least, he should tell us as to how far the Ministry has succeeded in this regard.

SHRI R. VELU: Sir, this is a good question posed by the hon. Member. In fact, 1,46,627 people have encroached 0.37 per cent of the railway land or 1,575 hectares of land over the years. We have been taking constant steps during the last five years. The hon. Member wanted to have the figures for the last three years. We have evicted so far 28,530 encroachers and we have recovered 500.17 hectares of land from them. We are applying both Public Premises Act as well as the Railways Act under Section 147(1) to see that these encroachers are evicted. The only difficulty is that this Public Premises (Eviction of the Unauthorized Occupants) Act, 1971 does not have sufficient teeth. So, what we are planning to do is to amend this Act. It is before the Law Ministry, and the observations made by the Law Ministry will be examined by the Railways. Once that Act is amended, that will enable our Estate Officers to have the powers of a Civil Court so that a decree could be made and enforced under the Code of Civil Procedure.

MR. SPEAKER: You cannot get up again. We will be taking up Supplementary Demands for Grants (Railways) today when you can discuss all these issues.

SHRI RUPCHAND PAL: They are Demands, Sir.

MR. SPEAKER: Probably, none of you will be there during the discussion on the Supplementary Demands for Grants (Railways). The problem is that everybody will be absent. That is the problem in this House.

SHRI RAVICHANDRAN SIPPAPARAI: Railways is one of the biggest land owners. When other Government and local bodies approach Railways for lease of railway lands

for development work, there is no simplified procedure available. Therefore, I would like to know from the Minister whether the Railways would consider simplifying the procedure for leasing out the land for development activities.

SHRI R. VELU: Sir, we have formed Land Development Authority. Ministry will go into specific issues like leasing or joint venture. The procedure is being simplified. I assure the hon. Member that the reply or answer or order from the Ministry will be given within the shortest possible time.

SHRI RUPCHAND PAL: Sir, taking into account the livelihood of poor people who have set up shops in the railway land, in the year 2003, the Railway Ministry has announced a policy that if the shopkeepers form cooperatives, they would be given railway land on priority on lease to set up their shops. What is the progress made by now? We find that the cooperatives formed by such people are denied this sort of land which was assured by the former Minister of Railways in 2003.

SHRI R. VELU: I do not know what the former Minister of Railways has assured, but I would like to assure the hon. Member that wherever the cooperative societies are formed and to whom land has been allotted, they are not being evicted. They were given that kind of privileges.

SHRI RUPCHAND PAL: They are not being given any land.

SHRI R. VELU: They are being given land and that is what I am saying Cooperatives are being treated on a different footing, unlike others they are given all protection. They are not being denied what is due to them.

MR. SPEAKER: Any hon. Member being allowed to put a Supplementary now will not be allowed to raise any matter after the Question Hour. You choose between Supplementary and your matter.

...(Interruptions)

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, Railway Land Development Authority had been set up to evict the encroachments upon the land of Railways and the land which has been grabbed by the land mafia and it was decided that lands would be used for commercial complexes and purposes. How much land in the country has been freed from the grip of land mafias or encroachments and whether the source of income of the Railways has been increased by the setting up of such commercial complexes for commercial purposes? Hon'ble Minister should clarify it.

[English]

SHRI R. VELU: I have already answered the question while replying to the previous hon. Member. In the recent past of two and a half years we have evicted about 28,530 encroachers and recovered about 500 and odd hectares of land. We assure you that these lands will definitely not be allowed to be encroached upon again. We will either make a compound or allow the lands to be planted with commercial crops or jatropha and others so that further encroachment is not allowed. On the question of commercial exploitation, as you mentioned we will definitely go into it and see that these lands are utilized.

[Translation]

SHRI PRABHUNATH SINGH: Sir, keeping in view the requirement of railways land acquired through the State Governments, on the demand of railways, but not put to use by railways is either encroached upon or grabbed by the people. Through you, I would like to know whether the Government would return the money of the land to land owners through the State Governments which was acquired by the State Governments has land owners by applying their power and given to railways for their use, but not put to use by railways.

[English]

MR. SPEAKER: The question relates to encroachment.

[Translation]

This is not encroachment.

SHRI PRABHUNATH SINGH: No, Sir.

[English]

SHRI R. VELU: There is a point which the hon. Member has raised.

MR. SPEAKER: The trouble is you know everything and you answer every question. You should have said you want notice. Carry on.

SHRI R. VELU: Sir, earlier the law used to be that whenever land is acquired through the State Government and given to the Railways or State land is given to the Railways, when there is no purpose for which it can be put into use by the Railways it would be repatriated to the State Government. Now, many courts have held that it is not necessary for the Railways to return the land to the State Government, it can be put to alternative use by the Railways, and Railways is competent to dispose of it in whatever way it wants. So, we are not returning the land to the State Governments and we are not

allowing encroachments either on those lands. We are taking action as you mentioned.

**Residential/Non-Residential Schools for Scheduled Castes Children**

\*206. SHRI PARSURAM MAJHI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the essential requirements to get grants-in-aid for residential/non-residential schools for children belonging to Scheduled Castes;

(b) whether a Non-Governmental Organisation which is only two years old can apply for a grant to start a project for building new Schools;

(c) if so, the details of documents to be submitted through the State Government in this regard;

(d) the details of projects/proposals received during the current year and their present status; and

(e) the reasons for not clearing the projects?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) to (e) A statement is laid on the Table of the House.

**Statement**

(a) to (c) In order to be eligible for assistance under the scheme "Grant-in-Aid to Voluntary Organisations working for Scheduled Castes", an organization should meet the following main requirements:

(a) Registered under the Societies Registration Act, 1860 (XXI of 1860) or any relevant Act of the State/Union Territory; or

(b) A public trust registered under the law for the time being in force; or

(c) A charitable company licensed under Section 25 of the Companies Act, 1958; or

(d) Indian Red Cross Society or its branches; and or

(e) Any other public body or institution having a legal status of its own;

(f) The voluntary organization should have been registered for, at least two years, at the time of applying for grant under the scheme.

(g) It is not run for profit to any individual or a body of individuals.

Guidelines for assisting NGOs/Voluntary Organisations issued by the Ministry prescribe that the Voluntary Organisations should have been actively working in its sector for a period of 2 years. Applications in prescribed proforma alongwith registration, recognition, Memorandum of Association, statements of accounts, annual reports, the statistical data, etc. should be submitted duly accompanied with the recommendations of the Grants-in-Aid Committee of State Govts. All new proposals are evaluated by the Screening Committee, which adopts certain criteria for processing and recommending them.

(d) and (e) The number of proposals relating to schools received during the current year, their present status and reasons for not clearing the projects are given in the following table:

Type of projects	No. of proposals received	No. of proposals recommended by the Screening Committee	No. of proposals by not cleared by the Screening Committee	No. of proposals on which decision has been deferred	Reasons for not clearing the projects
Residential Primary School	5	1	3	1	The projects have not been cleared mainly for one or more of the following reasons:- (i) Project not in existence at the time of inspection. (ii) Inadequate Infrastructure. (iii) School not recognized by the State Government. (iv) Rural SC female Literacy rate of the district being more than 30%.
Residential Secondary School	1	0	1	0	
Non-Residential Primary School	11 *	0	9	0	
Non-Residential Secondary School	0	0	0	0	

\*Two cases were not placed before the Screening Committee, as they were not recommended by the Grants-in-aid Committee constituted by the respective State Governments.

SHRI PARSURAM MAJHI: May I know from the hon. Minister as to what are the essential requirements to get grants in aid for residential and non-residential schools for children belonging to the Scheduled Castes? Can a Non-Governmental Organisation, which is only two years old, apply for a grant to set up new schools?

SHRIMATI MEIRA KUMAR: I have already given the details sought by the hon. Member in the reply.

SHRI PARSURAM MAJHI: How many such projects have been received by the Government which the State Governments have recommended? Would the Government provide the details of the proposals or projects received during the current year and their status?

MR. SPEAKER: Details need not be given now. That is not possible also. It is a Question Hour.

SHRIMATI MEIRA KUMAR: This also has already been given in the reply.

MR. SPEAKER: Details have already been given in the reply. He wants the details of the individual projects.

*[Translation]*

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, this question is related to residential schools for the children belonging to the Schedule Castes, but it is also associated with education. So, through you, I would like to know from the hon'ble Minister whether the Government will see that the coaching programme for the PCS, IAS start again at the residential schools or universities where the children of Scheduled Castes were admitted for higher education, because there is now no such programme for giving coaching to them?

*[English]*

MR. SPEAKER: It is connected to your Ministry?

SHRIMATI MEIRA KUMAR: We have coaching programmes. There is a scheme of the Ministry connected with this and we are implementing.

*[Translation]*

These facilities are not available at the residential schools but their centers are there at other places. There is no such facility in each residential school. But in the

States and the main cities, there are of course, such centers, which impart coaching.

SHRI RAMDAS ATHAWALE: Mr. Speaker, Sir, today's first question was mine, but I was delayed by traffic congestion. That question was very important.

*[English]*

MR. SPEAKER: You come to this question, Shri Athawale.

*[Translation]*

SHRI RAMDAS ATHAWALE: Mr. Speaker, Sir, in the matter of residential school scheme for the Scheduled Castes, the hon'ble Minister has recently taken a decision that such schools will be provided in the districts where the literacy rate is less than 30 per cent. But the problem is that at least one thousand proposals have been submitted by Maharashtra. However, not a single school has been provided in Maharashtra during the last 6-7 years. So, my request is that the rule pertaining to the literacy rate of less than 30 percent should be scrapped. More schools are required to be set up in Maharashtra and other States by making provision in the budget to this effect. I want a reply from the Minister in this regard.

SHRIMATI MEIRA KUMAR: This is an important subject and is also a problem because our Ministry cannot provide grant to residential schools in each district from the funds under the scheme. This is not possible. As per the 2001 census there are 145 such districts where literacy rate among the Scheduled Castes is less than 30 percent. Our effort is to give priority to those districts for providing grants where there are residential schools and then to cover those areas where the literacy rate is more than 30 percent. I have seen the cases which the hon'ble Member has discussed here. In these cases most of the districts have literacy rate of more than 60 percent. So, we want to give priority to those districts where the literacy rate is low.

SHRI HARIBHAU RATHOD: Mr. Speaker, Sir, since there is 60 percent literacy you can not give grant. You had never said in the proposition of the scheme that if the literacy rate is 30 percent, you will not provide grant. There are 50000 SC children studying in Maharashtra today and the NGOs have been running their schools for the last 6 years. The Government are saying that they do not have funds. Have they no funds for SCs? Where will the 50,000 SC children go? ...*(Interruptions)*

*[English]*

MR. SPEAKER: Do not get excited.

*[Translation]*

SHRI HARIBHAU RATHOD: Mr. Speaker, Sir, such a wrong scheme has been formulated, please see the reply. It says NGOs should have two years experience. It has been stated in the Ministry that grant will be provided if the school has been running for two years. Tell me what comes first, egg or hen.? ...*(Interruptions)*

*[English]*

MR. SPEAKER: Okay; it is over. Any one can start a school and the Government has to take over!

SHRI HARIBHAU RATHOD: Not like that. This is a school of the Central Government.

MR. SPEAKER: Okay, let her reply.

*[Translation]*

SHRI HARIBHAU RATHOD: Mr. Speaker, Sir, I want to know whether the Government will do something or not for the 50,000 children belonging to Scheduled Castes. Please make it clear. ...*(Interruptions)*

MR. SPEAKER: You have made your question. There is no need to repeat it.

*...(Interruptions)*

SHRIMATI MEIRA KUMAR: Mr. Speaker, Sir, as I said earlier, we all are worried about it. Hon'ble Member should not understand that someone is denied. I stated that only priority has to be given. We are prioritizing. You will agree that we should take up the case first where the literacy rate is very low; only then we could think about the other cases. We are making this very effort. It is not that that we will not give them. There is no such policy, but the resources are limited. In these circumstances, there is a need to prioritise which is being done by our Ministry.

*[English]*

MR. SPEAKER: Q. No. 207, Shri Hansraj Ahir-Not present.

Q. No. 208, Shri Rajagopal.

### Setting up of Low-Cost Airports

\*208. † SHRI L. RAJAGOPAL:  
SHRI JYOTIRADITYA M. SCINDIA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received some proposals from some private low-cost airlines to establish low-cost airports;

(b) if so, the details thereof alongwith the aim and objectives of such low-cost airports;

(c) the number of such airports likely to be set up in Eleventh Five Year Plan, City-wise;

(d) the likely expenditure to be incurred on this project; and

(e) the time-frame devised for setting up of such airports?

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

### Statement

(a) No, Sir.

(b) to (e) Do not arise.

SHRI L. RAJAGOPAL: Sir, the hon. Minister has been very kind enough to grant Rs. 80 crore to my constituency for the airport. I would like to ask a simple supplementary.

I would like to know from the hon. Minister whether any proposal has been sent by the State Government or by a private promoter for setting up low cost airlines in any part of the country and especially in Andhra Pradesh.

SHRI PRAFUL PATEL: Sir, is he referring to the airlines or airports?

MR. SPEAKER: I do not know.

*...(Interruptions)*

*[Translation]*

MR. SPEAKER: He asked about airport.

*[English]*

You can ask anything related to civil aviation?

SHRI L. RAJAGOPAL: Yes, Airport is civil aviation!

SHRI PRAFUL PATEL: Sir, basically in setting up of airports, there is nothing like low cost airport or a regular airport! An airport is an airport. As far as the proposal is concerned, I have not received any proposal from the State Government.

MR. SPEAKER: The Minister's answer is 'No, Sir', and 'Does not arise'; and then also, you are putting a question. Clarification is needed, but it should be sensible.

Okay, please put your second supplementary.

SHRI L. RAJAGOPAL: Sir, Andhra Pradesh Government did send the proposals for setting them up at Nellore and Cuddapah.

MR. SPEAKER: It is the same problem! Every hon. Member will talk of his constituency matter.

SHRI PRAFUL PATEL: That is not a low cost airport. If the State Government wishes to have the airports at Nellore and Cuddapah, that is a different issue altogether.

MR. SPEAKER: Okay, there is nothing else.

SHRI PRAFUL PATEL: For that, there is no reason; that can be set up, any way, with the due procedure being followed.

MR. SPEAKER: Okay, Q. No. 209, Shri Mohan Singh.

SHRI JYOTIRADITYA M. SCINDIA: Sir, my supplementary is there.

MR. SPEAKER: Sorry, Shri Jyotiraditya Scindia. I made a mistake.

SHRI JYOTIRADITYA M. SCINDIA: Sir, through you I would like to first of all congratulate the Minister in doing a tremendous job in terms of improving infrastructure across the board, in terms of connectivity in India from the civil aviation perspective. However, it is

very important to also start connecting, as the questioner said, smaller cities with larger airports within a particular State. Therefore, intrastate travel is also an area that the Civil Aviation Ministry should look at so that smaller cities are connected to State Capitals. What is the Minister going to do about setting up smaller airports within each State so as to promote intrastate travel in every State?

SHRI PRAFUL PATEL: Sir, this is the spirit of the question and I am happy that the hon. Member has asked this question. Basically, yes, he is right that smaller tier-2 and tier-3 towns need to be connected now with air connectivity. To that extent the Government is also asking all the State Governments, as all of us know State Governments have smaller airports in towns which are seldom used. If they can be upgraded either by themselves or in joint venture they will begin a process of opening up the smaller towns.

Besides that we also wish to come with a policy on Greenfield Airports. At the moment it is under consideration of the Government. Broadly, the idea is to have more infrastructure. This growth of aviation cannot be sustained until and unless the aviation infrastructure is increased, expanded and strengthened. Everybody cannot fly from big cities to smaller cities. It has to go through a hub and spoke methodology. It is correct that if we connect smaller towns of a State to the major city or Capital and then transfer the traffic, it is the right approach. To that extent we are agreeable and we are working in that direction.

*[English]*

SHRI REWATI RAMAN SINGH: Sir, I want to congratulate the Minister.

*[Translation]*

Mr. Speaker, Sir, yesterday, he introduced a flight for Allahabad for which I want to congratulate the hon'ble Minister.

MR. SPEAKER: Was the meal served good?

SHRI REWATI RAMAN SINGH: Yes Sir, it was good. ...*(Interruptions)* Mr. Speaker, Sir, in the flight 28 passengers performed onward journey and 23 down ward. I want to tell the hon'ble Minister that he is setting up about 500 Greenfield Air Ports all over the country. In Allahabad the Badauli Airport belongs to Air Force.

Allahabad has a very big field in Piragatganj set up by the Britishers. Will he consider to make it civil airport alongwith 500 Greenfield airports being set up all over the country.

*[English]*

SHRI PRAFUL PATEL: Sir, at least he is happy, he has got his Allahabad flight. He has been pursuing it from day one.

*[Translation]*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Please manage with that.

SHRI PRAFUL PATEL: Sir, I had already stated that as per infrastructure available with us at present, there are about 81 airports from where air traffic is in operation. If we see this figure in comparison with that of 2004, we will find that earlier there were only 50 such airports which had the air facilities. Now there are 81 airports where the air services are in operation. The work of upgrading these airports which are lying closed is in progress. Further, all the abandoned airports of British age are proposed to be upgraded gradually with the help of State Governments. In this work, cooperation from all of you is needed. All the work cannot be done by the Central Government alone through the Airport Authority of India. State Governments should also come forward. I am happy that the States, particularly three-four States, have shown more interest in this regard. They are entering into joint venture on their own so that the upgradation of airports could be made. He has mentioned about 500 airports, if expansion of airports continues in this manner, definitely, it would be a good initiative in this sector in our country, and now we have to sustain it and if we are to provide the benefit of air services to each and every passenger even to the common people, we cannot do so without adequate number of airports.

*[English]*

SHRI IQBAL AHMED SARADGI: Sir, there was a proposal of airport at Gulbarga which is the most important place of Hyderabad-Karnataka. So far as the State Government is concerned, they are in the process of completion of required infrastructure. I would like to know from the Hon. Minister as to when this airport is going to be completed so that the financial assistance required from the Ministry can be extended.

SHRI PRAFUL PATEL: This airport is being promoted by the State Government of Karnataka. We, as Central Government, has given it our fullest support and cooperation. Now, money is another issue. I would repeat that everything cannot be done by the Central Government. At the same time, it is our duty to facilitate which we are amply doing in the case of Gulbarga.

SHRI DEEPENDER SINGH HOODA: Sir, first of all, let me also thank the hon. Minister for his reiteration and repeating his commitment to increase the airport infrastructure in our country.

Sir, I was in the United States recently and I did a point of interest research on the number of airports around Manhattan. I found that in about 150 kilometres of New York, they have 70 airports. While we have a rule which limits us to have any other airport, if there is an existing airport in the radius of 150 kilometres.

My question is that time and again there have been proposals from government of Haryana and even from the Government of Uttar Pradesh for setting up airports in and around National Capital Region of Delhi to ease some of the traffic from New Delhi Airport. Is the Minister considering this with seriousness?

MR. SPEAKER: You are going beyond the question.

SHRI PRAFUL PATEL: I do concede that the policy of 150 kilometres from an existing airport is an old policy of 1997. Aviation has transformed dramatically in the last ten years and more so in the last three and a half years. So, I would definitely say that the Government is actively seized of this matter. There is the Prime Minister's Committee on Infrastructure which is looking at this issue. We are also discussing this with the Planning Commission and other agencies. I hope that the new policy will address these issues, especially creation of more infrastructure not only in the National Capital Territory of Delhi but all across the country to meet the needs of this growing sector.

SHRI TAPIR GAO: Sir, I would like to know from the hon. Minister about smaller airports. Last year, the Planning Commission had given permission and all clearances have been given for the construction of Pasighat and Teju Airports in Arunachal Pradesh. But an initiation from the Ministry of Civil Aviation is yet to start. Therefore, I would like to know from the Minister about these two airports.



[*Translation*]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, I also have a question. ...(*Interruptions*)

MR. SPEAKER: What's the matter. What is this? The Minister is giving reply and you are interrupting.

...(*Interruptions*)

MR. SPEAKER: You will ask about Patna airport, you will ask about the city. We do not have only this work. I have given time for special discussion three times. You do not talk about Railways and pedestrians, you talk about only civil aviation.

...(*Interruptions*)

[*English*]

MR. SPEAKER: Mr. Ram Kripal Yadav, you can go out and put your question to the Minister.

...(*Interruptions*)

MR. SPEAKER: Please be brief and do not be too accommodative.

SHRI PRAFUL PATEL: Sir, the hon. Member is aware of it and I am happy to state that the Government has sanctioned two airports. Going out of the way of all the norms, the Planning Commission has agreed and so is the Ministry of Civil Aviation to set up a new airport in Arunachal Pradesh and also in Sikkim. For these two airports, certainly approvals have come. Now, funding pattern and other issues are being resolved. So, I can assure you about the new airport in Arunachal Pradesh because we have found that two States are not connected by air—one is Arunachal Pradesh and the other is Sikkim. So, I am happy to state that both these proposals have been approved and hopefully we will be commencing the work in 2008. ...(*Interruptions*)

MR. SPEAKER: No further running commentary.

Shri Shafiqur Rehman. I have given him this opportunity because he is a very disciplined Member.

[*Translation*]

DR. SHAFIQR RAHMAN BARQ: Mr. Speaker, Sir, I would like to know from the hon'ble Minister whether

there is any proposal for Moradabad? If so, what further action has been taken thereon? Moradabad is a very important place. Lots of people from foreign countries visit this city, so there is an urgent need of an airport there. I would like the hon. Minister say something in this regard.

[*English*]

SHRI PRAFUL PATEL: Sir, I will request him one day to come for a cup of coffee to my office. I will discuss and explain to him what is possible. Since you have such high regards for him I would also give him the same consideration.

MR. SPEAKER: Hon. Members, you can see for yourself how it is paying to rule abiding and disciplined.

...(*Interruptions*)

[*Translation*]

#### Criterion of Supply of Fertilizers

\*209. SHRI MOHAN SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is a uniform criterion for supply of fertilizers during the Kharif and Rabi seasons for all States of the country;

(b) if so, the details thereof;

(c) whether the Government is aware of large scale smuggling of fertilizers from Uttar Pradesh to Bihar during the sowing season; and

(d) if so, the measures taken/being taken by the Government to check it?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) A statement is laid on the Table of the House.

(a) to (d) A statement is laid on the Table of the House.

#### Statement

(a) and (b) Government have approved the New Pricing Scheme (NPS) Stage III to be implemented with

effect from 1.10.2006. Under the NPS III, the effort is to reach urea to each and every district. The subsidy on urea will be paid only when urea reaches the district. To facilitate movement to all parts of the country, it has been decided to reimburse the freight to urea units on actual rail and road leads.

As far as decontrolled Phosphatic and Potassic fertilizers are concerned, subsidy is released on sale of fertilizers. The responsibility of meeting the full requirement of decontrolled fertilizers in any State is with the concerned State Governments. State Governments have been advised to identify at least one State Institutional Agency, which would deal with the required quantities of decontrolled fertilizers.

(c) and (d) No, Sir. The State Governments, as the enforcement agencies, are adequately empowered under Fertiliser Control Order, 1985 to take appropriate action against any offenders who indulge in any kind of malpractices.

*[Translation]*

SHRI MOHAN SINGH: Mr. Speaker, Sir, hon'ble Minister is in Sankalp rally while the farmers of the country are facing the acute shortage of fertilizers at this time. Lathis are being charged all around. ...*(Interruptions)*

*[English]*

MR. SPEAKER: Mr. Minister, you may also please invite Shri Raghunath Jha for a cup of tea.

...*(Interruptions)*

*[Translation]*

SHRI MOHAN SINGH: Sir, there is the Rabi's sowing season at this time and the farmers are clarmouring. There is no supply of fertilizers anywhere. I had clearly said that fertilizers were smuggled out to Bihar from Uttar Pradesh and similarly, internal smuggling continues from one state to another state. ...*(Interruptions)* It takes place from Bihar to Uttar Pradesh also. ...*(Interruptions)*

MR. SPEAKER: What happened to you today?

SHRI MOHAN SINGH: That fertilizer is also reaching Nepal. It is true. The main question is that fertilizer of our country is reaching another country through smuggling and the farmers are facing lathicharge. There is a long

queue of farmers waiting for fertilizers. Fertilizers are not available to the farmers. I had asked whether the Government would ensure on the spot availability of fertilizers to the farmers at the time when they are in urgent need of them during the Rabi and Kharif seasons. It has been said in reply that the fertilizer manufacturing unit will be provided subsidy only when the fertilizer could reach the right place through rail or any other means of transport. This scheme of Government of India is nowhere successful. The manufacturers do not ensure that the fertilizers reach far flung areas. I would like to know from the hon'ble Minister whether the Government of India will reconsider this policy and formulate an effective policy to ensure timely availability of fertilizers to the farmers.

*[English]*

SHRI B.K. HANDIQUE: Mr. Speaker, Sir, the Government has its own ways of supplying fertilizers like Urea, DAP and MOP.

So far as supply of urea is concerned, 50 per cent is under control and 50 per cent is left to the traders for free sale in the market. As far as 50 per cent control is concerned, the Government is very strict on that. It is supplied to all the States. It is under the Essential Commodities Act. In regard to DAP and MOP I would like to submit that these are all imported fertilizers and the Government has no control over these two fertilizers. The State Governments apply and identifies the agencies and other suppliers so that they can, in advance, place orders and get the fertilizers.

*[Translation]*

SHRI MOHAN SINGH: Mr. Speaker, Sir, Handique ji is my friend, so we do not want to put him into trouble.

MR. SPEAKER: No body should be put into trouble. Speaker should never be put into trouble.

SHRI MOHAN SINGH: Sir, it is unfortunate that we are in trouble because we are not getting fertilizers. We are not supplied fertilisers when we need them. The Government of India should consider this problem seriously. As far as the decontrol of two types of fertilizers is concerned, there is no lifting of decontrolled fertilizers and these fertilizers are not reaching the point of farmers. So, I would like to know from the hon'ble Minister whether he will consider to formulate a new policy by holding a meeting of Members of Parliament so that a new way of

marketing of decontrolled and controlled fertilizers could be explored. I want an assurance about it.

*[English]*

SHRI B.K. HANDIQUE: Sir, it is a good suggestion. Definitely, we are willing to discuss the matter with the hon. Members. We have already had the Fertiliser Advisory Forum. Its meetings are held at least thrice or sometimes more than thrice annually and the matter is discussed with the State Governments particularly the Ministers for Agriculture.

Urea availability is all right in all the States. Even availability of decontrolled fertilizers is all right so far as its supply is concerned. I will give you some statistics.  
*...(Interruptions)*

*[Translation]*

MR. SPEAKER: Mr. Minister of Railways, this is not Railways, it is fertilizers.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Mr. Speaker, Sir, it is related to the Railways.

MR. SPEAKER: Give concession a bit.

*[English]*

SHRI B.K. HANDIQUE: In 2006, the stock of urea in kharif season was 10.93 LMTs in excess of the assessed requirement. This is the stock position in the States. In the case of DAP, it is 36.14 LMTs, that is, 3.8 LMTs in excess of the requirement. Then, MOP was 14.17 LMTs, that is, 5.8 LMTs in excess.

*[Translation]*

PROF. RASA SINGH RAWAT: Sir, through you, I would like to tell the Government that last year there was shortage of fertilizers in Rajasthan there was acute scarcity of fertilizers in the State last year. However, it is the sowing season. Fertilizers, particularly DAP etc., are not available to the farmers of Rajasthan at all. It is being sold in black market at a high cost. The State Government has also written to the Central Government in this regard. Earlier, it was said that the ship has anchored at Kandla Port and due to non-availability of railways' rakes its transportation is getting delayed. What is the reason now for not making the DAP fertilizer available to the farmers during the peak sowing season. Will the Government make proper arrangement soon?

*[English]*

MR. SPEAKER: Not in that same volume but a little less!

*...(Interruptions)*

SHRI B.K. HANDIQUE: I would like the hon. Member to check up with the State Government as to whether the stock allotted to them has been lifted and sold or not. That is the first thing to be ensured. Even after that, if there is any scarcity, we are always here to help the State Government.

SHRI P.C. THOMAS: Sir, the new Farm Policy has given more stress on organic farming and the farmers need fertilizers at a lower price. Whenever, you speak about fertilizers, you speak only about chemical fertilizers. What about organic fertilizers? You are not thinking about organic fertilizers though the new Farm Policy has given a stress on organic farming. I want to know whether you will lay stress on organic farming and give organic fertilizers also at a lower price.

SHRI B.K. HANDIQUE: Sir, we also fully aware of the necessity of organic fertilizers and we are on that job now. The R&D work is on. The day is definitely not very far when we shall be able to supply organic fertilizers also.

*[Translation]*

MD. SALIM: Mr. Speaker, Sir, I have heard that the situation in Bihar and Uttar Pradesh is such that there is agitation there for fertilizers. I had, therefore, written a letter to the Minister of Chemicals and Fertilizers Shri Ram Vilas Paswan Ji last month and yesterday I received the reply of it. That Presently there is Rabi crop season in Bengal also. If the fertilizer is being supplied to Nepal from Bihar, there will be crisis in Bihar and then there will be supply in Bihar from Bengal to meet the demand, as a result of which there will be smuggling of fertilizers. That is why I had written a letter seeking guarantee for our supply. I wanted to know as to how much supply was made last year and how much demand is there for the current year and how this demand will be met. In his reply, the Minister says that we should make arrangement for the decontrolled fertilizers through the State Governments. He cannot give more than what he has given. In this way he is giving the opportunity to deteriorate the situation. So, I think, he will have to bring

a policy for the whole Eastern India alongwith Uttar Pradesh that in the Rabi season. ...*(Interruptions)*

MR. SPEAKER: Put your question.

MD. SALIM: He should plan as to how to tackle the situation so that the need of fertilizers for the farmers should be met during the Rabi crop season. ...*(Interruptions)*

*[English]*

MR. SPEAKER: This is very improper.

SHRI B.K. HANDIQUE: Sir, we have taken several steps to improve the availability of fertilizers, not only in West Bengal and Bihar but in other States also. If you allow me, I can read out the steps that the Government have taken in this regard.

MR. SPEAKER: No, there is no time now.

SHRI B.K. HANDIQUE: Then, I can send it to the hon. Member.

## WRITTEN ANSWERS TO QUESTIONS

*[Translation]*

### Addiction of Alcoholism

\*201. SHRI RAMDAS ATHAWALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether large number of people in the country, especially in the tribal, hilly and rural areas are addicted to alcoholism and as per a survey this number is increasing constantly;

(b) if so, the reasons therefor;

(c) whether the Government has prepared or proposes to prepare by action plan to check this evil in the society; and

(d) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) and (b) There is no authentic data to conclusively indicate that alcoholism in the country especially in tribal, hilly and rural areas is increasing. Also in this regard no survey has been conducted.

(c) and (d) The Government of India in the Ministry of Social Justice & Empowerment is running a 'Scheme of Prevention of Alcoholism and Substance (Drugs) Abuse by providing financial assistance to voluntary organisations across the country for setting up and maintenance of Counselling Centres and Treatment-cum-Rehabilitation Centres, and for organizing De-addiction Camps and awareness programmes, workplace prevention programme and also training of service providers for rendering quality service.

*[English]*

### Fuel Efficiency in the Aviation Sector

\*204. SHRI ADHIR CHOWDHURY:  
SHRI UDAY SINGH:

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

(a) whether the Government has decided to investigate the phenomenon of fuel losses in the aviation sector;

(b) if so, the details thereof;

(c) whether the Petroleum Conservation Research Association (PCRA) has commissioned the Indian Institute of Science (IISc) and the National Aerospace Laboratories (NAL) to study the Bangalore and Delhi Airports to find out the ways for increasing the fuel efficiency in the aviation sector; and

(d) if so, the details in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) No, Sir. However, Petroleum Conservation Research, Association (PCRA), a body under Ministry of Petroleum & Natural Gas is considering a proposal titled "Exploratory Study for fuel conservation—Airport and Airline perspective" received from Indian Institute of Science (IISc), Bangalore for Bangalore and Hyderabad Airports.

*[Translation]***Setting up of New Plants by NMDC**

\*207. SHRI HANSRAJ G. AHIR: Will the Minister of STEEL be pleased to state:

(a) whether the public sector enterprise National Mineral Development Corporation (NMDC) has decided to set up new plants to increase the production of iron ore;

(b) if so, the details of projects for increasing iron ore mining by NMDC in the year 2007-08;

(c) whether the NMDC proposes to invest in the laying of railway lines upto the iron ore mines/plants with the cooperation of the Railways; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) Yes, Sir. NMDC has planned to increase production of iron ore by setting up new projects. As the new projects have long gestation period, they would not be commissioned in the year 2007-08. However, the following new projects are under consideration:

- (1) Bailadila Iron Ore Deposit No. 11/B in Chhattisgarh with an initial production capacity of 3 million tonnes per annum (MTPA) by the year 2010-11, to be ramped up to 7.0 MTPA by the year 2012-13.
- (2) Kumaraswamy Iron Ore Project in Karnataka with an initial production capacity of 3 MTPA by the year 2010-11, to be ramped up to 7.0 MTPA by the year 2013-14.
- (3) Developing Bailadila Deposit-13 as a Joint Venture project having 10 MTPA capacity with Chhattisgarh Mineral Development Corporation (CMDC), a Government of Chhattisgarh Enterprise.

(c) No, Sir.

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

*[English]***Electrification of Railway Lines**

\*210. SHRI EKNATH MAHADEO GAIKWAD: SHRIMATI NIVEDITA MANE:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the targets for electrification during each year of the Tenth Five Year Plan period and also the details of the achievements made each year; and

(b) the target set for electrification of railway routes during the Eleventh Five Year Plan period?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Year-wise Targets and Achievements of electrification of Railway Lines during X Five Year Plan period are as under:-

Year	Target (in Route Kilometres)	Achievement (in Route Kilometres)
2002-03	375	455
2003-04	350	504
2004-05	575	320
2005-06	350	170
2006-07	360	361
Total	1810	1810

(b) A target of electrification of 3500 Route kilometres of railway routes has been proposed for XI Five Year Plan.

**Basic Amenities at the Platforms**

\*211. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways prescribed any requirement of toilets and urinals to be provided on the platforms as well as in the waiting halls/sheds;

(b) if so, the details thereof;

(c) whether most of platforms/waiting halls/sheds presently do not have the prescribed number of toilets

and urinals and the existing toilets and urinals are in unusable condition; and

(d) if so, the steps taken/being taken to provide adequate number of toilets/urinals and also to have clean and hygienic conditions on the platforms?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) Yes, Sir. Comprehensive instructions already exist for provision of passenger amenities including toilets and urinals at stations. The details of norms for quantum of Minimum Essential Amenities for toilets and urinals at various categories of stations are as under:

Category of station	A1	A	B	C	D	E	F
No. of urinals	12	10	6	4	4	1	—
No. of latrines	12	10	6	2	4	1	—

The number of latrines/urinals can be reduced in water scarcity areas by the Railway with the approval of General Manager.

(c) and (d) All Minimum Essential Amenities including toilets and urinals have been provided at platforms and waiting hall/rooms at all railway stations as per the prescribed norms. Further augmentation of toilets/urinal facilities is undertaken through Annual Works Programme as and when warranted depending upon availability of funds and other relative priorities. The existing toilets and urinals are kept in usable condition through regular cleaning and maintenance.

To have clean and hygienic conditions on platforms, steps like introduction of mechanized cleaning, provision of washable aprons, provision of 'Pay & Use' toilets,

cleanliness awareness campaigns etc. have been undertaken. Regular inspections are conducted by various officials at the railway stations to monitor cleanliness and also to identify weak areas and take remedial measures.

[Translation]

#### Requirement of Urea

\*212. SHRIMATI BHAVANA PUNDALIKRAO GAWALI:  
SHRI SANJAY DHOTRE:

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

(a) whether the country had been self-reliant in meeting the requirement of urea from the domestic production in the past;

(b) if so, the time from when the country started importing urea from other countries;

(c) whether the dependence on import of urea has increased since 2005-06;

(d) if so, the details in this regard; and

(e) the estimated requirement of urea for the year 2007-08?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) to (e) Urea is imported as and when there is a gap between the requirement and the indigenous production. A statement showing the assessed requirement, actual sales, indigenous production and imports from the period 2001-02 to 2007-08 is given below:

(LMT)

Year	Assessed Requirement	Actual Sales	Indigenous Production	Import
1	2	3	4	5
2001-02	213.05	197.45	191.73	2.10
2002-03	213.67	186.44	187.27	0.00
2003-04	211.58	195.79	192.03	0.00
2004-05	214.07	205.47	202.68	6.41

1	2	3	4	5
2005-06	234.25	221.91	200.97	20.57
2006-07	249.46	244.85	203.07	47.18
2007-08 (Kharif)	131.68	124.58	95.01	33.85
2007-08 (Rabi) Estimated	140.02		106.88	35.00

### Grievances Redressal for Backward Classes

\*213. DR. KARAN SINGH YADAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Backward Classes has no authority to address the grievances of the backward classes;

(b) if so, the reasons therefor; and

(c) the name of the institution with which the backward class persons/employees can lodge their grievances?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) to (c) In pursuance of the direction of the Hon'ble Supreme Court of India in the case of Indira Sawhney & Ors. Vs. Union of India & Ors, Government of India enacted the National Commission for Backward Classes, Act, 1993 (27 of 1993) for setting up of a National Commission for Backward Classes other than the Scheduled Castes and Scheduled Tribes at the Centre. In terms of Section 9 of the Act, the Commission is empowered to examine the requests for inclusion of any class of citizens as backward class in the lists and hear complaints of over inclusion or under inclusion of any backward class in such lists and tender such advice to the Central Government as it deems appropriate. The advice of the Commission is ordinarily binding upon the Central Government.

In respect of grievances which are outside the purview of the National Commission for Backward Classes, the normal redressal mechanism applicable to non

Scheduled Castes and Scheduled Tribes is also applicable to the Backward Classes.

### Removal of Vendors from Railway Stations

\*214. SHRI SANTOSH GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering to do away with vendor system at various railway stations;

(b) if so, the details thereof;

(c) the details of the system being introduced in place of existing vendor system;

(d) whether the Railways propose to provide jobs to the existing vendors; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (e) Tea/coffee, breakfast, standard meals etc. at the departmental catering units of Railways and IRCTC are prepared and sold through staff and commission vendors/bearers. The vendors/bearers work on commission basis. The departmental catering units in Indian Railways have been frozen since 1992. As per policy regarding departmental catering units, whenever vacancies are arising due to retirement of departmental staff and on account of absorption of commission vendors/bearers in railways, these units are consolidated and privatized. As per orders of the Hon'ble Supreme Court the commission vendors/bearers are being absorbed in the railways as and when vacancies arise. About 813 commission vendors/bearers (as on 1.10.2007) are yet to be absorbed over Indian Railways.

*[English]***Utilization of Fruits and Vegetables**

\*215. SHRI RANEN BARMAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether any survey has been carried out by the Government for utilization of fruits and vegetables in the country, particularly in West Bengal for processing;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether any special zones for food processing are to be set up in the States; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) Under the 10th Plan Scheme for Promotional Activities, surveys in the States of Assam, Gujarat, Uttar Pradesh, Jharkhand and Maharashtra have been carried out to assess the potential of Fruits and vegetables Products and processing of the same. National Horticulture Board has assessed the production of the agro-horticultural commodities in West Bengal. The details are given in the enclosed Statement.

(d) and (e) Ministry of Food Processing Industries (MFPI) has submitted a scheme to Planning Commission, which envisages providing financial assistance for setting up of thirty mega Food Parks in the country during 11th Five Year Plan period. The scheme which is project oriented, aims to provide a mechanism to bring together farmers, processors and retailers and link agricultural production to the market so as to ensure maximization of value addition, minimization of wastages and improving farmers' income. Mega Food Park envisages a well-defined agri/horticultural-processing zone containing state of the art processing facilities with support infrastructure and well established supply chain. The primary objective of the scheme is to facilitate establishment of an integrated value chain, with processing at the core and supported by requisite forward and backward linkages. Under the scheme, financial assistance in the form of grant-in-aid upto 50% of the project cost in general areas and upto 75% of the project cost in special category states subject to a maximum of Rs. 50.00 crore or the cost of approved facilities, whichever is lower, has been envisaged for all implementing agencies.

Besides, 60 Agri Export Zones have been identified in the country. Six Agri Export Zones for Pineapple, Litchi, Potatoes, Mangoes, Vegetables and Darjeeling Tea have been identified in West Bengal.

**Statement***Fruits and Vegetables Production in West Bengal at a Glance (2004-05)***FRUITS**

A: Area in 000' ha  
P: Production in 000' MT

Banana		Citrus		Guava		Litchi		Mango		Papaya		Pineapple		Sapota		Others		Total	
A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P
26.6	512.5	9.8	82.3	9.4	140.9	7.2	69.9	69.1	460.8	8.7	253.1	12.9	349.8	3.9	45.4	18.7	213.5	166.3	2128.3

**VEGETABLES**

Brinjal		Cabbage		C. Flower		Okra		Peas		Tomato		Onion		Potato		S. Potato		Others		Total	
A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P
148.3	2701.7	71.3	1863.9	64.6	1685.2	63.7	677.3	25.0	122.0	46.1	694.9	16.332	183.582	320.6	7106.6	26.1	193.7	407.0	2874.3	1189.0	18103.2

Source: data base of NHB's website



[*Translation*]

### Norms for Setting up of Railway Stations

\*216. SHRI HARIKEWAL PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have fixed some norms for setting up of new railway stations;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the mechanism for setting up of new railway stations in response to the demand of the public?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) No, Sir. There are no norms laid down for setting up of a railway station. A large number of factors govern the setting up of new railway stations which range from opening of a new line, augmenting line capacity of a saturated section, overcoming critical operational bottlenecks, new sidings etc. However norms have been laid down for setting up a halt station whenever there is sufficient public demand.

A halt station can be set up when the following norms are fulfilled:

(i) There is a financial justification for opening a halt station;

(ii) In the non-suburban areas, the site of the proposed halt is atleast 5 kms from the stations/ halts on either side;

(iii) The proposal is feasible both from Operating & Engineering points of view;

(iv) The opening of a new halt station is otherwise remunerating but infringes the minimum distance limitation of 3 miles/5 kms;

(v) A written commitment from local Panchayat/ people for shramdan for earth work is necessary before considering the proposal for opening of a halt station to reduce the initial cost of construction.

(d) Mechanism for setting up of new railway station in response to the demand of the public is as under:

(i) On receiving the public demand by the Railway for a halt station, the proposal is examined by the Railway in consultation with finance for its justification as per the laid down norms.

(ii) The proposal is processed for approval of the competent authority.

(iii) After obtaining the approval, the work is taken up for commissioning the halt station with provision of certain minimum passenger amenities as required.

### Creation of New Railway Track Capacity

\*217. DR. SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the existing and future action plan for creation of railway track capacity essential for passenger and freight rail transport in the country;

(b) the analytical details of the required track capacity rakes, passenger coaches and the present status of demand and supply in this regard; and

(c) the year-wise details of progress made in construction of railway tracks during the last three years?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) In order to carry additional freight and passenger traffic in future, Railways have on hand 272 track capacity works, which on completion would add 20,852 kilometers to the Broad Gauge system. The estimated throw forward cost of these works is approximately Rs. 55,000 Cr.

A substantial amount of traffic moves on the High density routes viz. the ones which connect the four metropolitan cities of Delhi, Mumbai, Chennai, Kolkata and the Delhi-Gauhati route. Railways have already announced construction of two Dedicated Freight Corridors between JNPT-Tughlakabad (1483 kms) and Sonenagar-Ludhiana, (to be later extended to the deep sea port of Kolkata) (1279 Kms) at a cost of more than Rs. 28,000 crores to give relief to two of the densely saturated routes viz. Delhi-Mumbai and Delhi-Kolkata routes. In addition, feasibility studies have been ordered on four other corridors- (i) North-South (Delhi-Chennai); (ii) East-West (Mumbai-Kolkata); (iii) South-East (Vijayawada-Kharagpur) and (iv) South-South (Chennai-Goa).

In addition, Railway proposes to augment its track capacity in XI Plan by-15,500 kilometers, including 2000 kilometers of new lines, 3500 kilometers of doubling and 10,000 kilometers of gauge conversion.

The revenue earning freight traffic in the XI Five year plan period is expected to increase from 728 Million tons in 2006-07 to 1100 Million tons in 2011-12. The corresponding freight output is expected to increase from 475 billion ton kilometers in 2006-07 (prov) to 707 billion ton kilometers in 2011-12. In order to cater to the projected freight traffic, it is expected that 62000 wagons would be required during the XI Plan. Railways will also require to induct 1800 electric and 1800 diesel locomotives for carrying the projected traffic in the XI plan. In addition to enhancing the capacity of the existing diesel and electric locomotive manufacturing units, railways are also going in for setting up a diesel locomotive factory at Marhowra and electric loco factory at Madhepura which will produce 150 and 120 locos per year respectively.

Since capacity augmentation takes time, Railways have taken immediate steps to enhance the throughput by increasing the carrying capacity of wagons by 6 tons on most of the routes and by 8 tons on selected routes and also strengthen the track, bridges and allied structures. In addition, 28 heavy mineral routes with over 6900 route kilometers have been further identified for implementation of 25 Ton Axle load. Also on selected routes, double stack containers trains have been permitted to further enhance the throughput per train.

Railways also plan to induct wagons of better design, higher capacity, longer life and low on maintenance.

The passenger traffic in the XI Five Year Plan is expected to increase from 6242 million passengers in 2006-07 (RE) to 8400 million in 2011-12. The corresponding passenger output is expected to increase from 700 billion passenger kilometers to 880 billion passenger kilometers.

In order to cater to this increase in passenger traffic, it is expected that 22500 coaches would be required during the XI Five Year Plan, implying a yearly requirement of 4500 coaches. In order to meet this requirement, the production capacities of the existing units—Integral Coach Factory, Perumbur and Rail Coach Factory, Kapurthala—are being enhanced to 1500 and 1400 coaches per annum respectively from the present capacity of 1000 coaches per annum each. Further, a

new coach factory is also being planned to be set up at Rai Bareilly to bridge the shortfall in the requirement and production capacities.

Railways have constructed a total of 4084 kilometers of track in the last three years. The details are as under:

(All figures in Kilometers)

Category	New Lines	Doubling	Gauge Conversion	Total
2004-05	150	779	282	1211
2005-06	180	744	231	1155
2006-07	250	1082	386	1718
Total	580	2605	899	4084

[English]

#### Export of Iron Ore

\*218. SHRI P.S. GADHAVI: Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to regulate the unbridled export of iron ore from the country as reported in The Economic Times of November 8, 2007; and

(b) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) Recommendations regarding amendments in the policy of export of iron ore are presently under consideration of the Government, alongwith the proposed National Mineral Policy, 2007.

[Translation]

#### Alternatives for Petrol and Diesel

\*219. SHRIMATI SANGEETA KUMARI SINGH DEO: SHRI JIVABHAI A. PATEL:

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

(a) whether the Government has conducted any research for development of alternatives of petrol and diesel;

(b) if so, the details thereof alongwith the results thereof; and

(c) the amount incurred by the Government on such research works during the last three years?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. In an effort to supplement the consumption of petroleum products particularly for vehicular applications and also to curb emissions, research has been carried out by the Ministry of New & Renewable Energy (MNRE) to explore the possibility of utilizing alternatives for supplementing petrol and diesel. Bio-fuels namely, bio-ethanol and bio-diesel, hydrogen energy and battery operated vehicles have been identified as potential future alternatives to supplement petrol and diesel.

The efforts of these R&D projects on bio-fuels have resulted in development of optimized process conditions for production of bio-diesel from non-edible oils such as *Jatropha curcas*, *Pongamia pinnata* etc., design, fabrication and development of 200 litre capacity bio-reactor for production of bio-diesel and isolation of efficient strains of micro-organisms for production of alcohol from waste materials. Performance of diesel car engine using bio-diesel under actual field conditions has been tested.

The efforts of R&D carried out on hydrogen including fuel cells have led to development of hydrogen based motor cycles, three wheelers, small capacity engine gensets and also fuel cell based power packs, uninterrupted power supply systems and hybrid van. The MNRE has supported research for development of advanced batteries, super capacitors, and components of electric vehicles for reducing the cost and improving the performance of the electric vehicles for wider acceptability and use to leading R&D institutions. Field trials of an electric hybrid van rickshaw for rural transportation has been completed.

(c) The amount incurred by the Ministry of New & Renewable Energy on research works relating to bio-fuels, hydrogen energy and battery operated vehicles during the last three years is given in the enclosed Statement.

**Statement**

The amount incurred by the Ministry of New & Renewable Energy on research works relating to bio-fuels, hydrogen energy and battery operated vehicles

during the last three years from 2004-05 to 2006-07 are as under:

Programme	(Rs. In lakhs)		
	2004-05	2005-06	2006-07
Bio-fuels	12.00	36.00	68.37
Hydrogen Energy	250.00	124.00	344.00
Battery Operated Vehicles	6.00	9.75	7.18

**Commercial Use of Domestic LPG Cylinders**

\*220. SHRI KIREN RIJJU:  
SHRI DHARMENDRA PRADHAN:

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

(a) whether the Government is aware of the large scale commercial misuse of the domestic LPG cylinders in the country;

(b) if so, the details thereof;

(c) the number of cases reported/registered in this regard during the last three years;

(d) the details of action taken against the guilty people;

(e) whether the connivance/involvement of gas agencies have also been found in this matter;

(f) if so, the details of the action taken against them; and

(g) the steps taken by the Government to prevent the misuse of domestic LPG cylinders?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) The possibility of diversion/black marketing of subsidized domestic LPG cylinders by some unscrupulous elements cannot be ruled out due to the huge difference in the price of subsidized and non-subsidized LPG.

(c) and (d) Public Sector Oil Marketing Companies (OMCs) have reported 1353 established cases of diversion of domestic LPG cylinders by the LPG distributors in the country during the last three years and action against

the erring distributors was taken in accordance with the provisions of Marketing Discipline Guidelines (MDG), 2001.

(e) and (f) OMCs have not reported any connivance of distributors in this regard. However, in established cases of diversion, the distributor is penalized as per the Marketing Discipline Guidelines (MDG)/Distributorship Agreement.

(g) In order to prevent the misuse of domestic LPG cylinders, the Government has enacted "Liquefied Petroleum Gas (Regulation of Supply and Distribution) Order, 2000" and formulated "Marketing Discipline Guidelines, 2001" in which there are provisions of penal action against LPG distributors indulging in diversion of LPG.

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

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

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

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

Further, LPG distributors are also under instructions to ensure 100% weightment of cylinders at their godown before delivery at the customers premises. In a bid to enhance customer satisfaction levels, distributors in selected markets have been advised by OMCs to provide a spring balance to enable the customers to verify the correctness of the weight of LPG in the cylinder. OMCs have introduced this scheme in major markets of the country.

The officials of OMCs carry out random checks at distributors godowns, delivery points, as well as en-route to ensure that no pilferage takes place. The distributors of OMCs are under strict instructions to check the weight of cylinders at their godowns before delivery, and only cylinders with the specified weight are to be delivered to the customers. The distributors have also been instructed to ensure that the seals are verified & shown to the customers at the time of delivery. In case any under-weight cylinder is received by the customer, such cylinders are replaced with a fresh refill cylinder without any charges levied by the OMCs.

#### **Sale of Gas Stove, Gas Rubber Pipes by Gas Agencies**

1772. SHRI MUNSHI RAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has directed the LPG distributors to sell gas stove, gas rubber pipes of particular companies for domestic use;

(b) if so, the names of such particular companies whose brands are advised by the Government for domestic purpose and for which the distributors are asked to sell; and

(c) the standard fixed for determining the price of brands of such companies?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) No, Sir. Government have not directed the LPG distributors to sell gas stoves and gas rubber pipes of particular companies for domestic use to customers. However, in view of safety considerations, customers are encouraged by the Public Sector Oil Marketing Companies (OMCs) to use LPG tubes which offer improved safety, viz., longer life, fire retardant property, rodent proof wire braiding and ozone resistant layer. OMCs have also tied up with some

stove manufacturers for production of "Green Label" stoves, which have higher thermal efficiency and, apart from being economical to the consumers, also help in conserving fuel and protecting the environment. Customers can purchase these products at competitive prices but they are not under any compulsion to purchase the same from the LPG distributors. In fact, customers are at liberty to buy these appliances (meeting BIS specifications) from any source of their choice. The name of particular companies whose brands are advised by OMCs are available with the Director (Marketing) of the OMCs.

[English]

#### Investment in PCPIR

1773. SHRI REWATI RAMAN SINGH: Will the Minister of CHEMICALS AND FERTILISERS be pleased to state:

(a) whether the Government proposes to invest Rs. 4,000 to Rs. 10,000 crores in Petroleum, Chemical and Petrochemical Investment Region (PCPIR);

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

(c) whether some of the State Governments have sent their proposals for investment in this regard;

(d) if so, the details thereof; and

(e) the amount proposed to be invested by them and the decision taken on the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (e) The Cabinet has recently approved the Policy for setting up of Petroleum, Chemical and Petrochemical Investment Regions (PCPIRs), and the same has been published in the Gazette of India (Extraordinary, Part I, Section 1 dated 4th April, 2007) and is also placed on the web site of the Department of Chemicals and Petrochemicals viz: [www.chemicals.nic.in](http://www.chemicals.nic.in) The State Government would play a lead role in setting up of the PCPIR and prepare a project proposal for an identified site. The Central Government will consider and approve applications from the State Governments for establishment of PCPIRs in terms of this policy and also facilitate availability of external physical infrastructure linkages including rail, road,

ports, and airports. Similarly, the State Government, applying for a PCPIR, will ensure that all physical infrastructure and utilities linkages under its jurisdiction are provided to the site.

The following four proposals have been received for hosting PCPIRs.

- (i) Proposal from the Government of Andhra Pradesh for hosting a PCPIR at Vishakhapatnam-Kakinada-Rajamundry within the Vishakhapatnam and East Godavari Districts.
- (ii) Proposal from the Government of Karnataka for hosting a PCPIR within the coastal district of Dakshina Kannada and Udupi of Karnataka.
- (iii) Proposal from the Government of Gujarat for hosting a PCPIR at Dahej spread over the blocks of Vagra and Bharuch of South Gujarat.
- (iv) Proposal from the Government of West Bengal for hosting a PCPIR at Haldia spread over the Haldia Municipal Corporation and Nayachar islands in Purba Medinipur.

The investment requirements of a PCPIR will depend on its location and other factors which will include the availability of existing infrastructure and the details in the project proposal. The investment details will vary from place to place and are to be concurred to by the concerned departments of the Government of India and the State Government. Exact quantification of investment would depend on the proposed specific details.

[Translation]

#### Opening of LPG Agencies in Gujarat

1774. SHRI HARISINH CHAVDA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any proposal to open LPG agency in Banaskantha and Patan districts of Gujarat; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) have reported that the location Sami in Patan District of Gujarat has already

been advertised on 29.9.2007 for opening of an LPG distributorship under Freedom Fighters' (FF) category against a terminated distributorship. OMCs have further reported that three locations, namely, Vadgam, Shaori and Dante in Bansakantha District have also been rostered in the Industry Marketing Plan for setting up/opening of independent new LPG distributorships.

*[English]*

#### **Equity Investments in Pharma Retail Sector**

1775. SHRI K.S. RAO: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the norms and guidelines to regulate equity investment in different sectors especially pharma retail for providing healthcare and life style services;

(b) whether the Government proposes to formulate policy guidelines to ensure a safe investment atmosphere in this sector; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) Securities and Exchange Board of India has informed that the SEBI Disclosure and Investor Protection (DIP) Guidelines, which provide the regulatory framework for primary market issues are sector neutral. As such there are no specific provisions for pharma retail sector in the SEBI (DIP) Guidelines.

(b) and (c) In view of reply to (a) above, do not arise.

#### **Bhasha Samman Award**

1776. SHRI S.K. KHARVENTHAN: Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware of the long pending demand for conferring of Bhasha Samman Awards to eminent scholars of Sourashtra language;

(b) if so, the action taken by the Government and the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) The Sahitya Akademi, an autonomous organization fully funded by this Ministry, has already conferred Bhasha Samman award to two scholars namely Sri Thada Subramanyam and Sri K.R. Sethuraman in recognition of their contribution to Sourashtra language and literature.

*[Translation]*

#### **Proposals for New Airports in Uttar Pradesh**

1777. SHRI BALESHWAR YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Uttar Pradesh Government has sent any proposal to the Union Government regarding construction of new airports in certain cities of the State like Kushinagar, Moradabad, Ajamgarh and Chitrakoot, etc.;

(b) if so, the details thereof;

(c) the present status of the proposal; and

(d) the time by which the Government is likely to take decision in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No such proposal has been received in recent past.

(b) to (d) Do not arise.

#### **Scrap Stolen from Railway Godowns**

1778. SHRI PUNNU LAL MOHALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the absence of proper monitoring of rail godowns, a large quantity of old scrap stolen;

(b) if so, whether the Railways have received complaint about theft of scrap from railway godown in the country particularly under Bilaspur Division;

(c) if so, the details thereof; and

(d) the action taken by the Railways in this regard?

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

(b) and (c) However, no such complaint has been received in regard to theft of railway scrap from railway godowns under Bilaspur Division over South East Central Railway.

A statement showing the number of cases of theft of scrap from Railway godowns over Indian Railways registered, value of property stolen/recovered and arrests made during the year 2007 (upto September) is as under:-

Year	No. of Cases Registered	Value of Property		Arrests
		Stolen (in Rs.)	Recovered (in Rs.)	
2007 (upto Sept)	85	18,09,880	17,63,357	156

(d) Whenever complaints of theft of scrap are received, the cases are registered under the Railway Property (Unlawful Possession), Act and Indian Penal Code. Sincere efforts are made to collect crime intelligence and make recoveries with arrests of criminals.

[English]

#### Assam Renewal Project by ONGC

1779. SHRI M.K. SUBBA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether in view of the declining oil production in Assam, the Oil and Natural Gas Corporation (ONGC) has chalked out an Assam Renewal Project with an investment outlay of Rs. 4,000 crore;

(b) if so, the details thereof; and

(c) the steps taken/being taken to implement the same?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) ONGC has approved to invest Rs. 2230.15 crore in Assam Renewal Project (ARP) to upgrade/modernize surface facilities and pipeline network, improve efficiency and reliability. In addition, ONGC is implementing Improved Oil Recovery (IOR) schemes in three major fields of Assam namely Rudrasagar, Geleky and Lakwa at an investment of Rs. 1483.54 crore to improve production.

(c) ONGC Board in its meeting held on 3.10.2007 has approved the investment of Rs. 2230.15 crore. The Board has also decided to take up these jobs in three groups to invite competitive bidding.

#### LPG Based Community Kitchens

1780. SHRI G. KARUNAKARA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG based community kitchens set up by the Public Sector Oil Marketing Companies (OMCs) so far in Karnataka, district-wise and company-wise;

(b) the name of the places where these kitchens are proposed to be set up during the current year, district-wise; and

(c) the complete details of the community kitchen scheme?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) As on 1.11.2007, Public Sector Oil Marketing Companies (OMCs) have set up 32 community kitchens in the State of Karnataka. OMCs propose to set up 5 more community kitchens in the State of Karnataka during 2007-08. The district-wise details are given in the enclosed Statement.

(c) Community kitchen scheme has been evolved by OMCs to enable people from lower income groups who can not afford individual connections to use LPG. Under this scheme, OMCs provide LPG cylinders and burners at a place identified in consultation with the local community head/Panchayat. Training is also provided to users on both operating practices as well as safety aspects. Users have to pay a nominal charge for the usage of community kitchen facility.

#### Statement

*The District-wise details of Community Kitchens in the State of Karnataka as on 01.11.2007*

Sl.No.	District	Number of Rasoi Ghars
1.	Bangalore	12
2.	Belgaum	3
3.	Bijapur	2
4.	Bellary	1
5.	Haveri	3
6.	Gadag	1
7.	Dakshina Kannada	6
8.	Udipi	4
Total		32

*The District-wise details of Community Kitchens  
proposed to be set up during 2007-08  
in the State of Karnataka*

Sl.No.	District	Number of Rasoi Ghars
1.	Bangalore Rural	1
2.	Chikkaballapur	2
3.	Dharwad	1
4.	Kolar	1
Total		5

[Translation]

**Gas Pipeline Network by PNGRB**

1781. SHRI RAKESH SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Petroleum and Natural Gas Regulatory Board (PNGRB) has received any applications on behalf of the companies for laying gas pipelines network in the urban areas of the country;

(b) if so, the details thereof;

(c) whether any criteria has been fixed for selection of cities for the said network;

(d) if so, the details thereof;

(e) whether the Government would consider to include Jabalpur Urban area in this scheme; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Petroleum and Natural Gas Regulatory Board (PNGRB) has directly received 12 applications for laying gas pipeline networks in various urban areas of the country. Apart from this, Ministry of Petroleum & Natural Gas has forwarded 22 applications pertaining to gas pipeline networks in various urban areas to PNGRB.

(c) to (f) If an application for authorization for laying, building or operating a city natural gas distribution network for a particular city is received by PNGRB, that city could be taken up for implementation of the network for which

purpose the Board may invite applications from interested parties. Apart from this, PNGRB could also suo moto take up any city for implementation of city gas distribution network and invite applications from interested parties. PNGRB has published draft regulations which contain the procedure and criteria for selecting an entity form developing any city or local gas distribution project. The factors that may be considered include, *inter alia*, availability of gas, commissioning of necessary infrastructure, economic viability and directions of a competent Court of Law.

[English]

**“Helicopters Hired by ONGC”**

1782. SHRI KULDEEP BISHNOI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the helicopters hired by Oil and Natural Gas Corporation for its offshore production are obsolete;

(b) if so, the reasons therefor;

(c) the age of each of the helicopters hired by ONGC from M/s Global Vectra at Mumbai; and

(d) the corrective steps taken by ONGC in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) No, Sir.

(c) and (d) The years of manufacturing of the helicopters hired by Oil and Natural Gas Corporation Limited (ONGC) from M/s Global Vectra at Mumbai range from 1988 to 2006. Hence the age of helicopters is from 19 years to one year.

The helicopters provided by the above operators for offshore operations of ONGC are having airworthiness certificate from Directorate General of Civil Aviation (DGCA).

**Passenger Train between Harihar and Birur**

1783. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Karnataka has submitted a proposal regarding introduction of a passenger train between Harihar and Birur to the Railways;



- (b) if so, the details thereof; and  
 (c) the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) At present, 13 pairs of trains including 4 pairs of passengers trains are available between Harihar and Birur. Introduction of an additional passenger train between Harihar and Birur is not feasible at present due to line capacity constraints.

#### Distribution of Urea

1784. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government of Gujarat had drawn the attention of the Union Government regarding various problems being faced in the distribution of Urea under envisaged new system of distribution; and

(b) if so, the details thereof and reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) Minister Agriculture, State Government of Gujarat approached the Union Government with the apprehension about delay in reaching the fertilizers to the desired destinations.

Following steps to further improve availability of urea in all parts of the country have been taken:

- (i) Each State is now required to prepare a monthly supply plan for ensuring availability of fertilizers on a month-wise, company-wise and district-wise format.
- (ii) Since the district and not the State is the basis of planning for fertilizers availability, the subsidy is now being paid to fertilizer companies only on reaching fertilizers to each district in conformity with the agreed Supply Plan.
- (iii) To ensure that fertilizer companies supplying urea are able to reach it to each district, the urea manufacturers are compensated for freight based on actual rail and road leads.

- (iv) The monthly supply plans are being drawn up with minimum pre-positioning of stock for the succeeding month.
- (v) The supply of fertilizers by manufacturers/suppliers in accordance with the agreed Supply Plan is being monitored through a Web-based Fertilizer Monitoring System, which is able to track production, imports, dispatch, arrival and sales upto the district-level.
- (vi) The State Governments have been advised to (a) strengthen the State institutional agencies which will coordinate with manufactures and importers of fertilizers for streamlining the supplies (b) undertake assessment of demand at the block level and ensure availability upto the block level (c) review the dealer network in their respective States to ensure sufficient availability of dealers upto the block level. They have also been requested to review the railway infrastructure in their States and suggest improvements required to ensure availability of fertilizers in all parts of their States.

#### Passenger Train between Bangalore and Mangalore

1785. SHRI M. SHIVANNA:  
 SHRI IQBAL AHMED SARADGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways plan to run passenger trains between Bangalore and Mangalore soon;

(b) if so, whether the Commissioner of Railway Safety has certified that track between Sakleshpur in Hassan District and Subramanya Road in Dakshin Kannada District as safe for passenger trains;

(c) if so, whether the Hassan-Sakleshpur-Mangalore line will now add to the State's passenger train network; and

(d) if so, the time by which proposed train between Bangalore and Mangalore is likely to be introduced?

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

(d) It is proposed to introduce two pairs of trains viz. 6515/6516 Mangalore-Yesvantpur via Arsikere (day time) and 6517/6518 Mangalore-Yesvantpur Express via Mysore (overnight).

*[Translation]*

#### **Subsidy on Fertilizers**

1786. DR. LAXMINARAYAN PANDEY:  
SHRI CHANDRA MANI TRIPATHI:

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

(a) whether the Government proposes to provide subsidy on certain other fertilizers which provide nutrients to the crops;

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

(c) whether the Government has received any memoranda etc. in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) Representations have been received for inclusion of Sulphate of Potash (SOP) and low grade rock phosphate under the subsidy regime. The issue of extension of subsidy regime to other fertilizers which provide nutrients to the crops is being looked into by a Group of Ministers, which has been constituted to look into sustainable use of fertilizers and pertinent subsidy and pricing issues.

*[English]*

#### **Sale of Gas by the Reliance Company**

1787. SHRI SUNIL KHAN:  
SHRI SWADESH CHAKRABORTY:

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

(a) whether the Reliance Company has been offered to sell gas at the rate of 4.2 per cubic metre instead of below 2%;

(b) if so, whether the Government is aware that the RIL pricing will have adverse impact on price of power and fertilizers;

(c) if so, the reaction of the Government thereto;

(d) whether any company producing gas in the country indigenously can be allowed to fix gas price with international price of crude oil; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) An Empowered Group of Ministers (EGoM) has decided the gas pricing issues under New Exploration Licensing Policy (NELP) after considering all relevant material. The decision taken by EGoM in the case of D-6 Block operated by RIL-Niko consortium will lead to a gas price of US dollar 4.20 per MMBTU at delivery point. The gas price would be applicable to all sectors uniformly.

EGoM has also decided that the ceiling on the price of crude in the approved gas price formula would be frozen at US dollar 60/barrel. This is with a view to protect the interest of gas consumers against persistent increase in International crude price. This would translate into lower consumer price when the crude prices increase in the international market.

#### **Foreign Airlines from Kozhikode and Cochin Airports**

1788. SHRIMATI C.S. SUJATHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any applications from foreign airlines to commence flight services from Kozhikode and Cochin Airports;

(b) if so, the details thereof;

(c) whether clearances have been given for the operation by foreign airlines;

(d) if so, the time by which the services will commence from these airports; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b)

Requests are received from time to time from foreign countries for traffic rights for operations to Kozhikode and Cochin airports. Such requests have mostly been received from countries in the Gulf and Middle East.

(c) Yes, Sir. At present, 12 international airlines are operating to/from Cochin and one international airline is operating to/from Kozhikode. Besides National Aviation Company of India Limited (NACIL) (erstwhile Air India, Indian Airlines) and Air India Express are operating large number of international flights from Cochin and Kozhikode airports to Gulf and Middle East.

(d) and (e) While airlines from Gulf, Middle East and South East Asia are already operating to Cochin, Government have decided to exchange traffic rights with countries in Gulf and Middle East to facilitate operation of the airlines of these countries to Kozhikode *w.e.f.* 2008.

#### **Facilities at the Airports**

1789. SHRI NAVEEN JINDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the increasing number of private airlines has strained the existing facilities at most of the airports;

(b) if so, the details thereof; and

(c) the steps being taken to cope up with the increase in the number of flights and to facilitate timely landings?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. However, at CSI Airport, Mumbai and IGI Airport, Delhi congestion is witnessed during the peak hours, due to increasing movements.

(c) Following steps have been taken to cope up with the increase in the number of flights and to facilitate timely landing: (1) New High Speed Exit taxiways at Delhi and Mumbai airports and Parallel taxi-track Delhi have been constructed. (2) Construction of new additional runway has been started at Delhi. (3) Simultaneous use of both runways at Delhi and Mumbai during the traffic congestion period. (4) Improved ATC procedures have been framed. (5) Clearance Delivery Position has been established at Mumbai and Delhi airports. (6) Ban has been imposed on general aviation aircraft during peak period at Delhi and Mumbai Airport. (7) ATC Automation System at Delhi and Mumbai are being upgraded. (8)

Surface Movement Radar has been installed and operationalised at Delhi Airport. (9) Advanced Surface Movement Guidance and Control System (ASMGCS) is being installed at Delhi and is planned for Mumbai Airport. (10) Air Traffic Flow Management System is being worked out. (11) Kolkata ILS is under upgradation to CAT-II ILS. (12) New Integrated Automation System for Chennai and Kolkata is under planning. (13) At the time of slot allocation, attempt is made to spread the flights to non peak hours. (14) 'Red eye' flights are being encouraged to shift operations to off peak late night/early morning hours.

*[Translation]*

#### **Production of Urea**

1790. SHRI CHANDRA MANI TRIPATHI:  
DR. LAXMINARAYAN PANDEY:

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

(a) whether the Government has held any talks with the private sector for increasing the production of urea in the country; and

(b) if so, the details and outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) The Government has announced a policy of New Pricing Scheme Stage-III for urea manufacturing units on 8th March 2007 which is applicable to all the public as well as private sector fertilizer company. The policy aims to encourage higher production of urea by incentivizing production beyond 100% of installed capacity of the existing urea units in the country.

The demand for urea in the current year is much higher than the indigenous production of urea in the country. The shortfall between the demand and production is being met by the Government through import of urea. In this context, the industry is being regularly encouraged for increasing the production of urea in the country. The industry has assured to produce at its maximum during the current Rabi season subject to assured availability of feedstock.

*[English]***Railway Projects in Karnataka**

1791. SHRI IQBAL AHMED SARADGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Karnataka Government have submitted some projects which have been under implementation and need to be expedited;

(b) if so, the present status of each project; and

(c) the time by when these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Some of the ongoing projects requested by the Government of Karnataka alongwith their status & target date for completion, wherever fixed are as under:-

Sl.No.	Project	Status & target date for completion, wherever fixed
<b>New Line</b>		
1.	Kottur-Harihar (65 Kms)	Kottur-Harapanahalli (30 Kms) is targeted for completion during 2007-08. Land acquisition, earthwork & bridge works have also been taken up on balance portion.
2.	Hubli-Ankola (167 Kms)	Earthwork and bridge works have been taken up on Hubli-Kirvatti section. Land acquisition for balance land and diversion of forest land has also been taken up.
3.	Gulbarga-Bidar (106.6 Kms)	Land acquisition, earthwork, bridge works & ballast supply have been taken up.
4.	Munirabad-Mahboobnagar (246 Kms)	Land acquisition, earthwork & bridge works have been taken up.
5.	Bangalore-Hassan (166 Kms)	Work on Hassan-Shravanabelagola (43 Kms) & Bangalore (Chickbannaver)-Nelamangla (14 Kms) has been completed. Land acquisition, earthwork & bridge works have been taken up on balance portion.
<b>Gauge Conversion</b>		
1.	Shimoga-Talguppa (97 Kms)	Work on Shimoga-Anandapuram section (57 Kms) is targeted for completion during 2007-08. Earthwork, bridge works & ballast supply have also been taken up on balance portion.
2.	Solapur-Gadag (284 Kms)	Solapur-Bagalkot section (191 Kms) has already been commissioned. Bagalkot-Gadag (93 Kms) is targeted for completion during 2007-08.
<b>Doubling</b>		
1.	Bangalore-Ramanagaram-Mysore with electrification (136.22 Kms)	Work on doubling of Bangalore-Kengeri (12.46 kms) has been completed and Kengeri-Bidadi-Ramanagaram (31 Kms) is targeted for completion during 2007-08.  Doubling of Ramanagaram-Mysore (91.5 Kms) with electrification of Kengeri-Mysore section has been included in the Budget 2007-08.

**Quota of Tatkal Tickets**

1792. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the quota of 'tatkal tickets' are quite often not sold and the Railways had to incur huge losses;

(b) if so, the reasons therefor;

(c) whether the Railways have any proposal to give the option of booking tatkal tickets to waitlisted passengers; and

(d) if so, the details thereof and the revenue likely to be generated as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Reservation under Tatkal scheme is available only upto the time of preparation of chart and the unutilized Tatkal accommodation is released to general waitlist passengers at that point of time.

(b) Does not arise.

(c) Yes, Sir.

(d) With a view to improve Tatkal utilization in those trains in which the utilization of Tatkal accommodation is less than 50% is sleeper class and to save the botheration of general wait listed passengers to go to reservation counter again to book berths under Tatkal scheme, instructions have been issued to Zonal Railways that wait listed passengers of such trains should be given an opportunity to opt for booking under Tatkal Quota (upto 50% of total Tatkal quota) at the time of buying their waitlist ticket itself even before start of the advance reservation period of Tatkal booking for that train. It is not feasible to quantify the advance reservation period of Tatkal Booking for that train. It is not feasible to quantify the additional revenue likely to be generated on this account.

**Grant of Financial Aid**

1793. SHRI DALPAT SINGH PARSTE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government of Madhya Pradesh has approached the Union Government for granting some financial amount as an alternative step, for banning the practice of begging in the State; and

(b) if so, the details thereof and the reaction of Union Government in this regard?

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

(b) Does not arise.

**New Complaint forms for Catering Service in Trains**

1794. SHRI HITEN BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railway Catering and Tourism Corporation (IRCTC) has introduced new complaints forms in order to receive complaints regarding catering services in the trains;

(b) if so, the number of complaints received with regard to the catering services so far, after introduction of new complaint forms;

(c) the improvements made in the catering services in view of these complaints; and

(d) the action taken by the Railways to ensure high standards of catering in future?

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

(b) and (c) Do not arise.

(d) As an ongoing process, catering services of Indian Railways receive constant attention of the Zonal Railways and Indian Railway Catering and Tourism Corporation (IRCTC), a wholly owned company of Indian Railways formed to upgrade and professionalize the catering and hospitality services of Indian Railways. IRCTC is setting up multi-cuisine state-of-the-art Food Plazas, Automatic Vending Machines to dispense hot and cold beverages, and modernizing railways' existing base kitchens. Regular monitoring of catering services is done by Railways and IRCTC officials. IRCTC has engaged independent food audit agencies to ensure quality of food being supplied

to the passengers of Indian Railways. All good practices like, progressive ISO (International Organization for Standardization) and HACCP (Hazard Analysis and Critical Control Points) certification of catering units are being followed. As per normal practice, complaints received from passengers are monitored by IRCTC and action like, termination of contract, imposition of fine, warning, etc. are taken on cases found substantiated. IRCTC has set up control rooms at New Delhi, Mumbai, Kolkata, Chennai and Secunderabad for receipt and redressal of complaints. Each of these control rooms has personal computers with broadband connectivity and dedicated telephone lines. Any passenger can make a telephone call to any of these control rooms and immediate action is taken on these complaints/suggestions.

In addition to above steps like, Customer Satisfaction Survey conducted through M/s IMRB International, Food Audit done by M/s TUV Sud South Asia on 112 units including Trains, Base Kitchens Food Plazas, engagement of M/s RITES for ISO 22000:2005 certification of mobile as well as static units, conducting special drives on premium trains including Rajdhani, Shatabdi and other Mail/Express trains through Quality Control Professionals (QCPs) so as to improve quality of catering services, introduction of Colored Menu Cards depicting a la-Carte items along with their rates etc. have been taken to effect improvement in catering services.

#### Exploration in Mahanadi Basin of Orissa

1795. SHRI TATHAGATA SATPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has allowed oil companies to undertake exploration for oil and Natural Gas in the Mahanadi Basin of Orissa;

(b) if so, the details thereof; and

(c) the targets fixed by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Oil India Limited as presently carrying out hydrocarbon exploration works in Mahanadi onshore basin in one block awarded under New Exploration Licensing Policy (NELP) Round-II.

ONGC is continuing its exploration activities in offshore Mahanadi basin in seven exploratory blocks awarded to it by Government of India on sole risk and/or in consortia. Out of these blocks three are in shallow water and four in deepwater offshore areas of Mahanadi basin.

Government of India has awarded a total of 14 exploration blocks in Mahanadi Basin to various Exploration & Production (E&P) companies in six rounds of NELP held so far.

(c) As per Production Sharing Contract (PSC), the Minimum Work Programme (MWP) in exploration Phase-I is to be carried out by the Operator. The details of blocks and MWP are enclosed in the Statement.

#### Statement

##### *Exploration Blocks Awarded in Mahanadi Basin*

Sl.No.	Block Name	Operator	Minimum Work program committed in Phase-I		
			2D API LKM	3D API Sq.Km.	Wells Nos.
1	2	3	4	5	6
1.	MN-DWN-98/2	RIL	3000	1000	0
2.	MN-DWN-98/3	ONGC	1400	0	0
3.	MN-OSN-97/3	ONGC	1500	0	0
4.	MN-OSN-2000/1	ONGC	500	0	0

1	2	3	4	5	6
5.	MN-OSN-2000/2	ONGC	1000	0	0
6.	MN/ONN-2002/1	OIL	200	0	0
7.	MN-DWN-2002/1	ONGC	1600	2000	3
8.	MN-DWN/2002/2	ONGC	2000	1500	2
9.	MN-DWN-/2003/1	RIL	2100	1800	3
10.	MN-DWN-2004/1	RIL	9885	1200	1
11.	MN-DWN-2004/2	RIL	11813	1500	1
12.	MN-DWN-2004/3	RIL	11316	1500	1
13.	MN-DWN-2004/4	RIL	8822	1200	1
14.	MN-DWN-2004/5	RIL	10454	1200	0
<b>Total</b>			<b>65590</b>	<b>12900</b>	<b>12</b>

[*Translation*]

#### Khajuraho Airport

1796. SHRI GANESH SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of Madhya Pradesh has provided land free of cost for the development of Khajuraho Airport;

(b) if so, the area of land acquired so far from the above State Government;

(c) the present status of the development works like increasing the length of airstrips and other related construction works carried out after the acquisition of land;

(d) whether the work has not been completed as yet;

(e) if so, the reasons therefor; and

(f) the time by which it is likely to be completed?

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

(b) 355.66 acres.

(c) to (f) After acquisition of land, following development works have been undertaken:

(i) strengthening and extension of runway has been completed to 7500 ft. from 6000 ft.

(ii) construction of new apron to park 5 number of aircraft, which is likely to be completed by December, 2007.

(iii) construction of isolation bay, which is likely to be completed by December, 2007.

(iv) construction of new terminal building to cater for 500 passengers etc., the project work is likely to be completed by September, 2008.

[*English*]

#### Headquarters for New Railway Zones

1797. SHRI PRALHAD JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether all the new railway zones that came into existence four years ago including South Western Railway (SWR), Hubli have their own Headquarter buildings;

(b) if so, the details thereof;

(c) whether the construction of Headquarters premises has been started; and

(d) if so, the present status of construction of headquarters premises of SWR, Hubli alongwith agency involved in the said construction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Zonal Headquarters office building for all the new railway zones are under construction. However, all these offices are functioning from temporary railway accommodation and/or hired buildings.

(b) Does not arise.

(c) Yes, Sir.

(d) M/s Hindustan Steel Work Construction Ltd., have been entrusted with the construction of Headquarter building of South Western Railway at Hubli. 30% of the work has been completed so far.

#### **Cargo Operations at Thiruvananthapuram Airport**

1798. SHRI VARKALA RADHAKRISHNAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India and Kerala State Industrial Enterprises Limited has plans to have a joint venture to handle cargo operation at the proposed new International Terminal;

(b) if so, the details and the present stage of the proposal;

(c) whether the Union Government would consider to meet a portion of the land acquisition costs for the proposed modernization of the Thiruvananthapuram International Airport;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Kerala State Industrial Enterprises (KSIE) would continue to handle cargo operations at Thiruvananthapuram airport.

(c) to (e) Government of Kerala has agreed to provide land for modernisation of Thiruvananthapuram airport, free of cost.

#### **Committee on Implementation of Sachar Committee Recommendations**

1799. SHRI MILIND DEORA: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has appointed a five-member Committee to look into the modalities of setting up an Equal Opportunity Commission (EOC) in order to implement the Sachar Committee recommendations;

(b) if so, the details and terms of reference thereof; and

(c) the time by which the Committee is expected to submit its report?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (c) An expert group was set up on 31st August, 2007 to recommend the structure, scope and functions of the proposed Equal Opportunity Commission, as a part of the follow-up action on the recommendations of the Sachar Committee. The terms of reference of the expert group are as follows:—

(i) to recommend the structure, scope and functions of the proposed Equal Opportunity Commission.

(ii) to advise on an appropriate legislative framework for such a Commission.

(iii) to make any other recommendations relevant to the above.

The expert group had been given three months' time to submit its report. The group has requested for some more time.

*[Translation]*

#### **Amritsar Sahib Rail Project**

1800. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of Amritsar Sahib-Anandpur Sahib rail project; and

(b) the time by when the said project is likely to be completed?



THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Amritsar to Garhshankar Sahib is already connected with broad gauge rail network. Survey for construction of new rail line from Garhshankar to Anandpur Sahib has been completed. As per survey, the cost of construction of 44.84 km. long line has been assessed as Rs. 532 crore. This project is not sanctioned.

(b) Does not arise as project is not sanctioned.

[*English*]

#### **"Supply of Deep Water Rigs"**

1801. SHRI SUGRIB SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation pact for supply of deep water rigs with foreign company has run into a trouble;

(b) if so, the details of stringent conditions put by said company;

(c) whether such conditions are part of the MoU signed by ONGC with that company; and

(d) if not, the remedial measures taken by ONGC in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) No, Sir.

(b) to (d) Does not arise in view of (a) above.

#### **Modernisation of Miraj Railway Junction**

1802. SHRI PRATIK P. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways plan to develop and modernize the railway junction of Miraj during the current year;

(b) if so, the details thereof; and

(c) the time by when this work is likely to be started and completed?

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

(b) and (c) Following modernization/developmental works have been completed at Miraj railway station:

Provision of Interactive Voice Response System (IVRS), installation of high pressure jet cleaning system, improvement to illumination of circulating area and improvement to surface on platform Nos. 1, 3 & 4.

Following modernization works at Miraj have been planned for completion by 31st March, 2008:

Improvement to First and Second Class waiting rooms (ladies and gents), retiring room, dormitory, platform wall, elevation of station building, improvement to circulating area, extension of cover over platforms, additional foot-over-bridge (FOB), water supply scheme for station and railway colony, provision of signages, glow sign train time table boards, additional water coolers, installation and commissioning of Integrated Coach Guidance System, Train Indicators on platforms, provision of terminal monitor repeater for Unreserved Ticketing System (UTS) and Passenger Reservation System (PRS).

[*Translation*]

#### **Employees of Merged Airlines**

1803. PROF. PREM KUMAR DHUMAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the employees of Indian Airlines merged with the Air India are to get the seniority, pay scales and other facilities at par with the employees of the Air India;

(b) if so, whether these employees are likely to be employed in a separate department like the employees of Vayudoot at the time of its merger with the Indian Airlines;

(c) if so, the reasons therefor;

(d) whether the employees of Vayudoot deprived of the promotion and other facilities from the year 1994 to 1998 after merger are likely to be eligible for the same from the year 1994;

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

(f) if not, the reasons for placing of employees of Vayudoot at the lowest of seniority list?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The approved Scheme of Amalgamation provides that the employees of the erstwhile Air India & Indian Airlines would be employed in NACIL on terms & conditions not less favourable than those applicable to them on the effective date of merger.

(b) There is no such proposal.

(c) Does not arise.

(d) There is no such proposal.

(e) Does not arise.

(f) Consequent to the decision of the Government to provide rehabilitation to the employees of Vayudoot Limited, the Company was merged as a separately identifiable department in erstwhile Indian Airlines in 1994 as Short Haul Operations Department (SHOD). In March, 1998, an in-principle decision was taken to merge the seniority of SHOD employees into the mainstream of Indian Airlines. Accordingly, the seniority of non-technical categories of SHOD employees (including Executive and Officers) was merged into the mainstream of Indian Airlines on voluntary basis in the relevant grade/pay scale as on 1.3.98. Subsequently, it was decided that the remaining SHOD employees who had not opted for merger with the mainstream or opted to retain their seniority in SHOD, will be placed at the bottom of the seniority of the respective cadre/grade/scale of pay as on 1.6.2006. These employees consequent to merger of their seniority into the mainstream will be eligible for career progression as existing in the mainstream.

*[English]*

#### **Pay Revision of PSU's Employees**

1804. SHRI SURESH ANGADI: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of employees working in the various Public Sector Enterprises/Undertakings in the country;

(b) whether the Government is planning for the pay revision of PSU employees;

(c) if so, the details thereof;

(d) the time by which its report is likely to be submitted to the Government;

(e) whether the Government proposes to grant interim relief to the employees till the recommendations are accepted; and

(f) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) As on 31.03.2006, there were 16.49 lakh employees (excluding casual and daily rated workers) in various Central Public Sector Enterprises (CPSEs). This number includes 3.09 lakh executive and non unionized supervisors.

(b) and (c) The guidelines on policy for the 7th Round of Wage Negotiations for unionized workmen in CPSEs have been issued. The managements of CPSEs and the Trade Unions negotiate the wages for the unionized workmen. The Government of India has on 30.11.2006, set up the 2nd Pay Revision Committee for executives and non-unionised supervisors of CPSEs with Mr. Justice M. Jagannadha Rao, as Chairman.

(d) to (f) the committee has been given 18 months period for making its recommendations.

#### **Air Service from Bodhgaya**

1805. SHRI ANANTA NAYAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has a proposal to connect Bhubaneswar with Varanasi via Bodhgaya through air link;

(b) if so, the action taken by the Government thereon; and

(c) if not, the time by which the above proposal would be considered?

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

(b) Does not arise.

(c) As per National Aviation Company of India Limited, the present traffic potential between Bhubaneswar and Varanasi does not warrant introduction of flights on the sector. Further, the Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country, including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.

#### **Minor Legal Heirs**

1806. SHRI NIKHIL KUMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Indian Oil Corporation has fully reconstituted several LPG distributorships in the name of financial partners, on the basis of refusal, to become partner by the minor legal heirs of the original allottees;

(b) if so, the details thereof;

(c) whether the refusal of minor legal heirs are teneable in the eyes of law; and

(d) the action to be taken/has been taken to protect the rights of such minor legal heirs of original allottees of distributors?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Indian Oil Corporation Limited (IOC) has reported that reconstitution in favour of finance partner has been done only in cases where the refusal for continuation of the partnership had come from the spouse who is also the natural guardian of the minor children.

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

#### **Practice of Untouchability and Caste Discrimination**

1807. SHRI N.N. KRISHNADAS:  
SHRI SUBHASH SURESHCHANDRA  
DESHMUKH:  
SHRI BHAILAL:  
SHRI ASADUDDIN OWAIISI:

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

(a) whether the Government is aware of certain reports regarding untouchability and brutal caste discrimination still prevailing in certain parts of the country;

(b) if so, the number of cases registered in this regard and the action taken thereon during the last three years, State/UT-wise; and

(c) the steps taken by the Government to eradicate such social evils?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) The Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 are implemented by the concerned State Governments and Union Territory Administrations. The details in regard to total number of cases registered under the Acts are given in the enclosed Statement.

The State Governments and Union Territory Administrations are addressed from time to time implement provisions of the Acts in letter and spirit and provided due central assistance. A Committee under the Chairpersonship of the Hon'ble Minister of Social Justice & Empowerment has also been constituted, which has so far held three meetings at Delhi, Jaipur and Mumbai within one year. A meeting of the Inter-State Council was also held under the Chairpersonship of Hon'ble Prime Minister exclusively on the subject 'Offences of untouchability against Scheduled Castes and atrocities on Scheduled Castes and Scheduled Tribes'.

**Statement**

*Details of cases registered under the Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 during year 2004, 2005 and 2006*

Sl.No.	State/UT	Cases registered under the Protection of Civil Rights Act, 1955			Cases registered under the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989		
		2004	2005	2006	2004	2005	2006
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	32	61	105	2236	3571	4579
2.	Arunachal Pradesh	0	0	0	0	56	27
3.	Assam	0	0	0	0	498	526
4.	Bihar	4	95	2	1785	1811	2097
5.	Chhattisgarh	0	1	0	769	950	1027
6.	Goa	0	0	0	0	3	4
7.	Gujarat	5	6	4	1070	1538	1155
8.	Haryana	0	0	0	61	288	283
9.	Himachal Pradesh	1	5	2	22	60	107
10.	Jammu and Kashmir	3	1	2	0	0	0
11.	Jharkhand	0	168	45	232	592	620
12.	Karnataka	24	28	26	1232	1913	1918
13.	Kerala	2	0	0	374	427	439
14.	Madhya Pradesh	7	1	1	4135	5970	5711
15.	Maharashtra	31	32	36	922	1057	1284
16.	Manipur	0	0	0	0	0	26
17.	Meghalaya	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	114
20.	Orissa	0	0	0	1407	2041	1502
21.	Punjab	0	1	0	66	139	184
22.	Rajasthan	0	1	0	5391	4657	4877

1	2	3	4	5	6	7	8
23.	Sikkim	0	0	0	0	29	2
24.	Tamil Nadu	2	12	84	891	1207	931
25.	Tripura	0	0	0	1	50	23
26.	Uttar Pradesh	35	28	133	2863	4375	4838
27.	Uttaranchal	0	0	0	133	100	69
28.	West Bengal	0	0	0	28	24	20
29.	Andaman and Nicobar Islands	0	0	0	1	2	17
30.	Chandigarh	0	0	0	0	0	2
31.	Dadra and Nagar Haveli	0	0	0	0	4	3
32.	Daman and Diu	0	0	0	1	2	1
33.	Delhi	0	1	0	9	21	21
34.	Lakshadweep	0	0	0	0	0	0
35.	Pondicherry	20	12	14	0	2	0
Total		126	453	454*	23629	31387	32407*

\*Provisional

\*Provisional

*[Translation]***Supplying Gas through HBJ Pipeline**

1808. SHRIMATI SUMITRA MAHAJAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Madhya Pradesh has sent proposal to the Union Government for supplying gas through HBJ pipeline to the industries and other consumers in Indore;

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

(c) the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Government of Madhya Pradesh had requested to this Ministry on 21.7.2005 for gas supplies to 150 MW power plant to be set up by Madhya Pradesh State Industrial Development Corporation

(MPSIDC) in a Joint Venture format, and allocation Administered Price mechanism (APM) gas for CNG project at Indore, Ujjain and Gwalior.

(b) and (c) Apart from the HVJ network passing through Madhya Pradesh, GAIL has laid Jagoti-Ujjain-Indore-Pithampur-Dewas and Kellaras-Gwalior-Malanpur pipelines in Madhya Pradesh. GAIL is supplying an average quantity of 3.9 million Standard Cubic Metres Per Day (MMSCMD) gas to its consumers in Madhya Pradesh.

In order to implement city gas projects in the state of Madhya Pradesh, GAIL and HPCL have promoted a joint venture company, viz. Aavantika Gas Ltd, in June 2006. This Company has initiated project implementation activities in the city of Indore, and has plans to take up similar projects in Ujjain and Gwalior.

**Opening of LPG Gas Agency in Rajasthan**

1809. SHRI SRICHAND KRIPLANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government proposes to open LPG gas agency under general category in Ramganj Mandi situated in Kota in Rajasthan;

(b) if so, the details thereof;

(c) whether repeated requests are being made by the local representatives in this regard; and

(d) if so, the action taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) No, Sir. However, Ramganj Mandi has been identified as a feasible location and rostered in the marketing plan 1986-87 under Defence category. Though the advertisement for the subject location was released thrice, no suitable candidate could be identified and hence the distributorship could not be commissioned. Indian Oil Corporation Limited (IOC) has reported that they have re-advertised the location Ramganj Mandi on 3.11.2007 for opening of/setting up of LPG distributorship under the new selection guidelines relaxing the eligibility criteria of residence and income.

#### Import of Steel Scrap

1810. SHRI BRAJESH PATHAK: Will the Minister of STEEL be pleased to state:

(a) whether the Government has considered making import of steel scrap cheaper in order to control the rising prices of steel in the country;

(b) if so, the total cost of steel scrap imported in the country each year;

(c) the total percentage of duties levied on such import;

(d) whether the Government proposes to withdraw the import duty altogether; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) Steel sector in the country is deregulated and import price of steel including that of the steel scrap is primarily dependent upon domestic and international market conditions. The Government, therefore, does not determine import price of steel scrap. The import price of metal scrap depends

upon its global demand and the consequential price in the international market.

(b) Data on import of melting scrap, both in terms of value and quantity for the last five years and April-October 2007-08 is given in the table below.

Year	Import of scrap	
	Qty ('000 tonnes)	Value (Rs. Crores)
2002-03	1280	967
2003-04	1497	1471
2004-05	2042	3052
2005-06	3336	4437
2006-07	2185	4406
April-Oct. 2007-08 (Prov.)	1300	3463

Source: JPC

(c) Steel scrap attracts 5% basic customs duty, alongwith 16% countervailing duty, 4% additional duty of customs and 3% cess (2% Education cess and 1% Secondary & Higher Education cess).

(d) and (e) At present Government is not considering any proposal to withdraw import duty on steel scrap.

[English]

#### Funds for Special Employment Exchanges for Physically Handicapped Persons

1811. SHRI HARIBHAU RATHOD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the total number of funds released for special employment exchanges under centrally sponsored scheme for physically handicapped persons for the State of Maharashtra during the last three years;

(b) the details of released funds spent by the State of Maharashtra during the said period;

(c) whether funds have not been released to the State of Maharashtra as per the allocation made in this regard;

(d) if so, the reasons therefor; and

(e) the time by which remaining funds are likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) The Scheme has been transferred to the State Sector with effect from 01.04.2005. No funds were released to Government of Maharashtra during 2004-05 when the Scheme was Centrally Sponsored.

(b) Does not arise.

(c) to (e) State-wise allocation was not made under the scheme. Since, the scheme has been transferred to the State Plan, any further release for the purpose does not arise.

#### ONGC KG Basin Management

1812. DR. BABU RAO MEDIYAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the ONGC KG Basin management went into an agreement with the registered societies engaged in the supply of workmen at KG Basin;

(b) if so, the terms and conditions that are agreed upon;

(c) whether the management are regularizing the services of 60 members of society workers per year; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Yes, Sir. ONGC, Rajahmundry has entered into an agreement with registered co-operative societies for various job contracts of miscellaneous and intermittent nature. The co-operative societies engage workmen based on the job requirement.

(b) The terms and conditions of the agreement are available with ONGC.

(c) and (d) No, Sir.

[*Translation*]

#### Purchase of Ethanol

1813. SHRI RAJIV RANJAN SINGH "LALAN"  
DR. CHINTA MOHAN:

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

(a) whether the oil companies are not buying the stipulated quantity of ethanol produced by the Sugar mills;

(b) if so, the details thereof and the reasons therefore indicating the names of the oil companies that failed to purchase their stipulated quota; and

(c) the names of the States where Sugar Mills have stocks of ethanol for sale alongwith the quantity of ethanol stocked in each State?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Oil Marketing Companies (OMCs) are not in a position **always** to procure the stipulated quantity of ethanol produced by Sugar Mills because of impediments to free inter-state movement of ethanol due to various taxes/fees levied by the State Governments and cumbersome procedure prescribed by them.

A Statement on State-wise position of quantities of ethanol procured by OMCs is enclosed.

(c) No such data is maintained by the Ministry of Petroleum & Natural Gas. Department of Food & Public Distribution has informed that they do not maintain any data relating to stock of ethanol with sugar mills and States.

#### Statement

*State-wise details on the quantity of ethanol finalized and procured by the OMCs for Ethanol Blended Petrol (EBP) programme*

#### (I) Indian Oil Corporation Limited (IOCL)

(in Kilo Liters)

State/Union Territory	Quantity of Ethanol finalized for 3 years	Quantity of Ethanol purchased up to 31.10.07
1	2	3
Uttar Pradesh	86601	30689
Uttarakhand	6000	1308

1	2	3
Delhi	56808	12396
Haryana, Chandigarh	34417	5266
Punjab	39863	5876
Rajasthan	22760	600
Bihar	7678	444
Jharkhand	9307	144
Gujarat, Daman and Diu, Dadra and Nagar Haveli	86300	1152
Maharashtra	79427	7124
Goa	4000	420
Madhya Pradesh	7194	0
Andhra Pradesh	31111	1191
Karnataka	49685	5957
Kerala	1560	0
Tamil Nadu, Pondicherry	72237	635
Total	594948	73202

**(II) Bharat Petroleum Corporation Limited**

Uttar Pradesh	44777	14391
Delhi	40563	8403
Haryana, Chandigarh	21774	588
Punjab	21128	1060
Rajasthan	17706	130
Bihar	9531	144
Jharkhand	7367	48
Gujarat, Daman and Diu, Dadra and Nagar Haveli	29700	40
Maharashtra	68256	2520
Goa	7500	420
Madhya Pradesh	12770	0



1	2	3
Andhra Pradesh	36003	1952
Karnataka	32249	2718
Kerala	12330	0
Tamil Nadu, Pondicherry	51171	259
Total	412825	32673
<b>(III) Hindustan Petroleum Corporation Limited:</b>		
Uttar Pradesh	30509	7321
Uttarakhand	3150	1034
Delhi	31325	6558
Haryana	15972	1166
Punjab	17973	1480
Rajasthan	20893	360
Bihar	4650	0
Jharkhand	6820	60
Gujarat	969	60
Maharashtra	94998	8400
Goa	5100	597
Madhya Pradesh	1092	0
Andhra Pradesh	38568	5188
Karnataka	25848	2905
Tamil Nadu	30863	30
Total	328730	35159

#### Scholarships for Higher Education to SC Students

1814. SHRI MAHAVIR BHAGORA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether obtaining atleast 60 per cent marks has been made as an essential condition for grant of scholarships for higher education to Scheduled Caste students;

(b) if so, whether students studying on free seat only are likely to be eligible for the scholarship under the new rules;

(c) if so, whether the Government has carried out any survey before deciding to implement the said rule; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) The centrally sponsored scheme of Post Matric Scholarship for SC students have been continued during 11th Five Year Plan with modifications (i) In case of professional course it will be available to only those students who are admitted against 'free seats' whether in government or private institutions. (ii) In case of professional courses of private institutions where admission is on the basis of 12th standard examination marks and not through common entrance test, there shall be a bench mark of 60% for availing the scholarship.

These modifications are limited to only professional courses and not applicable to non-professional post matric courses.

(c) and (d) The above modifications have been carried out in consultation with major State Governments like Andhra Pradesh, Karnataka, Maharashtra, Tamil Nadu, Rajasthan & Uttar Pradesh who are implementing the Post Matric Scholarship Scheme.

*[English]*

**Formation of Special Purpose Vehicle by Steel Companies**

1815. SHRI K.C. CHANDRAPPAN:  
SHRI BALASHOWRY VALLABHANENI:  
SHRI GURUDAS DASGUPTA:

Will the Minister of STEEL be pleased to state:

(a) whether the Government has given its approval to form a Special Purpose Vehicle (SPV) by the leading Steel Companies to acquire Coal properties abroad to meet their growing production needs;

(b) if so, the details thereof;

(c) the reason for allowing to acquire Coal mines abroad; and

(d) the total investment involved therein?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) to (d) Yes, Sir. The Government on 8.11.2007 has approved the proposal for setting up of a Special Purpose Vehicle (SPV) with an

initial authorized capital upto Rs. 10,000 crores and an initial equity capital of up to Rs. 3,500 crores. This SPV would comprise the following equity participants from the Public Sector. Steel Authority of India Ltd. (Rs. 1000 crores), Rashtriya Ispat Nigam Ltd. (Rs. 500 Crores), Coal India Ltd. (Rs. 1000 crores), National Thermal Power Corporation Ltd. (Rs. 500 crores) and National Mineral Development Corporation (Rs. 500 crores) which eventual provision for inducting private sector partners also, as and when warranted. This SPV would be empowered with the autonomy and freedom currently accorded to Navaratna companies, without formal Navaratna status.

The main objective of the proposal is to ensure supply of imported met coal of around 5 million tonnes per annum from assets overseas as medium term target to be achieved by 2011-12 and also to be owner of about 500 million tonnes of met coke reserves by 2019-20.

*[Translation]*

**Monthly Review of 15 Point Programme and Sachar Committee Recommendations**

1816. SHRI RAMJI LAL SUMAN:  
SHRI RAJIV RANJAN SINGH "LALAN":

Will the Ministry of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has made any arrangement for the monthly review of the implementation of the 15 point programme for the minorities as well as the recommendations of the Sachar Committee;

(b) if so, the blue print of the said arrangement;

(c) the time from which this arrangement has started working; and

(d) the annual expenditure likely to be made on this arrangement?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) It has been decided to hold monthly review meetings to monitor the progress of implementation of the Prime Minister's New 15 Point Programme for the Welfare of Minorities and the follow-up action on the recommendations of the Sachar Committee. The first review meeting was held on 7th November, 2007. No separate arrangement for expenditure is required for this purpose.

*[English]*

**Recommendation of National Commission  
for Minorities**

1817. SHRI ASADUDDIN OWAISI: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether National Commission for Minorities had recommended that 'Pichde Alpsanhyak Samajik Evam Arthik Yojna' be taken up in the 11th Plan to focus on social, economic and educational development of the minorities;

(b) if so, whether the Planning Commission has opposed this plan;

(c) if so, the reasons therefor;

(d) the reaction of the Government thereto;

(e) whether the Government has taken a final decision in regard to sub-plan for minorities;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (g) The Chairperson of the National Commission for Minorities has written to the Prime Minister last month to advise the Planning Commission to introduce a minority sub-plan in the 11th Plan Period. No decision has been taken in this regard.

*[Translation]*

**Bhatinda Refinery Project**

1818. SHRI RASHEED MASOOD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has released funds for the Bhatinda Refinery Project located in Punjab;

(b) if so, the details thereof;

(c) the time by which the work on the said project is likely to start; and

(d) the target date of the completion of the project?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) As per current funding plan, no Government funding is envisaged for this project. The project is being implemented by Guru Gobind Singh Refineries Limited which is a JV between Hindustan Petroleum Corporation Limited and Mittal Energy Investments Private Limited.

(c) The project activities are already underway with the initial milestone of appointment of PMC & Licensors having been completed. Various non-plant building, Green Belt, etc. are under progress at site.

(d) The project is scheduled for completion in 2010-11.

*[English]*

**Non-Presence of Route Maps**

1819. SHRI P.C. GADDIGOUDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the fact that many tourists are facing hardships to visit monuments dating back to 6th Century at Pattadakallu, Ihole, Badami in Karnataka because of non presence of route map to reach the site through Solapur at Mumbai and Delhi railway stations;

(b) if so, whether the Railways propose to place route maps at Mumbai and Delhi Railway Stations;

(c) if so, the details in this regards; and

(d) if not, the reasons therefor?

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

(b) to (d) Do not arise.

**Broad Gauge line between Villupuram and Dindigul**

1820. SHRI P. MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Planning Commission has accorded sanction for the doubling of broad gauge line between Villupuram and Dindigul;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the future course of action likely to be taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Planning Commission has not accorded "In Principle" approval to the doubling project.

(b) Does not arise.

(c) and (d) The proposal of doubling of Villupuram-Dindigul is not financially viable. Planning Commission has advised to explore possibility of taking up the project with the State Government. Government of Tamil Nadu has been requested to examine and convey their willingness to share atleast 50% cost of the project.

#### Tourism in Himalayan States

1821. SHRI VIJAY BAHUGUNA: Will the Minister of TOURISM be pleased to state:

(a) whether the plans prepared by Uttarakhand Government for promoting tourism in the Himalayan region are pending with the Union Government;

(b) if so, the details thereof; and

(c) the time by which clearance of the Union Government is likely to be given on these plans?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Development and promotion of tourism is undertaken primarily by the State Governments/Union Territory Administrations. The Ministry of Tourism, Government of India, extends financial assistance to the State Governments/Union Territory Administrations for tourism related projects which are identified in consultation and interaction with them under the following schemes:

- (i) Product/Infrastructure Development for Destination and Circuits
- (ii) Information Technology
- (iii) Fairs/Festival/Events
- (iv) Large Revenue Generating Projects

Following projects proposals have been sanctioned for the State of Uttarakhand during the current financial year:

(Rs. in Lakh)

Sl.No.	Name of the Project	Amount Sanctioned
1.	Integrated Development of Pilgrim Circuit at Reetha Sahib and Nanak Matta	466.59
2.	Development of Dhanolti-Chamba-Narendra Nagar Tourist Circuit in Uttarakhand	554.93
3.	Development of Munsiyari as a Tourist destination	452.52
4.	Development of Corbett National Park as a Tourist Circuit	602.00
5.	Virasat Heritage Festival, 2007, Dehradun	05.00

The Ministry of Tourism promotes tourism to all States including Uttarakhand by launching dedicated media campaigns, website and production of publicity & collateral material. Information on all tourism places including destinations in Uttarakhand is disseminated through the Indiatourism offices in India and abroad.

[Translation]

#### Oil Fired Steam Engine

1822. SHRI PUNNU LAL MOHALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the project of technology transfer of oil

fired steam engine has been funded by the Railway Board to use old steam engines;

(b) if so, the details thereof and the extent to which it use be economical;

(c) whether it will more beneficial than the diesel and electrical engine;

(d) if so, the details thereof;

(e) whether old steam engines have been disposed of as scrapes; and

(f) if not, the manner in which old steam engines are proposed to be disposed of?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) One oil fired steam locomotive for Darjeeling Himalayan Railway has been newly manufactured with technical assistance from abroad in heritage interest without payment of consultancy charges. Though diesel and electric tractions are more efficient, a few steam engines need to be kept in service for the interest of heritage and tourism.

(e) and (f) No, Sir. A few steam engines are still available and not being disposed of in the interest of heritage and tourism.

*[English]*

#### **Bed and Breakfast Scheme(s)**

1823. DR. M. JAGANNATH:  
SHRI HEMMAL MURMU:

Will the Minister of CULTURE be pleased to state:

(a) the number of licenses granted to private house owners under "Bed and Breakfast Scheme" during the period from 2006 to 2007, up to September, 2007;

(b) the total guest room capacity created for tourists under the scheme as on September, 2007;

(c) whether the Government proposes to extend the scheme to whole of the country; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Under the Incredible India Bed and Breakfast Scheme, 97 units with 280 rooms have been approved up to September, 2007.

(c) and (d) The Incredible India Bed and Breakfast Scheme was launched all over the country. All the twenty Indiatourism Offices located at various centres in India are authorized to accept applications and facilitate the house owners.

*[Translation]*

#### **Excavation of Site in Rajasthan**

1824. SHRIMATI KIRAN MAHESHWARI: Will the Minister of CULTURE be pleased to state:

(a) whether the remains of the Indus Valley Civilization had been found in Kunda Village of Jaisalmer District, Rajasthan in the year 1999 and the same also had been officially confirmed;

(b) if so, the details thereof;

(c) whether the Archaeological Survey of India has not begun the excavation on this site till date;

(d) if so, the reasons therefor; and

(e) the time by which the excavation on this site is likely to be started?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There is no evidence to suggest that the historical period remains found at Kunda village in Jaisalmer district, Rajasthan are related to the Indus Valley Civilization.

(c) to (e) Keeping in view the level of significance of the historical remains found at Kunda Village, there is no proposal at present to excavate the site by the Archaeological Survey of India.

*[English]*

#### **Quality of Products**

1825. SHRI N.S.V. CHITTHAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether it is a fact that food processing industries are suffering in different overseas market including European Union due to their low standard products;

(b) if so, the details thereof; and

(c) the measures being taken to improve the quality of products of these industries and make them competitive in international market?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) There is no information that food processing industries are suffering in different overseas market including European Union due to their low standard products except marine products where occasionally there are some rejections in EU mainly due to residues of antibiotics.

(b) Indian seafood products occasionally face problems in overseas markets like European Union, on account of detection of residues of antibiotics from aquacultured shrimp. During 2007, 18 Rapid Alert Notifications were issued against export of shrimp consignment from India by the European Union.

(c) For improving the quality of these food products and make them competitive in the international market, Ministry of Food Processing Industries is providing financial assistance in the form of grant under the scheme of Technology Upgradation/Modernisation/Establishment of food processing industries for setting up of new unit or for expansion of existing food processing unit. Under this Scheme, MFPI extends financial assistance to food processing units in the form of grant-in-aid @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to maximum of Rs. 50.00 lakhs in general areas or 33.33% subject to maximum of Rs. 75.00 lakhs in difficult areas. In order to ensure speedy disbursement of the financial assistance, the Ministry has decided to decentralize the disbursement procedure through banks under the Scheme of setting up/modernization/expansion of food processing industries w.e.f. 01.04.07. Now the applicants will be able to avail of grant/assistance through the neighbourhood banks who have already appraised the project and provided loans to them.

The Government of India has also notified limits for certain contaminants and prohibited the use of certain banned items in fish and fishery products processed in the country, at par with EU and US regulations. The

Government of India has issued a notification dated 10.07.2002 prescribing MRLs for pesticides, heavy metals, etc. and banning 20 substances (antibiotics and other pharmacologically active substances) in hatcheries, farms, feed units, pre-processing and processing centres to have a legal base to monitor and regulate use of chemicals in Aquaculture.

Government have adequate facilities as well, to test for residual antibiotic or other environmental contaminants to the lowest sensitivity level as these residues are being tested/monitored in the developed countries. The Government has also decided to set up/upgrade 9 laboratories at a total cost of Rs. 13.5 crore for testing for the presence of antibiotic residues to the sensitivity levels (ppb) prescribed by European Union.

A National Residue Control Programme through monitoring of antibiotics & pesticide residues and chemical elements in Aquaculture production is in place. As insisted by EU the monitoring of residue levels of pesticides and antibiotics in shrimp/fish for assuring quality of farmed shrimps/prawns/fish was taken up and required numbers of samples are being analysed for pesticides and for antibiotics.

The Government is organizing training programmers on implementation of Hazard Analysis and Critical Control Programme (HACCP) to meet the challenging international requirements. The Government has been arranging sector wise various training programmes for technologists, processors, pre-processors, fish handlers, fishermen, boat crew and other persons handling fishery products at various states in the country, to educate them on the hygienic handling of fish at different stages.

The aqua farmers of the country are made aware of the ill effects of antibiotics through regular campaigns in the farming villages.

#### **Freight Corridor Routes**

1826. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to review routes of Freight Corridor as reported in Business Standard dated July 28, 2007;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

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

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

(b) Does not arise.

(c) No changes in the route are considered necessary at this stage as the difficulties in the way of construction as reported are proposed to be taken care of by re-adjustment in alignment.

(d) The Final Location Survey is in progress.

#### **Higher Toxic content in Traditional Medicines**

1827. SHRI BADIGA RAMAKRISHNA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Indian traditional medicines contain more toxic material and due to this some countries have refrained their people from buying the same;

(b) if so, the detail thereof and the reasons for higher toxic content in the Indian traditional medicines;

(c) whether in spite of mandatory testing started by Government of India from January, 2006, many medicines contain toxic content; and

(d) if so, the manner in which the Drug Licensing Authorities ensuring compliance with instructions/rules in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) Information is being collected and will be laid on the Table of the House.

#### **Public Private Partnership for FPI in Andaman and Nicobar Islands**

1828. SHRI MANORANJAN BHAKTA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has any proposal for public private partnership for the infrastructure development in the Andaman and Nicobar Islands on Food Processing Industries (FPIs); and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) Ministry of Food Processing Industries (MFPI) under its Plan scheme provides financial assistance to the project proposals received from various organizations including State Governments for Infrastructure Development for Food Processing Industries as per extant guidelines. No specific proposal for Public Private Partnership for the Infrastructure Development of Food Processing Industries has been received by MFPI from Andaman and Nicobar Islands.

MFPI has submitted a scheme to Planning Commission, which envisages providing financial assistance for setting up of thirty mega Food Parks in the country during 11th Five Year Plan period. The scheme, which is project oriented, aims to provide a mechanism to bring together farmers, processors and retailers and link agricultural production to the market so as to ensure maximization of value addition, minimization of wastages and improving farmers' income. Mega Food Park envisages a well-defined agri/horticultural-processing zone containing state of the art processing facilities with support infrastructure and well established supply chain. The primary objective of the scheme is to facilitate establishment of an integrated value chain, with processing at the core and supported by requisite forward and backward linkages. The scheme envisages Private Sector led initiatives for its implementation.

#### **Loss Making Rail Routes**

1829. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of loss making rail routes in the country;

(b) the details thereof, State-wise; and

(c) the action proposed to be taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There are 111 uneconomic branch lines in the country. Such information is maintained Railway Zone-wise only and not State-wise.

(c) Steps being taken include optimisation of staff strength, dismantling of redundant sidings, exploring the possibility of introduction of rail bus services, observance of economy in operation etc.

#### **LPG Agencies in Rohtak**

1830. SHRI DEEPENDER SINGH HOODA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received any request for opening of New LPG Gas Agency in the District of Rohtak, Haryana;

(b) if so, the present status of the proposal; and

(c) the time by which it is likely to be opened?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) Yes, Sir. Public Sector Oil Marketing Companies (OMCs) have received request for opening new LPG distributorships in District Rohtak at Village Jasia, Rohtak Medical College Complex and Village Kholi.

The LPG requirement of the district is being catered by 18 LPG distributorships appointed by the OMCs, out of which 13 distributors are operating below the viability ceiling limit. Based on the request received, feasibility study was carried out by the OMCs in which it was found that opening/setting up of an independent LPG distributorships in these locations would not be economically viable at this juncture.

*[Translation]*

#### **Post-Matric Scholarships to OBCs Students**

1831. SHRI GIRDHARI YADAV:  
SHRI M. ANJAN KUMAR YADAV:

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

(a) whether the scheme to provide post-matric scholarships to the Other Backward Classes students has not been proved successful;

(b) if so, the details thereof;

(c) the steps taken by the Government to ascertain the reasons behind the failure of the scheme and to remove them; and

(d) the success achieved by the Government by the steps taken so far?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) The Scheme has been successful for educational empowerment of students of Other Backward Classes in various State Governments/UT Administrations. The Ministry has released a sum of Rs. 154.48 crores to benefit 12.63 lakh students belonging to OBCs during the 10th Plan.

*[English]*

#### **Opening of Petroleum Retail Outlets by Private Sector**

1832. SHRI ABU AYES MONDAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has allowed private sector to open petroleum retail outlets throughout the country;

(b) if so, the details of the approvals;

(c) whether the Government is aware that prices charged at these outlets are much higher than the Government rate;

(d) if so, whether the Government has formulated any policy to control the prices charged by the private sector; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) As per Resolution of 8th March, 2002 Government have granted authorization to market transportation fuels to four private companies namely, M/s. Reliance Industries Limited (RIL), M/s. Essar Oil Limited (EOL), M/s. Shell India Marketing Pvt. Limited (SIMPL) and M/s. Reliance Petroleum Limited (RPL).



(c) to (e) The prices of sensitive petroleum products are fixed by the Public Sector Oil Marketing Companies (OMCs) in consultation with the Government. Private Oil companies are not subject to pricing restrictions by the Government and are free to take their pricing decisions on commercial considerations.

[*Translation*]

#### Setting up of Oil Refineries

1833. SHRI RAJNARAYAN BUDHOLIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of refineries in operation presently in the country;

(b) whether the Government are contemplating to set up some more refineries in other places of the country;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the quantity of products being refined in a month by the refineries operating presently in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) 17 refineries in Public Sector and 2 refineries in Private Sector are presently operating in the country.

(b) to (d) The refinery sector was delicensed in June, 1998. Since then, a refinery can be set up anywhere in India by Private or Public Sector Enterprise depending on the promoters' assessment of its viability. It is not the Central Government, but Public and Private Sector Enterprises who consider proposals for setting up refineries. The following three Public Sector Undertakings have proposed to set up new refineries:

Company	Refinery	Capacity (MMTPA)*
IOCL	Paradip (Orissa)	15.00
HPCL	Bhatinda (Punjab)	9.00
BPCL	Bina (MP)	6.00

\*Million metric tonnes per annum

(e) The average monthly crude oil processed and products produced by the existing refineries during April to September, 2007 were 12.5 million metric tonnes (MMT) and 11.9 MMT respectively.

#### Investments In Undertakings

1834. SHRI KASHIRAM RANA:  
DR. DHIRENDRA AGARWAL:

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

(a) whether the Government has formulated any policy regarding investments in undertakings;

(b) if so, the details of the policy and the main features thereof;

(c) the steps taken by the Government to implement that policy; and

(d) the details of the undertakings in which the Government has made investment during the last three years?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (c) Investments in the Central Public Sector Enterprises (CPSEs) have been the result of the plan provision under the Five Year Plans, Public Sector Investment in CPSEs is undertaken by the respective Ministries to meet the required investment as per approved plan.

(d) As per available information, the following investments have been made in public enterprises during the last 3 years.

(Rs./Crore)

Year	Amount
2004-05 (RE)	85294.02
2005-06 (RE)	115446.43
2006-07 (RE)	138354.79

The details of investment in different public enterprises is given in Statement No. 14 of Expenditure Budget Volume-I of respective years, which is a public document and has been laid in both the Houses of Parliament.

*[English]***Petroleum and Natural Gas Regulatory Board**

1835. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Petroleum and Natural Gas Regulatory Board has directed all companies for laying pipelines and city gas distribution new work with the approval from the Government;

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

(c) the name of the companies found violating the Government norms/guidelines in this regard; and

(d) the details of the penalties so far imposed on various companies found violating such norms during 2006-07 and 2007-08?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The Petroleum & Natural Gas Regulatory Board has issued a press note directing that any entity which is laying, building, operating or expanding or which proposes to lay, build, operate or expand a pipeline as a common carrier or contract carrier or city or local natural gas distribution network shall apply in writing to the Board for obtaining an authorization under the Petroleum & Natural Gas Regulatory Board Act, 2006. However, an entity authorized by the Government of India at any time before the appointed day for these activities shall furnish the particulars of such activities to the Board within 6 months from the appointed day. No Company is reported to have violated the norms/guidelines in this regard.

(d) No penalty has so far been imposed by the Board.

**Expansion of Salem Steel Plant**

1836. SHRI K. SUBBARAYAN: Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to set up a full-fledged integrated plant of mining at Salem Steel Plant;

(b) if so, the details thereof;

(c) the expected growth due to proposed expansion of Salem Steel Plant; and

(d) the job opportunities likely to be generated due to expansion of Salem Steel Plant?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) As part of backward integration, Steel Authority of India Limited (SAIL) is installing new steel melting facilities of 180,000 tonnes per annum at Salem Steel Plant to make it an integrated plant. Initially scrap will be used as input material for steel making. However, in future Direct Reducing Iron (DRI) is also being considered as a substitute for it. For this, SAIL has already applied for lease of Kanjamalai iron ore reserve to the Govt. of Tamil Nadu.

(c) The expansion plan envisages a production of 0.34 Million Tonne (MT) per annum of saleable steel from the current level of 0.18 Million Tonne (MT) per annum.

(d) Additional facilities proposed to be installed under expansion plan of Salem Steel Plant will provide direct and indirect employment opportunities though their exact numbers have not been quantified at this stage.

**Investments in the African Countries for Fuel Supply**

1837. SHRI BALASHOWRY VALLABHANENI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposed to invest about 12 billion dollars in the African countries for ensuring fuel supply;

(b) if so, the details of the proposals; and

(c) the time by when the investment is likely to yield results?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The National Common Minimum Programme lays emphasis on the need to put in place policies to enhance the country's energy security. One of the significant steps is related to Equity Oil and Gas abroad. Govt. therefore, encourages oil PSEs to acquire oil & gas assets abroad. Oil PSEs after examining various proposals and after finding it fruitful acquire oil and gas assets abroad.

*[Translation]***Air Services from Allahabad**

1838. SHRI SHAILENDRA KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to operate air services with small eighty seater aircraft from Allahabad;

(b) if so, the details thereof;

(c) whether the Government proposes to permit private airlines to start operations from the city;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Alliance Air is commencing six flights per week w.e.f. 28th November, 2007 on Delhi-Allahabad-Delhi sector with 48 seater ATR-42 aircraft.

(c) to (e) Jetlite is already operating three flight per week on Delhi-Gorakhpur-Allahabad-Delhi sector with 50 seater CRJ aircraft. Moreover, Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country, including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.

**Revival of HEC**

1839. SHRI HEMMAL MURMU: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has formulated any action plan to complete the revival work of Heavy Engineering Corporation (HEC), Ranchi;

(b) if so, whether any talks have been held with the Union Government, State Government and others in this regard;

(c) if so, the details thereof; and

(d) the infrastructure and financial assistance provided by the State Government and others for revival of HEC?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) Yes, Sir. The Government has already formulated a revival plan for HEC.

(b) to (d) Yes, Sir. Revival and Financial Restructuring of the Company was approved by the Government in December, 2005 and subsequently by High Court of Jharkhand in February, 2007. The total cost of the revival package was Rs. 2121.30 crore (excluding Government Guarantee of Rs. 150 crore) to be shared by Government of India and Government of Jharkhand, Government of India has already provided financial assistance of its part for Rs. 1218 crore (conversion of plan loan into equity Rs. 15.27 crore, waiver of non-plan loan and interest on plan and non-plan loan of Rs. 1101.03 crore and bridge loan of Rs. 102 crore) and Government Guarantee of Rs. 150 crore has also been provided.

The revival plan was lastly discussed between Government of India and Government of Jharkhand on 10.5.2007. Government of Jharkhand was requested to release its share of the package as per order of the High Court of Jharkhand. The State Government of Jharkhand is yet to provide any assistance as envisaged in the revival plan.

*[English]***Artificial Limbs for Poor Disabled Persons**

1840. SHRI M. SREENIVASULU REDDY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Artificial Limbs Manufacturing Corporation of India (ALIMCO) has been manufacturing and supplying artificial limbs; and

(b) if so, the manner in which the Corporation caters to the needs of poorer segments of the disabled persons and optimize the cost of production of various aids and appliances?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) ALIMCO is a non-profit company registered under Section 25 of the Companies Act, 1956.

It is an ISO-9001-2000 company.

ALIMCO has adopted various cost reduction measures to optimize cost of production without sacrificing the quality standard of its products.

### **Opening of Gas Agencies**

1841. SHRI SUKDEO PASWAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil PSUs have not allotted any gas agencies since 2003;

(b) if so, the reasons therefor;

(c) whether few LOI issued in the year 2003, have not been given agencyship so far;

(d) if so, whether present strength of gas agencies in all over the country is sufficient to fulfil the day to day requirement of LPG; and

(e) if not, the reasons for stopping the allotment of new gas agency?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) No, Sir. Public Sector Oil Marketing Companies (OMCs) have allotted 1167 LPG distributorships in the country since 2003.

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

(c) Yes, Sir. OMCs have reported that only 35 distributorships allotted since 2003 have not been commissioned till now. Commissioning of the LPG distributorships depends upon the capacity of the LOI holder to identify suitable land and create the necessary infrastructure for setting up of LPG distributorship in all cases except for SC/ST category, where OMCs are required to provide the same.

(d) and (e) As on 1.10.2007, OMCs are serving 979.8 lakh LPG customers through their 9355 LPG distributorships in the country. OMCs have reported that

at present, there is no overall shortage of LPG in the country and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the requirement of customers registered with the LPG distributors. The setting up of LPG distributorship is a continuous process and involves identifying of a suitable location, arranging land for setting up of godown and other statutory clearances. OMCs have finalized a common industry marketing plan covering 841 locations for setting up of LPG distributorships in the country mainly in rural and urban-rural (semi-urban) locations.

### **Viability Status of Units Under BVFCL and APL**

1842. DR. ARUN KUMAR SARMA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the viability status of the units under Brahmaputra Valley Fertilizer Corporation Ltd. (BVFCL) and Assam Petrochemicals Ltd. (APL);

(b) whether any programme for revamping and expansion the units under BVFCL and APL is under consideration of the Government;

(c) if so, the details thereof indicating the total outlay, amount earmarked and target set for their commissioning during the Eleventh Plan Period;

(d) whether any proposals for supporting the ongoing activities of these two old PSUs are opening for clearance; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (e) The Namrup units of M/s. Brahmaputra Valley Fertilizer Corporation Ltd. (BVFCL) are not economically viable under the New Pricing Scheme for urea units in the country. The company is making losses due to low energy efficiency of its units and inadequate availability of gas for 100% capacity utilisation of units at Namrup.

The revamp of Namrup-II & Namrup-III units was undertaken during the Tenth Plan period and has already been completed in November 2005. The company has asked for some special dispensation under the New

Pricing Scheme for making its operations economically sustainable. The company has asked for higher energy present norm at 12.70 Gcal per MT for Namrup-II unit and 12.78 Gcal per MT for Namrup-III unit. It has also asked for recognition of capital investment in the plant beyond the cut off date of March 2003 under New Pricing Scheme for urea units, for finalisation of its concession price. The proposal of the company is being looked into by the Government.

There is no public sector undertaking by the name of Assam Petrochemicals Ltd. (APL) under the Ministry of Chemicals & Fertilizers.

#### **Artificial Scarcity of LPG**

1843. SHRIMATI P. SATHEEDEVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that oil companies are creating artificial scarcity of LPG and trying to increase the prices; and

(b) if so, the action taken/being taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) have reported that at present, there is no overall shortage of LPG in the country, and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the requirement of customers registered with the LPG distributors. However, OMCs had reported occasional backlog in certain States/Union Territories due to natural calamities such as floods, road breaches, collapse of bridge and stoppage of work by various sections of employees, transporters and contract labourers, hartals etc. The Government has advised OMCs to liquidate the backlog in the States/UTs by operating the bottling plants on holidays and by extending hours of working.

#### **Funds for Ongoing Projects in Maharashtra**

1844. SHRI MOHAN RAWALE:  
SHRI PRAKASH B. JADHAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new railway projects in Maharashtra and the surveys conducted in that regard alongwith the progress made in these projects;

(b) the funds allocated for these projects so far and the amount spent;

(c) whether the State Government has requested for a special package from the Union Government to complete these projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Five new line projects have been taken up in Maharashtra for which an outlay of Rs. 43 crore has been provided during 2007-08 and anticipated expenditure upto March, 2007 is Rs. 392.17 crore. The works are being progressed as per availability of resources.

34 surveys for new railway lines in Maharashtra have been completed so far.

(c) and (d) As a special case, Ministry of Railways has agreed to process Wardha-Nanded via Yavatmal new line with 40% cost sharing by State Government of Maharashtra. However, Government of Maharashtra has consented for meeting the cost of earthwork and ballast through State Employment Guarantee Scheme (EGS) for Wardha-Nanded via Yavatmal-Pusad new railway line project. Since the offer of State Government is much less than 40% for sharing the cost, they were again asked to share at least 40% cost of the proposed line but the State Government have not consented to share 40% cost of the proposed line.

*[Translation]*

#### **Growth of Air Cargo**

1845. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the targets fixed and the actual growth of air cargo at the main airports of the country during each of the last three years;

(b) the reasons for decline in this regard and the estimated growth is likely to be there in the coming five years;

(c) the steps taken/being taken to strengthen the basic amenities, expansion work, modernisation and to start automatic systems to handle the increasing volume of air cargo; and

(d) the estimated investment required to strengthen and to expand the basic network for the optimum use of the expected increase in air cargo in the coming five years?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The details of the targets fixed and the actual growth of air cargo at the main airports (Mumbai, Delhi, Chennai and Kolkata) of the country during the last three years are given in the enclosed Statement.

(b) There is negligible decline in actual traffic vis-a-vis the targets.

(c) To meet the increasing volume of air cargo, steps have been taken to implement e-trade for transmission of messages electronically among the community partners, Bar Coding of consignments, reduced free period to speed up the clearance of import and export cargo at airports.

(d) The estimated investment required to expand the basic network to increase air cargo in the coming five years is about Rs. 763 crores.

#### **Statement**

*Details of target fixed and the actual growth of Air Cargo on the main airports in the country during each of the last three years*

1	International Cargo (In '00000 MT)	
	Target	Actual
2	3	
<b>Mumbai Airport</b>		
2004-05	2.73	2.73
2005-06	3.03	2.88
2006-07	3.33	3.28
<b>Delhi Airport</b>		
2004-05	2.38	2.37
2005-06	2.58	2.73
2006-07	2.78	2.73

1	2	3
<b>Chennai Airport</b>		
2004-05	1.50	1.46
2005-06	1.65	1.67
2006-07	1.82	1.95
<b>Kolkata Airport</b>		
2004-05	0.32	0.30
2005-06	0.35	0.32
2006-07	0.40	0.36

*[English]*

#### **Drug Producing Small Scale Units**

1846. CH. MUNAWAR HASSAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the name of small scale units associated to major drug producers;

(b) whether these associated units are enjoying facilities of small scale units; and

(c) if so, the action taken against each unit?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (c) It is understood that some associated units enjoy the facilities of small scale units. However, no specific data relating to the names of small scale units associated to major drug producers is maintained by this Department. Certain steps taken by the National Pharmaceutical Pricing Authority (NPPA) viz, detection of cases of violation resulting in first time approval of prices, collection of samples of medicines from the market, improved coordination with State Drug Control Authorities, creating consumer awareness, enforcement of Maximum Retail Price inclusive of all taxes, better monitoring of prices of non Scheduled formulations etc., have resulted in improved enforcement and compliance of the provisions of the Drugs (Prices Control) Order, 1995.

**Investments by Foreign Airline Companies**

1847. SHRI P.C. THOMAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are restriction of investments by Foreign Airlines Companies;

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

(c) whether several such companies are awaiting for clearance from the concerned authorities for more investments; and

(d) if so, the details and steps 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) and (b) Yes, Sir. No direct or indirect investment by foreign airlines companies is allowed in domestic airlines.

(c) At present, this Ministry is not considering any proposal for investment by foreign airline in domestic airlines.

(d) In view of the above, does not arise.

**Prices of Pharmaceutical Products**

1848. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI RAVI PRAKASH VERMA:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

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

(a) whether the prices of pharmaceutical products manufactured in the country are compatible in the international market and are in great demand in the Third World for their quality and cost;

(b) if so, whether there is scope for greater cooperation between India and Third World countries;

(c) if so, the steps taken by the Union Government to harness the third World countries market;

(d) whether there is any proposal to create separate ministry/department for the rapid development of the indigenous pharmaceutical sector; and

(e) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) The quality and pricing of Indian medicines is compatible to the international market. Indian medicines are being supplied to the Third World Countries as they have compatible quality and lower price. There is a scope for greater cooperation between India and Third World Countries.

(c) The Government on its part has provided many fiscal benefits for export of pharmaceutical items in General and certain other non-fiscal measures are also being taken to promote exports. In addition to this, Pharma Export Promotion Council (Pharmaxcil) is facilitating exports by conducting seminars/meetings.

(d) and (e) The Department has received a suggestion from a Hon'ble Member of Parliament for creation of a separate Department or Ministry for the Pharmaceutical Sector.

**Customer Satisfaction by the Airlines Services**

1849. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has come to know about the differences in the level of customer satisfaction between Government airlines and private airlines;

(b) if so, the details thereof alongwith the reasons therefor;

(c) whether any innovative methods have been adopted to keep pace with the level of customer satisfaction in the private airlines, particularly in terms of punctuality and customers comforts;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has not conducted any comparative study on the level of customer satisfaction between Government and private airlines.

(c) to (e) National Aviation Company of India Ltd. (NACIL) has customer services counter at all major airports and customer services section at Headquarters and regions. Customers are provided facilities to send their feedback/observations/suggestions to achieve better customer satisfaction. NACIL endeavours to operate flights as per schedule. However, in the event of unforeseen delays passengers are facilitated through alternate transport arrangements, assistance in making onward reservations, meals depending upon timings, short hotel stay, full refund of tickets at the desire of passengers etc. NACIL is also providing facilities like e-ticketing on selected routes. E-checking has been provided at Mumbai, which is being extended to other stations. Advance check-in, city-check in etc. are also being offered to the passengers.

#### **Security Lapses at Airports**

1850. PROF. M. RAMADASS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether number of cases of security lapses at different airports have come to the notice of the Government during the last one year;

(b) if so, the details thereof;

(c) whether any action has so far been taken against the quality including the security personnels of airports;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to check the security lapses at airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A total of 22 cases of intrusion and other security lapses have been reported at various airports by Bureau of Civil Aviation Security.

(c) to (e) The intruders were handed over to the Police for legal action. The guilty security staff were removed from duties, put under suspension pending inquiry and one of them, after enquiry, has been removed from service.

At all airports in the country, the security measures are taken according to ICAO Standards and Recommended Practices and NCASTP (National Civil

Aviation Security Programme). Constant monitoring of security arrangements is being done to avoid any security lapses. AVSEC (Aviation Security) courses are conducted. Regular screener certification tests are being done. Whenever any security lapse occurs, a detailed inquiry is conducted and action taken against the delinquent staff.

#### **Procurement of Rail Security System from Israel**

1851. SHRI VIJOY KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to procure rail security system from Israel and enter into a joint venture with them;

(b) if so, the details thereof; and

(c) the manner in which this would help to strengthen our rail security system to control loss of life and property?

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

(b) and (c) Do not arise.

#### **Old Age Homes**

1852. SHRI BHAILAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is planning to have old age homes in every district;

(b) if so, the details thereof alongwith the capacity of these old age homes;

(c) whether these old age homes will directly come under supervision of the district administration;

(d) if so, whether the Government proposes to give these old age homes administration to Non-Governmental Organisations; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (e) As per section 19 of the Maintenance and Welfare of Parents and Senior Citizens Bill, 2007 State Governments may establish and maintain old age homes in a phased manner, beginning



with at least one in each district to accommodate in such homes a minimum of one hundred fifty senior citizens, who are indigent. The Bill also provides that the State Governments may prescribe a scheme for management of old age homes including standards and services to be provided. Non-Governmental Organisations (NGOs) are provided grant-in-aid for maintenance of Old Age Homes. Day care Centres and Mobile Medicare Units under the scheme of "Integrated Programme for Older Persons".

**Raising of Platform at Jhargram and Sardiha Railway Stations, West Bengal**

1853. SHRI RUPCHAND MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal for raising of platforms at Jhargram and Sardiha railway stations in West Bengal;

(b) if so, the details thereof;

(c) the present status of these proposals;

(d) the time by when the work on these projects is likely to be started and completed; and

(e) the estimated cost of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A proposal for raising of platform at Jhargram station only has been received by South Eastern Railway.

(c) to (e) Consideration of proposal for upgradation/improvement of passenger amenities at stations is an ongoing process and is undertaken through Annual Works Programme depending upon need, availability of funds and other relative priorities.

[*Translation*]

**Shortage of Fertilizers**

1854. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the arrangements have been made to meet the demands of Urea, DAP and the other fertilizers for the rabi crops;

(b) if so, the details thereof;

(c) whether the arrangement of adequate fertilizers have been made at the State Level and Division Levels; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) The demand for Rabi 2007-08 has been assessed at 140.02 lakh metric tones (LMT) for Urea, 49.13 LMT for DAP and 19.61 LMT for MOP. The indigenous production of urea and DAP during the season has been estimated to be about 106.88 LMT and 26.13 LMT and the requirement of MOP is totally met from imports as there are no indigenous sources for its production. The gap between the assessed requirement and indigenous availability are being filled through imports.

(c) and (d) Sufficient availability of fertilizers to sustain sales has been ensured for Rabi 2007-08 at the State level. The State-wise, cumulative month-wise demand, availability and sale of fertilizers during Rabi 2007-08 upto 25.11.2007 is as given in the enclosed Statement.

**Statement**

*Statewise-Requirement, Availability, Sales and Closing Stock of Fertilisers up to November 2007*

**RABI: 2007-08**

Qty in ('000') Mts

Product Name of State	Urea				DAP				MOP			
	Req. up to November 2007	Cum. Avail. up to 25th Nov. 2007	Cum. Sales up to 25th Nov. 2007	Closing Stock as on 25th Nov. 2007	Req. up to November 2007	Cum. Avail. up to 25th Nov. 2007	Cum. Sales up to 25th Nov. 2007	Closing Stock as on 25th Nov. 2007	Req. up to November 2007	Cum. Avail. up to 25th Nov. 2007	Cum. Sales up to 25th Nov. 2007	Closing Stock as on 25th Nov. 2007
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	455.00	557.25	267.69	289.56	135.00	121.45	116.05	5.40	130.00	89.65	82.91	26.74
Karnataka	200.00	205.71	119.16	86.55	57.00	61.97	52.40	9.57	72.50	50.26	28.33	21.93

1	2	3	4	5	6	7	8	9	10	11	12	13
Kerala	34.00	29.83	21.02	8.81	5.80	5.24	3.31	1.93	35.00	24.94	21.24	3.70
Tamil Nadu	220.00	271.19	188.76	82.43	90.00	64.96	50.94	14.02	104.00	94.77	67.03	27.74
Gujarat	320.00	315.25	87.74	227.51	205.00	174.00	122.81	51.19	49.00	42.94	28.58	14.36
Madhya Pradesh	426.06	445.79	299.58	146.21	370.41	245.11	162.42	82.69	45.00	18.63	14.44	4.19
Chhattisgarh	22.00	53.92	5.82	48.10	11.00	9.26	5.61	3.65	2.00	3.27	1.10	2.17
Maharashtra	276.00	356.54	110.01	246.53	74.00	88.66	71.33	17.33	69.00	47.29	25.21	22.08
Rajasthan	385.00	308.96	200.81	106.15	260.00	210.01	190.07	19.94	10.00	4.82	3.15	1.67
Haryana	395.00	417.82	207.79	210.03	345.00	231.52	198.29	33.23	15.00	11.44	5.90	5.54
Punjab	520.00	480.59	293.38	187.21	420.00	240.34	229.39	10.95	25.00	16.14	8.76	7.38
Jammu and Kashmir	10.00	16.52	2.24	14.28	10.00	8.45	6.45	2.00	3.00	0.60	0.55	0.05
Uttar Pradesh	825.00	1106.65	499.59	607.06	650.00	525.46	371.14	154.32	100.00	16.04	10.82	5.22
Bihar	406.00	385.68	155.91	229.77	110.00	94.36	39.77	54.59	40.00	39.90	25.67	14.23
Jharkhand	25.50	17.73	6.70	11.03	17.80	8.86	8.27	0.59	1.75	3.37	3.30	0.07
Orissa	30.00	94.48	15.31	79.17	5.20	18.42	4.15	14.27	8.20	26.77	5.72	21.05
West Bengal	257.50	255.63	131.77	123.86	112.00	59.12	40.07	19.05	90.00	49.72	42.14	7.58
Assam	26.40	48.19	12.40	35.79	9.90	0.19	0.00	0.19	11.00	5.16	0.00	5.16
All India	4860.55	5426.42	2644.93	2781.49	2903.90	2176.63	1678.38	498.25	822.83	554.94	363.64	191.30

[English]

#### **Incentives to Private Entrepreneurs in FPIs**

1855. SHRI KISHANBHAI V. PATEL: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to attract private entrepreneurs to make food processing industry commercially and economically viable by processing and canning the fruits for domestic as well as international market;

(b) if so, the details of incentives proposed to the private enterprises in this regard; and

(c) the details of the centres identified for setting up

of processing and canning the fruits in the country during 2006-07 and 2007-08 so far, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Ministry of Food Processing Industries (MFPI) has been implementing various schemes to attract private entrepreneurs for setting up of new food processing industry including canning of fruits and vegetables. For promotion of fruits and vegetables processing industries, financial assistance is provided by Ministry of Food Processing Industries in the form of grant under the scheme of Technology Upgradation/Modernisation/Establishment of food processing industries for setting up of new unit or for expansion/modernisation of existing fruits & vegetables processing unit including canning unit. Under this Scheme,

MFPI extends financial assistance to food processing units in the form of grant-in-aid @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to maximum of Rs. 50.00 lakhs in general areas or 33.33% subject to maximum of Rs. 75.00 lakhs in difficult areas. In order to ensure speedy disbursement of the financial assistance, the Ministry has decided to decentralize the disbursement procedure through banks under the Scheme of setting up/modernization/expansion of food processing industries w.e.f. 01.04.07. Now the applicants will be able to avail of grant/assistance through the neighbourhood banks which have already appraised the project and provided loans to them.

Government has already exempted fruits & vegetable products from payment of excise duty. The Government has allowed, a deduction of 100% of profit under Income Tax Act, for five years and 25% of profits for the next five years in case of new agro processing industries set up to process, preserve and package fruits and vegetables.

(c) The Ministry of Food Processing Industries schemes are project oriented. Any proposal, which is financially viable and technically feasible for setting up/ expansion/modernization of food processing unit including canning of fruits, is eligible for availing grant from Ministry of Food Processing Industries. Grants released for fruits & vegetables processing units state-wise during 2006-07 and 2007-08 (upto 27.11.2007) is given in the enclosed Statement.

#### Statement

*Grant Released for Fruits & Vegetables Processing Units, State-wise, during 2006-07 and 2007-08 (Upto 27.11.2007)*

(Amount in Lakh)

Detail	Amount
1	2
<b>2006-07</b>	
Karnataka	196.33
Andhra Pradesh	153.93
Punjab	67.70
Nagaland	58.81
Manipur	53.74

1	2
Maharashtra	361.86
Kerala	226.51
Uttar Pradesh	61.71
Jharkhand	25.00
Jammu and Kashmir	5.49
Himachal Pradesh	112.52
Haryana	29.12
Gujarat	84.79
Assam	692.17
Madhya Pradesh	74.75
Uttaranchal	182.74
West Bengal	49.58
Tamil Nadu	120.70
Total	2557.45
<b>2007-2008</b>	
Jharkhand	4.34
Uttaranchal	91.19
Uttar Pradesh	85.40
Tripura	13.87
Tamil Nadu	292.54
Punjab	81.55
Maharashtra	178.91
Madhya Pradesh	11.56
Karnataka	39.31
West Bengal	192.53
Jammu and Kashmir	4.34
Himachal Pradesh	47.97
Haryana	32.91
Gujarat	10.84

1	2
Bihar	7.73
Assam	292.46
Andhra Pradesh	118.66
Kerala	286.50
Total	1792.61
Grand Total	4350.06

### Hostels for SC Students

1856. SHRI M.P. VEERENDRA KUMAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is aware of the fact that hostels built for Scheduled Castes students at various places are being used for other purposes;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken by the Government to get them vacated and put to the use of SC students?

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

(b) and (c) Do not arise.

### "Asset offices in West Bengal, Assam and North East"

1857. SHRI NARAHARI MAHATO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of asset offices of ONGC in West Bengal, Assam and North-East;

(b) the number of primary schools which are being run within the ONGC colonies in West Bengal, Assam and North-East; and

(c) the number of shop establishments provided to businessmen on the rental basis in West Bengal, Assam and North-East?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) ONGC has two asset offices one each located in Nazira (Assam) and in Agartala (Tripura). Apart from this, to support the exploration, production and other operational requirements, there are 04 more offices, two each in West Bengal and in Assam.

(b) As a welfare measure for ONGC employees, 6 (six) schools run within the ONGC Colonies, which impart primary education.

(c) To facilitate easy availability of general items to its employees residing in the colonies in ONGC workcentres, fifty five shops are being run through businessmen on retail basis.

### Training Institute in Goa

1858. SHRI JOACHIM BAXLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has a training institute in Goa;

(b) if so, the details thereof;

(c) the number of personnel trained so far;

(d) the nature of courses conducted so far; and

(e) the details of specific achievements made by the institute?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Oil and Natural Gas Corporation Limited (ONGC) has set up a training Institute, namely Institute of Petroleum Safety, Health & Environment Management (IPSHEM) at Betul, South Goa.

(c) As on 23.11.07 total 22961 personnel have been trained in various training courses.

(d) The theoretical and practical courses on Health, Safety & Environment (HSE) management conducted by the Institute are categorized as Basic, Advanced, Refresher and Accredited Courses, including tailor-made courses suiting to customer needs, and off campus Quality Health, Safety & Environment courses at various work-centers of ONGC.

(e) Institute developed as a role model of international standard having state-of-the art HSE training facilities under one roof including a modern Sea Survival Training Vessel exclusively for offshore going personnel. It is ISO certified (ISO-9001, ISO-14001 & OHSAS/IS-18001). It deputed in-house faculties to countries like Qatar, Sudan, and trained personnel of other E&P companies. It also carried out other studies and International Diploma Programmes in Safety Management and Environment Management.

The Institute won several prestigious awards including Golden Peacock National training Award for years 2001 & 2003, Golden Peacock Environment Management Award for year 2004 and Greentech Environment Excellence Awards for years 2003-04 and 2006.

#### Setting up of Area

1859. SHRI KINJARAPU YERRANNAIDU:  
SHRI PRALHAD JOSHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposed to set up Airport Economic Regulatory Authority (AERA) to review traffic structure for aeronautical services and to monitor pre-set performance standards at Indian Airports;

(b) if so, whether a legislation has been enacted in this regard;

(c) if so, the details thereof;

(d) whether AERA will also monitor Army or Paramilitary Airports; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) An independent Regulatory Authority namely, Airport Economic Regulatory Authority (AERA) is proposed to be set up to perform following functions in respect of major airports: (i) to determine the tariff structure for the aeronautical services; (ii) to determine the amount of the development fees (iii) to determine the amount of the passengers service fee levied under rule 88 of the Aircraft Rules, 1937 made under the Aircraft Act, 1934; (iv) to monitor the set performance standards relating to quality, continuity

and reliability (v) to call for such information as may be necessary to determine the tariff; (vi) to perform such other functions as may be entrusted to it by the Central Government. For this purpose, AERA Bill, 2007 has been introduced in Lok Sabha on 5th September, 2007. The Bill has been referred to the Department related Parliamentary Standing Committee on Transport, Tourism and Culture.

(d) and (e) No, Sir. However, AERA will perform prescribed functions in respect of Civil Enclaves at such airports provided such Civil Enclaves are 'major airports'.

#### New Railway Line in Mizoram

1860. DR. H.T. SANGLIANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether New Line Survey of rail road in Mizoram State regarding Bhairabi-Snirong-Aizawl has been completed;

(b) if so, the details thereof;

(c) if not, the reasons for delay; and

(d) the time by when the said work is likely to be started and completed alongwith estimated cost of the said work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Survey for new Broad Gauge line from Bhairabi to Sairang (51.38 kms) completed. Planning Commission has accorded 'in principle' approval. The proposal has been sent to Planning Commission for appraisal.

[*Translation*]

#### Proposal from SASOL for Conversion of Coal into Oil

1861. SHRI SANTOSH GANGWAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has received any proposal from South African Petrochemical Company 'SASOL' for forwarding the techniques of converting coal into oil;

(b) if so, the details thereof; and

(c) the decision taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) Yes, Sir.

(b) and (c) The proposal was discussed in an Inter-Ministerial Group and the report of the Inter-Ministerial Group indicated that because of many factors the proposal in its present form is not supportable.

*[English]*

#### **Opening of LPG Agencies in U.P.**

1862. SHRI HARIKEWAL PRASAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the names of places in Deoria and Balia districts of U.P. where Liquefied Petroleum Gas (LPG) agencies have been established and since when;

(b) the number of additional connections of liquefied petroleum gas provided to these agencies during each of the last three years;

(c) the number of persons registered with these agencies for new connections during the above period; and

(d) the details of additional connections released and the number of persons in the waiting list, agency-wise in these districts?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Public Sector Oil Marketing Companies (OMCs) are operating 10 and 13 LPG distributorships in Deoria and Balia Districts of Uttar Pradesh respectively. The location and date of establishment/commissioning of these distributorships given in the enclosed Statement.

(b) to (d) New LPG connections are available across the counter for genuine domestic customers and there is no waiting list for release of new connections in Deoria and Balia District of Uttar Pradesh. OMCs have released 31200 and 26418 new LPG connections in Deoria and Balia districts of Uttar Pradesh respectively during the last three years. The details of new connections released distributorship-wise are available with Directors (Marketing) of OMCs concerned.

#### **Statement**

##### *LPG agencies in District Deoria of U.P. State*

Sl.No.	Name of the Distributor	Locations	Date of Establishment
1	2	3	4
1.	M/s Sumitra Indane Gas Service	Bhatni Bazar	24.03.2003
2.	M/s Barhaj Gas Service	Barhaj	24.10.1989
3.	M/s Asha gas	Deoria	20.12.1981
4.	M/s Sri Ganesh Indane	Lar	26.12.2001
5.	M/s Dugdeshwar Nath Indane	Rudrapur	03.06.2002
6.	M/s Deoria Police Line	Deoria	31.07.1999
7.	M/s Deoria Gas Service	Deoria	19.05.1986
8.	M/s Shobha Bharat Gas	Deoria	22.07.2005
9.	M/s Sumitra Bharat Gas Agency	Majhauraj	25.02.2002
10.	M/s Ramesh Bharat Gas	Bhatparani	22.07.2005

1	2	3	4
<i>LPG agencies in District Ballia of U.P. State</i>			
1.	M/s Shardul Indane	Maniyar	23.10.2007
2.	M/s Parmarth Indane Gas Service	Raniganj	23.09.1999
3.	M/s Gautam Indane Sewa Kendra	Rioti	30.09.1999
4.	M/s Chain Shakti Indane Service	Sahtwar	30.09.1999
5.	M/s Vikram Gas Service	Ballia	27.07.1982
6.	M/s Uphar Gas Service	Ballia	06.09.1995
7.	M/s Indane Police Gas Service	Ballia	31.03.2000
8.	M/s Sanjay Bharat Gas	Chidbaragaon	14.01.2002
9.	M/s Rudra Bharat Gas Service	Bansdih	19.02.2002
10.	M/s CBS Gas Service	Rasra	26.12.1993
11.	M/s Vijay Gas Service	Ballia	03.06.2002
12.	M/s Sri Laxmi Gas Service	Sikanderpur	15.03.2003
13.	M/s Om Gas Agency	Balthra Road	14.09.2004

*[Translation]*

**Memorials of Martyrs of First Independence  
Struggle of 1857**

1863. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has taken any initiative to repair/renovation of memorial built in the memory of martyrs of the first independence struggle of 1857;

(b) if so, the details thereof;

(c) whether any memorials have been constructed at the birthplaces of the said freedom fighters or the place of their martyrdom and whether any schemes have been named after them; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Government of India has constituted a National Committee

under the Chairmanship of Hon'ble Prime Minister to chalk out the programmes for celebration of 150th Anniversary of the First War of Independence, 1857; 60th Anniversary of Indian Independence; Centenary of Adoption of Vande Mataram as National Song; and 75th Anniversary of the martyrdom and birth centenary of Shaheed Bhagat Singh. A National Implementation Committee has also been constituted for implementation of programmes and activities in commemoration of these events. The National Implementation Committee has decided to identify a number of sites related to freedom movement for conservation and restoration in consultation with Archaeological Survey of India and Indian Council of Historical Research.

(c) and (d) The National Implementation Committee has approved a proposal that a Memorial for Shaheeds/ Shaheed Minar be established in Delhi.

**Development of Scheduled Castes**

1864. SHRI PUNNU LAL MOHALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has separate details of schemes and programmes implemented by various Ministries and departments for the overall development of the Scheduled Castes;

(b) if so, the details thereof;

(c) whether there is any mechanism for monitoring and assessment of the funds approved and allocated for different development programmes and welfare schemes for the development of the Scheduled Castes in the various Ministries and departments of the Union Government;

(d) if so, the details thereof; and

(e) the details of assessment and monitoring done through this mechanism in Chhattisgarh and other States during the last three years alongwith the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) In pursuance of guidelines issued by the Planning Commission 14 Ministries/Departments are allocating funds under Scheduled Castes Sub Plan for targeted coverage under their schemes. Besides this, the Ministry of Social Justice & Empowerment is also implementing schemes for educational development and socio-economic empowerment of the Scheduled Castes.

(c) to (e) Regular monitoring is done by the concerned Ministries and the Planning Commission. They are also assessed and evaluated periodically and required changes/improvements are carried out. However, this exercise is not undertaken State-wise.

#### **Closing of Gosalpur Dundi Siding**

1865. SHRI RAKESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the closing of Gosalpur Dundi Siding of Jabalpur Railway Division under the West Central Railway Zone;

(b) whether economic losses have been incurred by the said division as a result thereof;

(c) if so, the details thereof; and

(d) the details of the action taken/proposed to be taken for achieving the target of profit?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Gosalpur and Dundi sidings on Jabalpur Division are notified as full rake and half rake terminals respectively. There are no instances of closure of Gosalpur and Dundi Goods shed sidings after their opening. However, there are instances when the loading from and to the sidings have been restricted for short periods due to operational reasons.

(b) No, Sir.

(c) and (d) Do not arise.

#### **Harassment to Passengers by TTEs and Security Staff**

1866. SHRI KULDEEP BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that Travelling Ticket Examiners (TTEs) and security staff deputed at Ambala City railway station are unnecessarily harassing the passengers arriving from far-flung areas, particularly from Uttar Pradesh and Bihar and extorting money from them;

(b) if so, the details thereof;

(c) the steps taken by the Railways to curb extortion and unnecessary harassment being meted out to passengers by the TTEs, despite the fare being same from Ambala City and Ambala Cantt. in respect of passengers coming from a distance of more than 240 Km; and

(d) the measures proposed to be taken by the Railways to issue guidelines to prevent repetition of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No such incidents have come to notice.

(c) and (d) Regular and surprise checks are conducted by vigilance, Commercial and Security Departments to monitor the working of ticket checking and security staff. Staff found indulging in malpractices are taken up under Disciplinary & Appeal Rules. Besides,



Public Grievances Cells both at the Headquarters and Divisional levels are functioning to redress any complaints concerning their working.

*[English]*

**Demand and Supply of Supporting Equipment for Handicapped Persons**

1867. SHRI G.M. SIDDESWARA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the status of demand and supply of supporting equipment for handicapped persons from District Disability Rehabilitation Centres in Kamataka during the last three years;

(b) the measures taken to ensure the supply of equipment as per the demand; and

(c) the details of the camps organized to provide handicap supporting equipment in Kamataka during the last three years, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) The Government has not sanctioned Grant-in-aid to the District Disability Rehabilitation Centres (DDRCs) in Kamataka during the last three years. No proposal for grant-in-aid has been received from the DDRCs in Kamataka for the current year.

(c) Does not arise.

**Reduction in ATF Prices**

1868. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Federation of Indian Airlines (FIA) has sought reduction in custom and excise duties on aviation turbine fuel (ATF) and asked that private firms be allowed to supply fuel;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

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

Sir. The Federation of Indian airlines (FIA) has raised the issue of reduction of basic price and rationalization of taxes on Aircraft Turbine Fuel (ATF) for domestic airlines. The FIA has requested to reduce the customs duty on ATF for domestic operations, Excise Duty on ATF be made 4% and ATF be given 'declared goods' status, thereby attracting a uniform 4% sales tax across India.

(c) The issues of reduction of basic price of ATF and rationalization of taxes on ATF have been taken up with Ministry of Petroleum and Ministry of Finance from time to time. The ATF sold to an aircraft with a maximum take off mass of less than forty thousand kilograms operated by scheduled airlines has been given status as "Declared Goods". Earlier this benefit was available to only turbo prop aircraft without any qualification on the type of operator.

*[Translation]*

**Negotiations with Bangladesh and Burma For Laying Pipelines**

1869. SHRI KIREN RIJJU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether negotiations are going on with Bangladesh and Myanmar for laying pipelines in the States of North-East region;

(b) if so, the details thereof;

(c) whether there is likelihood of adverse effect on India's negotiations with Bangladesh and Burma due to prior agreement between Bangladesh and China regarding purchase of areas of natural gas and their development; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) India had pursued the import of natural gas from A1 and A3 blocks in Myanmar. For evacuation of gas from Myanmar, the option of laying a pipeline through Bangladesh was initially considered. However, as this did not progress owing to differences with Bangladesh, the alternative option of pipeline through north-eastern states of India, bypassing Bangladesh, was also considered. Subsequently, Myanmar has taken a decision to sell the gas to China.

India had also pursued the import of natural gas from Bangladesh. However, Bangladesh held the view that considering their internal demand of gas, they do not have sufficient quantity of gas to export. So presently India does not have a proposal to import gas from Bangladesh.

(c) and (d) Do not arise in view of reply of (a) & (b) above.

*[English]*

#### **New Terminals in Metropolitan Cities**

1870. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to construct more new terminals in the metropolitan cities to decongest the existing stations;

(b) if so, the locations which are identified for the same;

(c) the time by which the new terminals would be constructed;

(d) whether there is also proposal to run shuttle services from one terminus to another to facilitate the passengers to reach their destination;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. One terminal at Anand Vihar in Delhi is under construction to relieve congestion on the existing terminals of New Delhi and Delhi Main stations. Work on this terminal is likely to be completed by 31.03.2009. Terminals for other locations are yet to be decided.

(d) No, Sir.

(e) and (f) Do not arise.

#### **Impact of Low Fare Airlines**

1871. SHRI NAVEEN JINDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has observed an upsurge in the number of air passengers after the induction of low-fare airlines;

(b) if so, the details of increase in the passengers during the last two years;

(c) whether the revenues of Indian Airlines and Air India have been dented as a result thereof;

(d) if so, the details thereof; and

(e) the remedial steps 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) and (b) Yes, Sir. During the years 2005 and 2006 approximately 22.31 million and 32.67 million air passengers travelled on domestic routes respectively. Similarly 35.37 million air passengers travelled on domestic routes in the year 2007 (till October).

(c) and (d) Revenue performance of an airline is dependant on several sectors including increased competition. It is not feasible to quantify the impact of any one factor on the revenue performance of Air India/ Indian Airlines.

(e) The steps taken/proposed to be taken to strengthen the National Carriers are: (i) launching of low cost carrier "Air India Express"; (ii) Merger of Air India and Indian Airlines; (iii) Acquisition of 111 new aircraft; (iv) Product/Service improvements; (v) Dry/Wet leasing of aircraft to expand international footprint; (vi) Formation of Strategic Business Units such as cargo, LCC, Ground Handling, MRO with each one of them being managed as revenue generating divisions; and (vii) Joining a Strategic Alliance to give value added services to customers.

#### **Separation of ATC from AAI**

1872. SHRI L. RAJAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any plan to separate Air Traffic Control (ATC) from the Airports Authority of India (AAI);

(b) if so, the reasons therefor;

(c) whether the Government proposed to set up ATC as a separate company;

(d) if so, the details thereof;

(e) whether separation of ATC from AAI will lead to losing of substantial revenue by AAI; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (f) A Committee set up by the Government, under the Chairmanship of Shri Naresh Chandra, former Cabinet Secretary, to prepare a Road Map for Civil Aviation Sector, has, inter-alia, recommended that ATC services be hived off from the current jurisdiction of Airports Authority of India (AAI), in line with the international trends, and be constituted as a separate corporation entity. AAI has accordingly engaged a Consultant to advise on the following: (i) To examine various options available for corporatization of ANS services and make recommendations thereupon; (ii) To estimate financial, commercial and other benefits, including qualitative benefits, of the corporatization of ANS services as per recommended structure; (iii) To analyze the impact of corporatization of ANS services on AAI, specially in financial and HR terms, and suggest remedial measures, if required; (iv) To suggest an appropriate organogram and economic model for the corporate entity, keeping in background the need for technology upgradation and international practices etc.; (v) To prepare a road-map for creation of the corporation entity with specific milestones; (vi) To advise/assist in the legal/technical/procedural formalities; and (vii) To make such other recommendations, as may be necessary, in this regard. As such, no final decision has been taken in the matter.

#### **National Institute of Food Technology Management**

1873. SHRI K.C. PALLANI SHAMY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether there is a proposal to set up theme centres of National Institute of Food Technology Entrepreneurship and Management (NIFTEM) in various parts of the country, particularly in Tamil Nadu;

(b) if so, the locations identified for setting up of the same; and

(c) the time by which the theme centres are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) National Institute of Food Technology Entrepreneurship & Management (NIFTEM) is being set up as an apex level institute at Kundli in the State of Haryana. The institute will have sectoral and cross-sectoral theme centres focusing on various sub-sectors of food processing. There is no proposal to set up theme centres of NIFTEM in various parts of the country.

(b) and (c) Does not arise.

*[Translation]*

#### **Closed Oil Depot of Indian Oil and Bharat Petroleum**

1874. SHRI GANESH SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware that the oil depot of Indian Oil and Bharat Petroleum situated at Satna, Madhya Pradesh has been closed;

(b) if so, the reasons therefor;

(c) whether the Government are aware of the hardships being faced by the consumers after the closure of the depot; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Two fire incidents occurred first, on 14.06.1997 in the Indian Oil Corporation Limited (IOCL) depot and second, on 17.08.2001 in the Hindustan Petroleum Corporation Limited (HPCL) depot. After the fire incidents in these depots, District Magistrate and Collector of Satna (Madhya Pradesh) had issued notices to these Oil Marketing Companies (OMCs) for closure of the operation in these depots. Both the depots at Satna have been closed due to safety reasons consequent upon issuance of above notices.

(c) and (d) Sufficient supplies of petroleum products to Satna fed market is continuing from Jabalpur and Sagar depots for the past more than one year where adequate infrastructure is available to take care of additional supplies and there have not been any dry outs of

petroleum products at subject location and as such, there has not been any hardship to consumers after closure of the depots at Satna.

#### **Rates of Iron Ore/Finished Goods**

1875. SHRI AVINASH RAI KHANNA: Will the Minister of STEEL be pleased to state:

(a) whether the volatility in the rates of iron-ore and finished goods has put the iron traders in dilemma;

(b) if so, the reasons therefor;

(c) whether the traders have been facing heavy losses; and

(d) if so, the steps being taken by the Government to stabilise the said prices?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) to (d) The rates of iron ore as well as finished goods are deregulated and government has no role in controlling the prices of either iron ore or finished goods. The spot prices of iron ore have seen an upward trend during the last one year. Steel Prices in the retail market have moved up in a range of 2.6% to 12.4% for different steel products, during the three year period from October, 2004 to October, 2007. As regards the losses of traders due to volatility in the rates of iron ore and finished goods, no such data is maintained by the Government.

*[English]*

#### **Policy on Company Owned Company Operated (COCOs)**

1876. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil Corporations have implemented the policy of the Government on the subject of management of 'Company owned Company operated' specially for permanent COCOS;

(b) if so, whether each PSU has framed and circulated its detailed policy in this regard;

(c) if not, the reasons for not implementing the Government order/policy;

(d) whether the Government has dropped the said policy;

(e) if so, the reasons therefor;

(f) the names of permanent COCOS being run by the four oil PSUs in the country; and

(g) the time by when the detailed policy of each PSU would be framed regarding temporary COCOS and permanent COCOS?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (g) The Ministry of Petroleum & Natural Gas vide letter dated 6.9.2006 had issued broad guidelines on operation of Company-Owned—Company-Operated (COCO) outlets based on which the public sector oil marketing companies (OMCs), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC) and Bharat Petroleum Corporation Limited (BPC) were advised to frame their own detailed guidelines. Each OMC is in the process of framing detailed guidelines on the subject.

At present, 556 permanent COCO retail outlets are being run by the OMCs in the country.

#### **Increase in the Drug Retail Prices**

1877. SHRI ADHIR CHOWDHURY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Pharma Industry has urged the Government to allow increase of 3 to 4% on drug retail prices and to introduce tamper proof packaging on medicines as reported in the 'Times of India' dated August 21, 2007;

(b) if so, the details thereof;

(c) whether the Pharma Industry has also urged the Government to adopt stringent measures for sanctioning of manufacturing license to the drug manufacturers; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) Yes, Sir. M/s Nicholas Piramal India Limited represented to this

Department in July, 2007 expressing its concern on the issue of menace of spurious drugs in the country and has given some suggestions to this Department viz., grant of higher Maximum Allowable Post Manufacturing Expenses (MAPE) under DPCO for pilfer proof packaging, review of laws and regulations governing the allotment of manufacturing licenses, revocation of licenses of spurious drug manufacturers, etc. in order to tackle this problem. Since quality of drugs comes under the purview of Drugs and Cosmetics Act, 1940 administered by the Ministry of Health and Family Welfare, that Ministry has been requested to look into this issue. Regarding grant of higher MAPE to introduce tamper proof packaging of medicines the matter is being examined by this Department.

[*Translation*]

#### Backlog of SC/STs in IOC

1878. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total number of employees/officers working with the Indian Oil Corporation (IOC) and the number of Scheduled Caste and Scheduled Tribes amongst them;

(b) the total number of employees appointed during the last three years and the number of the Scheduled Castes and Scheduled Tribes amongst them;

(c) whether there is any backlog with regard to reserved posts; and

(d) if so, the steps taken to fill up the backlog through special recruitment drive?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The total number of officers and non-officer employees working in Indian oil Corporation Limited (IOC) as on 30.06.2007 and the number of Scheduled Castes (SC) and Scheduled Tribes (ST) amongst them are as under:-

	Total	SC	ST
Officers	11861	1979	745
Non-officers	19863	3879	1486

(b) During the last three years, *i.e.*, 2004 to 2006, 1872 persons have been appointed in IOC and out of them, 294 persons belong to SC and 108 persons belong to ST.

(c) As on 30.6.07, the shortfall of SC&ST vacancies in direct recruitment in IOC is as under:-

Group	No. of backlog (Shortage) vacancies as on 30.6.07	
	SC	ST
A	6	4
B	No recruitment is made in this Group	
C	0	0
D	0	8

(d) IOC proposes to fill up the marginal shortfall of SCs in Group 'A' and 'D' in the normal course of recruitment and hence the Corporation is not planning to launch any special drive for the same.

[*English*]

#### Biscuit Industries

1879. SHRI G. KARUNAKARA REDDY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government is aware that several wheat and flour based industries including biscuit industries have been adversely affected due to wheat becoming costlier;

(b) if so, the details thereof;

(c) whether some small industries have been shut down due to this; and

(d) if so, the steps being taken to address these problems?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) Ministry of Food Processing Industries (MFPI) has been mandated for promotion and Development of Food Processing Sector including wheat and flour based industries. MFPI provides financial assistance under its Plan Scheme for setting up/ expansion/modernisation of food processing units including wheat and flour based industries.

Ministry of Food Processing Industries is not aware of any instances where wheat and flour based industries

including biscuits industries have been shutdown due to the wheat becoming costlier.

[Translation]

**Bonus to the Workers of RINL**

1880. SHRIMATI BHAVANA PUNDALIKRAO GAWALI:  
SHRI SANJAY DHOTRE:  
SHRI BAPU HARI CHAURE:

Will the Minister of STEEL be pleased to state:

(a) whether the Rashtriya Ispat Nigam Limited (RINL) has earned crores of rupees as net profit during the financial year 2006-07;

(b) if so, the details of net profit earned by the company;

(c) whether the workers of the aforesaid company were given/will be given some share of the profits earned in the form of Diwali Bonus or in some other manner;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) Yes, Sir. The net profit earned by RINL for the year 2006-07 is Rs. 1363.43 crores.

(c) and (d) The workers of RINL were paid an amount of Rs. 14,000 in the month of October, 2007 under the Annual Performance Reward Scheme.

(e) Do not arise, in view of (c) and (d) above.

**Manufacturing of Drugs**

1881. SHRIMATI SANGEETA KUMARI SINGH DEO:  
SHRI HARISINH CHAVDA:

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

(a) whether drugs are not being manufactured in the public sector pharmaceutical companies during the last three years;

(b) if so, the reasons therefor;

(c) the company-wise details of the quantity of drugs manufactured under public sector during the said period;

(d) the company-wise details of loss incurred and economic assistance provided to run these companies during the said period; and

(e) the efforts made by the Government to revive closed pharmaceutical companies?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) No, Sir.

(b) Does not arise.

(c) The company-wise details of value of production during the last three years are as under:

(Rs. in crores)

Sl.No.	Name of PSU	2004-05	2005-06	2006-07
1.	Hindustan Antibiotics Limited (HAL)	71.24	47.25	54.47*
2.	Bengal Chemicals & Pharmaceuticals Limited (BCPL)	66.28	68.76	52.00*
3.	Indian Drugs & Pharmaceuticals Limited (IDPL)	9.6*	7.2*	17.9*
4.	Karnataka Antibiotics & Pharmaceuticals Limited (KAPL)	115.69	121.00	154.93
5.	Rajasthan Drugs & Pharmaceuticals Limited (RDPL)	16.21	29.00	41.00

\*Provisional

(d) The details of loss incurred and economic assistance provided by the Government during the last

three years are as under:

(Rs. in crores)

Sl.No.	Name of PSU	Year	Net loss	Economic Assistance provided
1.	HAL	(i) 2004-05	(i) 38.54	(i) 7.27
		(ii) 2005-06	(ii) 34.81	(ii) 30.30
		(iii) 2006-07	(iii) +200.49#	(iii) 131.69
2.	BCPL	(i) 2004-05	(i) 3.53	(i) 4.64
		(ii) 2005-06	(ii) 8.45	(ii) 9.73
		(iii) 2006-07	(iii) 4.04*	(iii) 124.19
3.	IDPL	(i) 2004-05	(i) 399.63*	(i) Nil
		(ii) 2005-06	(ii) 353.91*	(ii) 7.00
		(iii) 2006-07	(iii) 346.00*	(iii) 0.95

\*Provisional

#Due to various reliefs and concessions granted by the Government of India, Banks, Financial Institutions and other lenders of the company under the rehabilitation scheme sanctioned by Board for Industrial and Financial Reconstruction (BIFR) amounting to Rs. 239.55 crores, HAL has made a net profit of Rs. 200.49 crores during 2006-07.

(e) Bengal Immunity Ltd., a PSU under this Department is closed. The Official Liquidator has already been appointed by the Kolkata High Court. However, the appointment of Liquidator in respect of BIL has been stayed on a Writ Petition filed by the BIL Employees Union and thereafter this Department on the grounds that a Committee has been set-up to look into the issue of taking over of this Company by other PSUs like BCPL. The Committee has since submitted its report.

[English]

#### Return of One Oil Block in Kutch by Reliance Industries

1882. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has ordered Reliance Industries to return one oil block in Kutch;

(b) if so, the reasons therefor;

(c) whether the Reliance shall have to return four blocks and also pay penalty for not being able to complete the work; and

(d) if so, whether the Government has invited fresh bids for all four blocks including the one at Kutch; and

(e) if so, the time bound programmes framed for it?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) One block namely GK-OSN-97/1 in Kutch has been relinquished by Reliance Industries Limited (RIL) as per the Production Sharing Contract (PSC) provisions.

In addition to the above block, M/s RIL surrendered four exploration blocks to Government of India out of which three were in KG Basin. RIL as Operator has tentatively paid liquidated damages against the Unfinished Minimum Work Programme in respect of the blocks.

The relinquished acreages get recycled and offered in future rounds of NELP Bidding depending on their prospectivity and status of exploration.

### **Blackmarketing of Kerosene**

1883. SHRI MADAN LAL SHARMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of cases of black-marketing of kerosene oil that have come to light since 1999 and the action taken thereon;

(b) whether it has been found that there is a nexus between the civil supplies officials and the kerosene oil dealers;

(c) if so, the steps taken by the Government to check the black-marketing of kerosene oil; and

(d) the details of action taken against such black-marketers?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) Allocation of PDS kerosene is made by the Government of India to different States/Union Territories (UTs) on a quarterly basis for distribution under Public Distribution System (PDS). Further distribution within the States/UTs through their PDS network is the responsibility of the concerned States/UTs. The Oil Marketing Companies (OMCs) undertake regular and surprise inspections of their SKO dealers and take action against the defaulters under Marketing Discipline Guidelines. OMCs have reported that 15 cases of black marketing of kerosene oil have come to light since 1999 upto September 2007. Details of action taken in the above mentioned cases are as under:

Action Taken	Number of cases
Terminated	04
After suspension of sales and supplies, supplies yet to resume	03
After suspension of sales and supplies, wholesale licence restored	08

Government is not aware about nexus between the civil supplies officials and the kerosene oil dealers.

In order to check the black marketing of Public Distribution System (PDS) kerosene, the Central Government have made provisions in the Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, issued under the Essential Commodities Act, 1955,

according to which the dealers cannot sell PDS kerosene at a price higher than the price fixed by the Government or OMCs and that the PDS kerosene dealers should prominently display stock-cum-price board at the place of business including the place of store at a conspicuous place.

Under the Control Orders issued by the Government to prevent diversion and black-marketing of kerosene under the Essential Commodities Act, 1955, State Governments are empowered to take action against those indulging in black-marketing and other irregularities.

Government have also approved a pilot project—'Jan Kerosene Pariyojana' (JKP) for radically revamping the PDS kerosene distribution network with the primary objective of ensuring that this heavily subsidized product is actually made available in the required quantities at subsidized prices to the intended beneficiaries; and secondly, to thus cap, reverse and eventually eliminate the diversion of PDS kerosene for adulteration. One of the salient features of this scheme is that supplies to the sub-wholesale points will be made under the direct supervision and responsibility of the public sector OMCs. The scheme has been launched on a pilot basis in 414 blocks in the country from 2nd October, 2005. The pilot scheme has been further extended upto 31.12.2007.

With a view to checking diversion of subsidized kerosene and in order to monitor the movement of Tank Trucks transporting petroleum products, the Government have advised the public sector OMCs for installing Global Positioning System (GPS) based vehicle tracking system on all the tank trucks. The essential features of the system is that the vehicle carrying PDS SKO is fitted with a device and can be tracked on real time basis from the time it leaves the supply location and till it reaches the destination.

To check adulteration in auto fuels, and also to check diversion of subsidized kerosene, Government have also advised OMCs to introduce marker in adulterants. Public sector OMCs have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. Under the new system, Marker is being put in to curb and eventually eliminate the menace of adulteration of transportation fuels along the supply chain. With the marker's presence, adulteration even with very low levels of kerosene can be detected. MS/HSD Control Order, 2005, SKO Control Order, 1993 and MDG 2005 have been amended for making provision regarding introduction



of marker system in Kerosene to check adulteration. A committee has been set up in the Ministry to monitor the progress of the marker system. Oil Marketing Companies in the Private sector have also been simultaneously asked to introduce marker in Kerosene as is being done by Public Sector OMCs.

[Translation]

#### Royalty of Gas and Petroleum

1884. SHRI JIVABHAI A. PATEL:  
SHRI MANSUKHBHAI D. VASAVA:

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

(a) whether the Government propose to increase royalty of gas and petroleum products; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) There is no such proposal under consideration of the Government at present.

[English]

#### Foreign Pilots in the Cockpit

1885. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether permitting all foreign cockpit crew in Indian flights will pose problems of communication between the cockpit crew and the ATC;

(b) if so, the reaction of the Government thereto; and

(c) the concrete steps 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) to (c) No, Sir. All foreign pilots are subjected to an oral test wherein his/her English proficiency is assessed by a Board of officers of Directorate General of Civil Aviation and only if found satisfactory, their foreign licences are validated to operate Indian registered aircraft.

#### Subsidy on the Petroleum Products

1886. SHRI M. RAJA MOHAN REDDY:  
SHRI K.S. RAO:

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

(a) the details of subsidy being provided on the petroleum products, item-wise, as on date, State-wise;

(b) the expenditure incurred as a result thereof during the last three years, year-wise;

(c) whether the Government proposes to minimise the subsidy in the near future in a phased manner and allow prices of fuel be fixed at par with the market rates; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) The Government is administering the PDS Kerosene and Domestic LPG Subsidy Scheme, 2002 through which the Public Sector Oil Marketing Companies (OMCs) were being paid subsidy at 1/3rd level of 2002-03 at a flat rate from the Union Budget *i.e.* at the rate of Rs. 22.58 per 14.2 kg. Domestic LPG cylinder and Rs. 0.82 per litre PDS Kerosene. The Government has extended the subsidy scheme at the same rates upto 31.3.2010.

The rates of subsidy under the Scheme have been worked out separately for each depot/bottling-plant and subsidy is provided on the actual sales of PDS Kerosene and Domestic LPG made at the depots/bottling-plants. In case of PDS Kerosene, the subsidy is limited to the state-wise allocations.

Subsidy paid by the Government during the last three years for PDS Kerosene and Domestic LPG is given below:

(Rs./Crs.)			
Year	SKO	LPG	Total
2004-05	1146.87	1783.64	2930.31
2005-06	1057.22	1604.77	2661.99
2006-07	969.67	1554.09	2523.76

As passing on the entire impact of the steep increase in the oil prices to the consumers would have resulted in hardship to the common man, the retail selling prices of petrol, diesel, PDS Kerosene and domestic LPG have not been increased in tandem with the international oil prices and Government continues to provide subsidy support to PDS Kerosene and Domestic LPG.

The Government has adopted the principle of equitable burden sharing between the Government and the oil PSUs to protect the interest of vulnerable sections of society. In this context, Government had issued oil bonds to the extent of Rs. 11,500 crore and Rs. 24,121 crore during the years 2005-06 and 2006-07 respectively to OMCs as part of compensation for the under-recoveries incurred by them. For the year 2007-08, Government has approved the issuance of oil bonds to the tune of 42.7% of total under-recoveries. The upstream oil companies have also contributed Rs. 14,000 crore and Rs. 20,507 crore during the years 2005-06 and 2006-07 respectively and Rs. 8,788 crore during the period Apr-Sep' 07, by offering discounts on crude oil and petroleum products. The prices of sensitive petroleum products are fixed by the OMCs in consultation with the Government.

*[Translation]*

#### **Transportation of Cargo by Air**

1887. SHRI HANSRAJ G. AHIR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the transportation of cargo by air has increased in the country after the introduction of special cargo planes on international and domestic routes;

(b) if so, the details of cargo transportation through aeroplanes during the last three financial years;

(c) whether the Government has any information regarding the study conducted by Associated Chambers of Commerce and Industries of India (ASSOCHAM) in respect of comparative increase in cargo by air vis-a-vis railways and shipping during the last three years; and

(d) if so, the details of the percentage increase in international and domestic cargo?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The total Cargo handled (international & domestic in tonnes) during 2004-05, 2005-06 and 2006-07 was 1278472 MT, 1397302 MT and 1550906 MT respectively.

(c) Yes, Sir.

(d) The air cargo has grown by about 19 per cent as against 10.3 per cent and 9.2 per cent of growth in shipping and railways cargo respectively during the last three years. The total cargo traffic of all airports has increased from 15.6 per cent in year 2005-06 to 21.5 percent in 2006-07 recording a compound annual growth rate of 9.5 percent for the last six years.

#### **Congestion in Integrated Train Enquiry System**

1888. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Integrated Train Enquiry System accessible over phone has been evaluated to find out the time taken to access the system;

(b) if so, the details thereof;

(c) whether the system is found to be always engaged most of the time resulting in inconvenience to the people;

(d) if so, the reasons therefor; and

(e) the measures being taken to improve the said situation especially in the metropolitan cities?

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

(b) The time taken to respond a call varies between 2 to 4 second depending upon the call being answered through Interactive Voice Response System (IVRS) or by a call agent.

(c) No, Sir.

(d) Does not arise.

(e) The system is designed to handle 1.67 lac calls per hour while the maximum calls received per hour till date has been 8500 only.

#### **Disbursement of Loans by NBCFDC and NSFDC**

1889. DR. KARAN SINGH YADAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the annual budget of the National Backward Classes Finance and Development Corporation (NBCFDC) and the National Scheduled Castes Finance and Development Corporation (NSFDC);

(b) the details of loans disbursed by these corporations during each of the last three years and the current year under various heads alongwith the number of beneficiaries, State/UT-wise;

(c) whether the loan amount actually utilized by the beneficiaries for the purpose for which it has been provided to them; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) The budget for National Backward Classes Finance and Development Corporation (NBCFDC) and National Scheduled Castes Finance and Development Corporation (NSFDC) by way of equity support from the Ministry in 2007-08 is as under:

NBCFDC	NSCFDC
Rs. 28 Crore	Rs. 40 Crore

(b) to (d) Information is being collected and will be laid on the table of the House.

*[English]*

#### Protection of Monuments in Bagalkot, Karnataka

1890. SHRI P.C. GADDIGOUDAR: Will the Minister of CULTURE be pleased to state:

(a) the fund allocated and released so far for preservation of monuments and memorials at Bagalkot, Karnataka;

(b) the amount actually spent by the Archaeological Survey of India out of the fund till date; and

(c) the details of all the future proposals for tourism development?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There are 111 centrally protected monuments in District Bagalkot.

The details of amount allocated and spent for conservation and preservation of monuments are as under:

Amount allocated (2007-08)	Amount spent till date
-------------------------------	------------------------

Rs. 1,83,38,000/-	Rs. 1,69,54,298/-
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(c) It is not possible to give details of all the future proposals at this stage. However, for development of protected monuments at Badami in Bagalkot District, an amount of Rs. 2,71,56,000/- has been deposited with the Government of Karnataka for the acquisition of land/properties around the monuments.

#### Compensation on Road and Rail Freight

1891. SHRI PRATIK P. PATIL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has provided adequate compensation to the farmers for Rabi Crops during 2006-07 on the road and rail freight in Maharashtra; and

(b) if so, the details of compensation so far provided to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) The freight is paid to the units manufacturing/importing fertilizers after the fertilizer reaches the districts, as per the provisions of New Pricing Scheme for urea and concession scheme for decontrolled P&K fertilizers announced by the Government. The freight is not given directly to the farmers.

The subsidy is transferred to the farmers in the form of subsidized retail price as notified by the Government, at which the fertilizers are available to the farmers. The difference between the normative delivered cost of fertilizer at farmgate level and the notified selling price is paid to the manufacturers/importers as compensation once the fertilizer reaches the district. Hence, compensation to farmers on freight in any particular states does not arise.

#### Supply of LPG in the Himalayan States

1892. SHRI VIJAY BAHUGUNA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any proposal to increase the quota and supply of LPG cooking gas in the Himalayan States to avoid felling of trees for use of timber for cooking;

(b) if so, the details thereof;

(c) whether the Government also proposes to encourage the use of LPG cooking gas in preference to timber in the Himalayan areas by providing additional subsidy to the users; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) have reported that at present, there is no overall shortage of LPG in the country including in the Himalayan States and LPG supplies to distributors are being made by OMCs in accordance with the requirement of customers registered with the LPG distributors.

To ensure that LPG is available throughout the year at all locations including those which are cut off from rest of the country during winter period and/or during rainy seasons, OMCs make special efforts to stock LPG cylinders in these areas.

OMCs have also introduced 5kg domestic LPG cylinders with effect from August, 2002 in order to meet the demand of low-income groups in urban, semi-urban and rural pockets and also extend the reach of LPG to the hilly terrain and interior areas in the country.

(c) and (d) The Government is giving subsidy on domestic LPG cylinders, all over the country. In the recent years, the international prices of petroleum products have increased manifold but Public Sector Oil Marketing Companies (OMCs) have not increased the price of domestic LPG. From the Budget, Government provides a subsidy of Rs. 22.58 per 14.2 kg. domestic LPG cylinder, while the OMCs provide a subsidy of Rs. 165.36 per 14.2 Kg. cylinder, making for a total subsidy of Rs. 187.94 per 14.2 Kg cylinder (during the period April-September, 2007). The Government is also giving freight subsidy for the supply of domestic LPG to the far-flung areas. As on 30.10.2007, the OMCs have suffered under-recoveries of Rs. 215.10 per 14.2 kg domestic LPG cylinder. However, Government and Oil PSUs are absorbing the burden exerted by the high international oil prices.

### **Investment by Multinational Pharma Companies**

1893. SHRI ABDUL RASHID SHAHEEN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether India is emerging as an attractive market for Multinational Drug Companies to invest in Pharma manufacturing and marketing;

(b) if so, the details thereof;

(c) whether the Government has prepared any guidelines to ensure maximum employment of our manpower in these Multinational Companies;

(d) if so, the details thereof; and

(e) the efforts being made to produce high calibre Pharmaceutical experts for Pharma Companies?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) Due to very high number of patients, India is fast emerging as a very attractive market for Multinational Drugs Companies (MNCs) to invest in Pharma manufacturing and marketing. Further, due to improved Intellectual Property Rights Regime there is a renewed interest of MNCs to invest in India. Most of the reputed Multinational companies are selling their products in the Indian Pharmaceutical market.

(c) to (e) MNCs based in India largely depend on the local manpower, particularly at the production level. To fulfill the requirement of trained and qualified manpower for pharma companies as well as to ensure better employment for Indian youth, Government has decided to set up National Institute of Pharmaceutical Education and Research (NIPER) at six locations, *i.e.* Ahmedabad (Gujarat), Hyderabad (Andhra Pradesh), Hazipur (Bihar), Kolkata (West Bengal), Guwahati (Assam) and Rae Bareilly (U.P.). Prior to this, NIPER was operational only at Mohali (Punjab). These Institutes would provide high calibre pharmaceutical experts to suit the need of pharma industry in the present global scenario.

### **Development of Tourism Infrastructure in States**

1894. SHRI IQBAL AHMED SARADGI: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has sanctioned aid/funds for 27 projects in the first four months of this financial year to develop infrastructure in States to promote tourism;

(b) if so, the States that have been granted this aid; and

(c) the place which are being/to be developed in these States?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) During the current financial year 2007-08, the Ministry of Tourism has released Rs. 294.50 crore for 126 projects (upto October 2007) to State Governments and Union Territory Administrations for development and promotion of tourism.

The details of the funds released for the projects to the State Governments/Union Territory Administrations is given in the enclosed Statement.

**Statement**

*The projects sanctioned by the Ministry of Tourism to State Governments/  
Union Territory Administrations during 2007-08*

(Rs. in lakh)

Sl.No.	Name of the Project	Released Amount
1	2	3
<b>Andhra Pradesh</b>		
1.	Development of Kolleru Lake in West Godavari Distt.	358.09
2.	Horsely Hills in Chittoor District, A.P.	207.82
	Total	565.91
<b>Chhattisgarh</b>		
1.	Destination development of Ratanpur	199.65
2.	Destination development of Doongargarh	253.58
3.	Tourist circuit on Raipur-Mukthangan-Champaran-Kodar in Chhattisgarh	532.40
4.	odh rural tourism project	33.64
	Total	1019.27
<b>Gujarat</b>		
1.	Wildlife interpretation park, Amreli	379.00
2.	Nagreshwar rural tourism project	40.00
	Total	419.00
<b>Karnataka</b>		
1.	Bijapur Bidar Gulbarg Circuit	512.78
	Total	512.78

1	2	3
<b>Kerala</b>		
1.	Development of Wayanad in Kerala	161.38
2.	Kodungallur Heritage Circuit	289.40
3.	Pathiramanal Bio Park	400.00
	Total	850.78
<b>Madhya Pradesh</b>		
1.	Destination Development of Salkanpur	341.24
2.	Madhya Pradesh Tourism Day	8.00
3.	Destination development of Shivpuri	237.76
4.	Destination development of Sanchi	370.04
5.	Destination development of Orchha	86.00
6.	Destination development of Tamia	268.54
7.	Gwalior Festival, Oct., 2007	8.00
8.	Ujjain Destination Development	378.67
9.	Rural tourism as village Devpur	32.27
	Total	1730.52
<b>Maharashtra</b>		
1.	Art & Craft village at Goregaon film city	309.21
2.	Chikaldhara and Kalidas Festivals	8.00
3.	Ellora festival	8.00
	Total	325.21
<b>Pudicherry</b>		
1.	Beautification of Beach Promenade	400.00
2.	Revitalization of Gandhi Thidal and Craft Bazar, Pondicherry	213.60
3.	Development of Walkway along the bank of Arasalar and Vanjiar in Karaikal, Puducherry	382.51
4.	Yoga Festival (4-7 Jan, 2008)	4.00
5.	Karaikal Carnival (2nd week of Jan. 2008)	12.00
	Total	1012.11

1	2	3
<b>Tamil Nadu</b>		
1.	Destination development of Chettinad	380.28
2.	Development of Srirangam Tamil Nadu	298.16
3.	Development of Marina beach in Tamil Nadu	394.21
4.	Circuit (Udhyamandalam-Madumalai-Anaimalai, Tamil Nadu)	351.60
5.	Development of Vallore fort area	71.46
6.	Mamallapuram Dance festival, 2008	12.00
7.	National Cultural Festival, Kannayakumari	4.00
	<b>Total</b>	<b>1511.71</b>
<b>Bihar</b>		
1.	Development of Vishnupad Temple	257.44
2.	Development of Revelganj, Chhapra	371.21
3.	Additional CFA for Construction of Huen Tsang Gram, New Nalanda, Bihar	408.93
	<b>Total</b>	<b>1037.58</b>
<b>Jharkhand</b>		
1.	Amadubi rural tourism project	39.95
2.	Deoridh rural tourism project	39.95
	<b>Total</b>	<b>79.90</b>
<b>Delhi</b>		
1.	Development of Kanganheri Water Sports Tourism Project, Delhi	238.30
2.	Development of Chhawla Water Sports Tourism Project, Delhi	332.97
3.	Garden tourism festival	4.00
4.	Qutub festival	4.00
	<b>Total</b>	<b>579.27</b>
<b>Haryana</b>		
1.	Suraj Kund as a Tourist Destination	183.62
2.	Development of Eco-Tourism in Morni-Pinjoire Hills and Sultanpur National Park	263.20
3.	Development of Eco-Tourism in Kalesar	255.20
4.	Development of Dharuhera Tourist Complex	288.52

1	2	3
5.	Development of Hodel Tourist Complex	292.01
6.	Mango festival Pinjore	4.00
7.	Gita Jayanti Utsav	4.00
8.	Heritage festival, Pinjore	8.00
	Total	1298.55
	<b>Himachal Pradesh</b>	
1.	Development of Sihunta-Samote-Jot in Himachal Pradesh as a Tourist Destination	284.00
2.	Development of Tribal Circuit with special focus on Eco-Tourism in Spiti	558.40
3.	Manimahesh	320.00
4.	Development of Eco-Tourism in H.P.	294.57
5.	Development of Outer Seraj	304.00
6.	Computerization/Production of CD-ROMs/VCDs	45.00
7.	Mountain Biking Event	8.00
8.	Himalayan Adventure Race	4.00
9.	Great Himalayan Marathon	4.00
10.	Kullu Dusshera Festival	4.00
	Total	1825.97
	<b>Orissa</b>	
1.	Development of Mahanadi Central Heritage	315.00
2.	Development of Kapildas-Joranda-Saptasajya	230.27
3.	Development of Mahanadi River Heritage	568.16
4.	Development of Sonapur-Khandapara-Narshinghpur-Cuttack-Paradeep	370.88
5.	Development of Harishankar-Nrusinghnath-Ranipurjail as a Tourist Circuit	520.17
6.	Development of Orissa Tourism Information Portal	42.50
7.	Gurukul of Konark Natya mandap rural tourism	40.00
	Total	2086.98
	<b>Rajasthan</b>	
1.	Development of flood-lighting of monuments in Rajasthan	640.00
	Total	640.00



1	2	3
<b>Uttar Pradesh</b>		
1.	Development of Jaunpur as a Tourist destination	352.08
2.	Development of Barsana in district-Mathura, Uttar Pradesh	255.50
	Total	607.58
<b>Uttarakhand</b>		
1.	Pilgrim Circuit	333.82
2.	Development of Dhanaulti-Chamba-Narendranagar in Uttarakhand	439.44
3.	Development of Corbett National Park as a Tourist Circuit	481.60
4.	Development of Munsyari as a Tourist Destination	362.00
5.	International Heritage and Folk festival, Dehradun	3.48
	Total	1620.34
<b>West Bengal</b>		
1.	Development of Eco-Tourism in Jhargram	533.24
2.	Development of Bolpur-Bakreshwar-Nalhati as a tourist circuit Ilkin Birbhum Distt., West Bengal	519.68
3.	Development of Indian Freedom Circuit on Mahatma's Path in West Bengal, Kolkata	181.69
4.	Destination Darjeeling	396.00
5.	Development of Kalimpong as a tourist destination	279.63
6.	Development of Bakkhali, Frasergunj and Sagar Island in South 24-Parganas Distt.	376.55
7.	Proposal for IT Project under Darjeeling Gorkha Hill Council, Darjeeling	45.00
8.	West Bengal food and tourism festival	4.00
9.	Vishnupur mela	4.00
10.	West Bengal tourism festival	3.48
	Total	2343.27
<b>Sikkim</b>		
1.	Development of Assam Lingzey to Khedi Trek Route including other tourist infrastructure in East Sikkim	263.27
2.	Development of Community Park at Bojey and water Garden at Hee Pul under integrated Development of Tourism, West Sikkim	344.44

1	2	3
3.	Construction of flower show pavilion at Namchi in South Sikkim	378.56
4.	Construction of Pony Track and other infrastructure at hanuman Tok, Tashi View point and Ganesh Tok, Gangtok, East Sikkim	344.00
5.	Development of Car Park and meeting Hall at Samdruptse in, South Sikkim	269.40
6.	Construction of View Tower at Abkwakhaani and Foot Trial around Gangtok, East Sikkim	154.50
6.	Construction of Tourist Heritage Centre at Tek in South Sikkim	87.72
7.	Development of Budeg Gadi (Fort) at Central Pandam in East Sikkim	166.99
8.	Development of Buddhist tourist circuit along Cochen Pheri, East Sikkim	177.89
9.	Construction of interpretation hall, Meditation Hall, Reception & Tourism Amenity block, Budha Statue, Sikkim	349.00
10.	Tourist Infrastructure under Jorethang Constituency in South Sikkim	262.36
11.	Development of Nathula-Memencho-Kupup-Gnathang Tourist Circuit in East Sikkim	363.44
12.	Development of lake and its surrounding at Gufa Dara, Hee Bermick, West Sikkim	151.96
13.	Construction of Indian Himalayan Centre for Adventure and Eco-Turism at Chemchey Phase-II in South Sikkim	311.63
14.	Development of Trekking route from cabi to Tamzey including high altitude trek of Dambhoche Jaknthag and Thanguphu in North Sikkim	305.87
15.	Tourist Reception Centre at Rangpo in East Sikkim	362.73
16.	Village Chunbung rural tourism	39.96
17.	Village Tingchim rural tourism	38.97
	<b>Total</b>	<b>4372.69</b>
	<b>Arunachal Pradesh</b>	
1.	Development of Tourist Lodge at Geku in Upper Siang	107.00
2.	Development of Tourist Complex at Tuting in Upper Siang	286.80
3.	Development of Tourist Circuit Itanagar Ziro-Daporji-Basar	607.90
4.	Construction of tourist Complex at Mayudia lower Dibang	337.78
5.	Development & Improvement of Geyakar Sinyi lake near Itanagar	340.80
6.	Development of Mechuka Tourism Destination	353.24
	<b>Total</b>	<b>2033.52</b>

1	2	3
<b>Nagaland</b>		
1.	Project for the year 2007-08 Tizu Kukha & adventure Destination	399.39
2.	Information Technology	39.64
3.	Development of tourist destination at Khensa	367.15
4.	Awarcheka rural tourism project	40.00
5.	Changtongia rural tourism project	40.00
6.	Leshumi rural tourism project	40.00
	<b>Total</b>	<b>926.18</b>
<b>Mizoram</b>		
1.	Development of Southern tourist circuit Phase-II Luglai-Saichho-Thenzwal-Asuk-Hmuifang	565.34
2.	Destination Development of Sakawardi	377.65
	<b>Total</b>	<b>942.99</b>
<b>Assam</b>		
1.	Proposal for CFA under the scheme of tourist circuit development "Baral Valley and Two Hill"	484.34
2.	Development of Tourist Circuit (Western Assam Circuit) Dhubari-Mahamaya-Barpeta-Hajo	398.35
3.	Proposal for setting up of a Sound & Talatal Ghar, Sivasagar	126.83
	<b>Total</b>	<b>1009.52</b>
<b>Tripura</b>		
1.	Durgabari rural tourism project	27.74
2.	Devipur rural tourism project	38.84
3.	Malaynagar rural tourism project	31.74
	<b>Total</b>	<b>98.32</b>

#### **Competitive bidding Formula/Mechanism**

1895. DR. M. JAGANNATH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has recently permitted 'Competitive Bidding' formula/mechanism for sale of natural gas in respect of gas produced by private companies;

(b) if so, the rationale for such decision in the light of monopoly status of gas produces like Reliance;

(c) whether the policy of competitive bidding for fixing price will deprive gas basin States like Andhra Pradesh which are dependent on Administrative Price Mechanism (APM) gas; and

(d) if so, the steps taken/being taken by the Government to fix a reasonable and affordable price for natural gas around APM rates?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) Government constituted an Empowered Group of Ministers (EGoM) headed by Minister of External Affairs to consider and decide issues of gas pricing and commercial utilization of gas under NELP. EGoM has decided the issue of pricing of gas under NELP after considering all relevant material.

In terms of the provisions of Production Sharing Contract (PSC) signed under the NELP regime, the Government does not fix the price of gas. The Government is required to approve the formula/basis on which the prices shall be determined for purpose to valuation of Government take prior to sale of natural gas by the contractor.

Further, contractors have the freedom to sell gas in the domestic market at arms length prices to the benefit of parties to the contract.

**National Institute of Pharmaceutical Education and Research, Hyderabad**

1896. SHRI BADIGA RAMAKRISHNA:  
SHRI L. RAJAGOPAL:

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

(a) whether the National Institute of Pharmaceutical Education and Research (NIPER) has started functioning in Hyderabad;

(b) if so, the details thereof;

(c) the details of courses started in NIPER;

(d) the procedure to get admission in the NIPER; and

(e) the future plans of the Institute in order to start new courses to meet the requirements of the Pharmaceutical Industry?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) Yes, Sir.

(b) The National Institute of Pharmaceutical Education and Research (NIPER), Hyderabad) has been set up with the help of Indian Institute of Chemical Technology (IICT) as Mentor Institute for running a limited number of courses.

(c) Details of courses started are as under:-

M.S. (Pharm) — Pharmaceutical Analysis

M.S. (Pharm.) — in Pharmacology & Toxicology

M.S. (Pharm) — in Medicinal Chemistry

(d) At present, the procedure to get admission in the NIPER is through Joint Entrance Examination conducted by National Institute of Pharmaceutical Education and Research (NIPER), S.A.S. Nagar, (Mohali) Punjab.

(e) The Institute plans to introduce several other courses in Pharmaceutical Sciences/Technology in the future years at post-graduate/doctoral level after approval of the Competent Authority.

**Assessment of New Railway Zones**

1897. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has evaluated the improvement/development in the system as had been laid down while creating new Railway Zones/Divisions in Indian Railways;

(b) if so, the details thereof; and

(c) the extent to which success has been achieved so far in efficiency of the Railways particularly in the punctuality of running of the trains and security of the passengers?

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

(b) With the creation of smaller administrative railway zones, it has been possible to achieve an all round improvement in the functioning of the railways due to better supervision and monitoring. Since all zones contribute to the performance of the Indian Railways as a whole, the improvement in overall performance of the Indian Railways indicate a significant contribution of the new zones, which can be well judged from the following indices:

	2001-02 (Before Reorganization)	2005-06 (After Reorganization)
Passengers Originating (in Millions)	5093	6237
Passengers Earnings (in Crores)	11162.2	17181.99
Freight Loading (in Millions Tonnes)	492.5	727.3
Freight Earnings (in Crore)	24586.8	41754.9
Operating Ratio (in Percentage)	96.2%	78.54%

(c) The punctuality performance of Mail/Express trains over Indian Railways for the last three years viz. 2004-05, 2005-06 and 2006-07 is as under:-

2004-05 (BG)	2005-06 (BG)	2006-07 (BG) (Provisional)
90.8	91.2	91.5

It is pertinent to mention that maintenance of law and order is a State subject and powers to investigate in Indian Penal Code (IPC) crimes are vested with Police. Thus, the Ministry of Railways has to depend largely on them for control of crime over Railways.

However, to provide better security to the travelling passengers in trains and passenger areas, Railways is supplementing the efforts of the State Governments in controlling crime on the Railways by deploying Railway Protection Force to escort trains and on access control duties at Railway Stations with effect from 1st July 2004. The Railway Protection Force staff is being deployed to escort about 1400 trains on an average in addition to about 2200 trains being escorted on an average by Government Railway Police.

#### **Touch Screen Terminals at the Railway Stations**

1898. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of names of railway stations where Touch Screen Terminals have been provided during 2006-07 alongwith expenditure incurred thereon, zone-wise;

(b) whether the Railways propose to provide more Touch Screen Terminals at other railway stations in the country; and

(c) if so, the details of names of railway stations selected for provision of such facility during 2007-08 alongwith the expenditure to be incurred thereon, zone-wise?

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

#### **Flights from Kolkata Airport**

1899. SHRI PRABODH PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the Indian Airlines flights in operation as on date alongwith their routes from Kolkata Airport;

(b) whether the Government proposes to introduce more direct flights from Kolkata to Delhi and other metropolitan cities;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) From Kolkata, National Aviation Company of India Limited (NACIL-I) (erstwhile Indian Airlines) is operating 21 Flights/Week (F/W) each to Delhi and Guwahati; 14 F/W each to Mumbai and Agartala, 11 F/W to Silchar; 7 F/W each to Bangalore, Chennai, Port Blair and Dimapur; 5 F/W to Dibrugarh; 4 F/W each to Jaipur (via Ahmedabad), Imphal (via Aizwal) and Chennai (via Bhubaneswar); 3 F/W each to Bagdogra, Ahmedabad (via Jaipur), Aizwal (via Imphal); 2 F/W to Jorhat (via Tezpur) and 1 F/W each to Jorhat (via Shillong) and Tezpur (via Shillong). NACIL-I is also operating 1 F/W to Yangon; 6 F/W to Kathmandu and 1

F/W to Yangon (via Gaya) from Kolkata as well as 6 freighter services per week on Kolkata-Guwahati-Imphal-Agartala-Kolkata sector.

(b) to (d) NACIL-I is in the process of inducting a new fleet of 43 A320 family aircraft, of which seven aircraft have already been received by the airline, with the remaining aircraft to follow at an average of about 1 aircraft per month till March, 2010. The airline plans to utilize the new aircraft to add flights on key competitive routes, including the metro sectors such as the Kolkata-Delhi route, subject to market conditions.

#### **Retail Price of Complex Fertilizers**

1900. SHRI SUGRIB SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to lower the retail price of complex fertilizers in the country;

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

(c) whether the Government proposes to give any package for fertilizer manufacturers to compensate them for lowering the retail price; and

(d) if so, the details thereof and criteria fixed for such compensation?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) There is no decision on any change in retail price of fertilizers including the complex fertilizers.

(b) to (d) In view of (a) above, question do not arise.

*[Translation]*

#### **Sale of ITDC-Hotels**

1901. SHRI GIRDHARI YADAV:  
SHRI M. ANJAN KUMAR YADAV:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government is aware that many big hotels of India Tourism Development Corporation (ITDC) have been sold on throw away prices;

(b) if so, the details thereof during the last three years;

(c) the name of the agency which has been entrusted to conduct the inquiry work; and

(d) the present status of the inquiry and the time by which the said inquiry is likely to be conducted?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The Government disinvested 19 ITDC hotel properties including one hotel given on lease-cum-management contract basis during 2001-2002 and 2002-2003 in pursuance of the Policy on Disinvestment.

(b) During the last three years, no ITDC hotel has been sold.

(c) The Government has not instituted any such inquiry.

(d) Does not arise.

#### **Fee for Commercial Pilot Training Course**

1902. DR. LAXMINARAYAN PANDEY:  
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to formulate any scheme to slash the fee for commercial pilot training course and making it common man oriented;

(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) to (c) No, Sir. The cost of flying training is commensurate with cost of inputs for such training. The Government does not regulate the flying training charges at flying clubs.

*[English]*

#### **Revival of MAMC**

1903. SHRI ABU AYES MONDAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is keen to revive Mining and Allied Machinery Corporation Limited (MAMC), Durgapur;

(b) if so, the details thereof; and

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

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (c) Mining and Allied Machinery Corporation (MAMC) is under liquidation since 26.05.2003 as per the order of Hon'ble High Court of Calcutta. All the assets of the MAMC are under the custody of Official Liquidator appointed by High Court of Calcutta.

Coal India Limited and Damodar Valley Corporation (DVC) made an application before High Court of Calcutta for taking over the company in liquidation as a going concern. High Court of Calcutta has vide order dated 5.10.2007 stayed the sale of the assets of the company for a period of 14 weeks to enable Coal India Limited and DVC to assess the financial position of the company in liquidation.

[*Translation*]

#### Tourist Offices

1904. SHRI KASHIRAM RANA:  
SHRI TUKARAM GANPAT RAO RENGE PATIL:

Will the Minister of TOURISM be pleased to state:

(a) the number of foreign tourists send to India by tourism offices in foreign countries, tourism office-wise details during the last three years;

(b) the details of expenditure incurred on these tourism offices separately during the last three years;

(c) whether the Government has reviewed the functioning of these tourism offices;

(d) if so, the details thereof; and

(e) the strategy adopted by the Government on the basis of conclusion of the review?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Details of tourist arrivals from different regions covered under the jurisdiction of the Indiatourism Offices overseas, during the last three years, are given below:

Region	Tourist Arrivals		
	2004	2005	2006
North, South and Central America (Covered by offices in New York, Loss Angeles and Toronto)	685129	804394	904747
Europe & UK (Covered by offices in Frankfurt, Paris, London, Milan and Amsterdam)	1117087	1427077	1651936
West Asia & Africa (Covered by offices in Dubai & Johannesburg)	236626	253800	275716
Australiasia (Covered by offices in Sydney and Singapore)	302339	349764	403518
East Asia (Covered by office in Tokyo)	203856	235219	298629

(b) The expenditure incurred by Indiatourism offices overseas, both for promotional/marketing activities and for establishment expenses, during the last three years is as given below:-

(Rs. in lakh)

	2004-05	2005-06	2006-07
Plan Budget (for promotional and marketing activities)	5807.25	8375.00	9400.00
Non-Plan Budget (for establishment expenses)	1786.09	1893.17	1979.47

(c) Yes, Sir. The Ministry approves the Annual Action Plan of each office at the beginning of the year and reviews the progress of offices from time to time.

(d) and (e) The Ministry of Tourism, through its Indiatourism offices abroad, promotes India as a preferred tourist destination in key markets overseas. A series of promotional activities are undertaken to further increase tourist arrivals to the country. This includes advertising, participation in fairs & exhibitions, organizing seminars, workshops & road shows, publication of brochures, offering joint advertising and brochure support and familiarization tours of media personalities, tour operators and opinion markers.

*[English]*

#### **Indian Aspirants in the Flying Schools Abroad**

1905. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large number of Indian students went abroad for flight training every year;

(b) if so, the number of Indian students who went abroad during the last three years, till date;

(c) whether cases of mishaps involving Indian aspirants at flying schools abroad are on the rise;

(d) if so, the details of such incidents noticed during the said period;

(e) the reasons for which Indian flying training students prefer training abroad; and

(f) the steps taken by the Government to check such trend among Indian students?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government does not maintain any such records.

(c) and (d) Flying training undergone by Indian aspirants at Flying School Abroad is monitored by the regulatory authority of respective countries.

(e) and (f) Training in India or abroad is a matter of individual choice of the trainee. The existing flying training institutes in India are trying to cope with the increasing demand of pilots in the industry. To further ease the

situation, the Government has taken various steps. These include upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through the Directorate General of Civil Aviation/Aero Club of India.

#### **Management of IGRUA**

1906. SHRI BALASHOWRY VALLABHANENI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has decided to handover the management of Indira Gandhi Rashtriya Udan Academy (IGRUA) in Rae Bareilly to CAE Inc. of Canada for better and more professional management;

(b) if so, the details and the targets being fixed for academy; and

(c) the extent to which this will bridge the gap between demand and supply of pilots?

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

(b) Under the proposed management contract the annual capacity of Indira Gandhi Rashtriya Uran Akademi (IGRUA) would be increased from 40 trainees to 100 trainees per year and the training period will be reduced from two years to one year.

(c) At present, there is a shortage of 804 pilots, which is being met by recruiting foreign pilots by the airlines. The proposed management contract would help IGRUA to train 60 more pilots annually and would bridge the gap between demand and supply of pilots to some extent.

*[Translation]*

#### **Commercial Pilot Training to SC/ST Persons**

1907. SHRI SHAILENDRA KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has made provision to impart commercial pilot training only to 20 persons from the Schedule Castes/Scheduled Tribes all over the country;



(b) if so, whether the Government is considering to increase the number of persons;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The Indira Gandhi Rashtriya Uran Akademi (IGRUA) an autonomous institute under Ministry of Civil Aviation has a scheme of reservation of seats for Scheduled Castes/ Scheduled Tribes students upto 15% and 7.5% respectively. There is no separate provision for imparting training for Commercial Pilot Licence (CPL) to persons from Scheduled Castes and Scheduled Tribes. Directorate General of Civil Aviation (DGCA) also provides subsidised training to 40 SC/ST candidates upto Private Pilot Licence (PPL) level.

*[English]*

#### **Model Production Sharing Contract**

1908. SHRI ASADUDDIN OWAISI:  
SHRI NIKHIL KUMAR:

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

(a) whether some recommendations in the Model Production Sharing Contract has been made by the Empowered Committee of Secretaries;

(b) if so, the details thereof and time by which the final decision is likely to be taken in this regard;

(c) whether the offshore oil and gas exploration companies have agreed to the proposal of the Government;

(d) if so, the expected revenue to be generated by the Government on such deals; and

(e) the terms and conditions laid down by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) Before every round of New Exploration Licensing Policy (NELP) is launched, consultations are held with all stakeholders to suggest and incorporate improvements in Bid Evaluation Criteria

(BEC), Notice Inviting Offer (NIO) and Model Production Sharing Contract (MPSC). The same process is being followed for the upcoming Seventh round of NELP (NELP-VII). The Empowered Committee of Secretaries has recommended some changes in the biddable criteria including categorization of blocks. These recommendations will be incorporated in the NELP-VII.

(d) and (e) As per Production Sharing Contract (PSC), the Government share of Profit Petroleum is biddable.

*[Translation]*

#### **Derailment of Varanasi-Ranchi Intercity Express**

1909. SHRI HEMMAL MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of incident of derailment of Varanasi-Ranchi Intercity Express as reported in the 'Dainik Jagran' dated November 12, 2007;

(b) if so, the details thereof alongwith loss of lives and properties therein;

(c) the reasons for cause of the said incidents;

(d) the compensation/ex-gratia payment and other relief measures provided to the victims; and

(e) the details of inquiry ordered into the said incident, its findings and the action taken against the officials/ persons found guilty?

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

(b) It was on 10.11.2007 that 8612 Dn. Varanasi-Ranchi Intercity Express derailed between Richughuta-Chetar stations of Barwadih-Barkakana Section of Dhanbad division, East Central Railway. There was no loss of life in this accident. The loss of properties on account of this accident was Rs. 23,50,350/-.

(c) Prima facie cause of this accident is sabotage.

(d) There being no loss of life or injuries, the question of payment of compensation/ex-gratia and other relief measures does not arise.

(e) A Departmental inquiry committee has been ordered to inquire into this accident. The inquiry report of the committee is awaited.

*[English]***Supply of LPG Cylinders**

1910. SHRI HITEN BARMAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the percentage of West Bengal population being served by LPG as on 31st October 2007;

(b) the time by when entire State of West Bengal are proposed to be provided with LPG cylinders;

(c) whether the Government propose to give some concession in the gas cylinders to poor families in the State;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) As on 01.10.2007, Public Sector Oil Marketing Companies (OMCs) were serving 49.6 lakh domestic LPG customers in the State of West Bengal, covering 31.3% of population, as per census of 2001.

OMCs have finalized a common industry-marketing plan covering 64 locations in the State of West Bengal for setting up of new LPG distributorships. Advertisement for the same has since been released on 16.09.2007 and the last date was 07.11.2007.

(c) to (e) The Government is giving subsidy on domestic LPG cylinders, all over the country. In the recent years, the international prices of petroleum products have increased manifold but OMCs have not increased the price of domestic LPG. From the Budget, Government provides a subsidy of Rs. 22.58 per 14.2 kg. domestic LPG cylinder, while the OMCs provide a subsidy of Rs. 165.36 per 14.2 kg. cylinder, making for a total subsidy of Rs. 187.94 per 14.2 kg. cylinder (during the period April-September, 2007). As on 30.10.2007, the OMCs suffered under-recoveries of Rs. 215.10 per 14.2 kg. domestic LPG cylinder. However, Government and Oil PSUs are absorbing the burden exerted by the High international oil prices.

**Supply of LPG Cylinders**

1911. SHRI SURESH ANGADI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have issued any guidelines/directions to the oil companies/dealers for the supply of cooking gas cylinders to the customers within 24 hours from booking time in the country particularly in Karnataka;

(b) if so, the details thereof and response of the oil companies in this regard; and

(c) if not, the steps taken/being taken by the Government to ensure adequate and speedy supply of LPG cylinders to the customers?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) No, Sir.

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

(c) Public Sector Oil Marketing Companies (OMCs) have reported that at present, there is no overall shortage of LPG in the country, including the State of Karnataka, and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the requirement of customers registered with the LPG distributors.

*[Translation]***Taxes Levied on Diesel and Petrol**

1912. SHRI RAMJI LAL SUMAN:  
DR. CHINTA MOHAN:

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

(a) whether the selling price of petrol and diesel includes custom, oil refining expenditure, State surcharge, excise duty, special excise duty, sales tax, dealer's commission and tax in the form of VAT;

(b) if so, the details thereof;

(c) whether the prices of petrol and diesel become very high for the consumer owing to the above said tax recoveries; and

(d) if so, the per litre revenue collected in the form of taxes levied on diesel and petrol in Delhi in the month of October, 2007?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) The current

structure of excise & customs duty and VAT on petrol and diesel are given below:

Product	Excise Duty*		Customs Duty*	VAT at Delhi
	Ad valorem	Specific		
Petrol	6%	Rs. 13/- per litre	7.5%	20%
Diesel	6%	Rs. 3.25 per litre	7.5%	12.5%

\*Education Cess @ 3% is applicable on all duties

The ad-valorem component of duty has a cascading effect on the retail selling prices of the products. The

detailed break-ups of price components of petrol and diesel at Delhi are given in the enclosed statement.

#### **Statement**

##### *Share of duties and taxes in Retail Selling Price of Petrol at Delhi*

Sl.No.	Particulars	Rs./Litre
1.	Price without Customs Duty, Excise duty and Sales tax components (includes Dealers' Commission Rs. 1.02/litre)	20.12
2.	Custom Duty (Based on 1st Fortnight of October'07)	1.49 (4%)
3.	Excise duty (levied @ 6% + Rs. 13.00/litre plus 3% education cess)#	14.66 (33%)
4.	VAT (includes VAT on Dealers' Commission Rs. 0.20/litre & State Surcharge Rs. 4/KL)	7.25 (17%)
5.	Total of Customs Duty, Excise Duty and Sales tax components (2+3+4)	23.40 (54%)
6.	Retail Selling Price at Delhi (1+5)	43.52

\*Figures in bracket give the components of customs duty, excise duty and sales tax as a % of S.No. 6

#Excise Duty 6%+Rs. 5/litre+Special Addl. Excise Duty and Addl. Excise Duty.

●Rs. 6/litre & Rs. 2/litre respectively. Education Cess @ 3% is leviable on all the elements.

##### *Share of duties and taxes in retail selling price of Diesel at Delhi*

Sl.No.	Particulars	Rs./Litre
1	2	3
1.	Price without Customs Duty, Excise duty and Sales tax components (includes Dealers' Commission Rs. 0.60/litre)	20.70

1	2	3
2.	Custom Duty (Based on 1st Fortnight of October'07)	1.70 (6%)
3.	Excise duty (levied @ 6% + Rs. 3.25/litre plus 3% education cess)##	4.69 (15%)
4.	VAT (includes VAT on Dealers' Commission Rs. 0.07/litre & State Surcharge Rs. 2/KL)	3.39 (11%)
5.	Total of Customs Duty, Excise Duty and Sales tax components (2+3+4)	9.78 (32%)
6.	Retail Selling Price at Delhi (1+5)	30.48

\*Figures in bracket give the components of customs duty, excise duty and sales tax as a % of S.No. 6

##Excise Duty 6%+Rs. 1.25/litre and Addl. Excise Duty @ Rs. 2/litre. Education Cess @ 3% is leviable on all the elements.

[English]

### Planes Skidding off Runway

1913. SHRI NIKHIL KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the incidents of planes skidded off the runway have been increasing;

(b) if so, the details of such incidents at runways held in the past three years;

(c) whether the Government has investigated the exact cause due to which the planes skidded off the runways;

(d) if so, the details thereof; and

(e) the steps taken by the Government to ensure that such incidents do not occur in the future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There have been no incidents of plane skidding off runway during the year 2005, whereas there were one and five incidents during the year 2006 and 2007 respectively though without any serious consequences.

(c) and (d) Yes, Sir. All such incidents were investigated by Directorate General of Civil Aviation (DGCA). The major causes for planes skidding off runway

as brought out after investigations are wet runway due to heavy rain, aqua planning, unstablised approach etc.

(e) Various steps have been taken to prevent recurrence of such incidents which include introduction of friction test, regular runway inspection for water logging, reiteration of instructions to the pilots to execute proper and stablised approach, proper maintenance of runway marking and lighting system and sensitising all airlines and aerodrome operators about the cautions to be taken during monsoon.

[Translation]

### Demand and Supply of Petroleum Products

1914. SHRI SUBHASH SURESHCHANDRA  
DESHMUKH:  
SHRI BALASAHEB VIKHE PATIL:

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

(a) the details of estimated demand of petroleum products/LPG particularly in tribal areas along with the quantum thereof supplied actually during the last three years, State-wise;

(b) the estimated demand of kerosene, LPG, Petrol and other petroleum products alongwith the details of marketing scheme formulated by Public Sector Undertakings and Private Sector Companies to meet due said demand, State-wise;

(c) the details of marketing scheme of Public Sector Undertakings for marketing LPG, Petrol, Kerosene and other petroleum products in the country during the current year Public Sector Undertaking-wise;

(d) the progress made in regard to reconstruction of Gujarat Oil Selection Board to finalise the selection of new dealership for the current year; and

(e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Details of State-wise consumption of Petrol, Diesel, LPG and SKO during the last three years are given in the enclosed Statement-I, II and III respectively Consumption data of petroleum products for trial areas is not being maintained separately.

(b) and (c) Not study has been carried out for estimating State-wise demand of petroleum products. LPG

is marketed in domestic and non-domestic sector. In domestic sector, LPG is marketed through LPG distributorship who are selected by inviting applications through newspaper advertisement and by a transparent selection procedure. Non-domestic LPG is marketed directly as well as through LPG distributorship network. Petrol and Diesel are marketed to the general public through Retail Outlets (ROs).

(d) Prior to May 2002, selection of dealers/distributorships was done by Dealer Selection Boards appointed by Ministry of Petroleum and Natural Gas. After dismantling of Dealer Selection Boards in May 2002, the selection of dealers/distributorships is done by the selection committees constituted by individual OMCs. The selection committees for conducting interviews are not permanent committees but are constituted by OMCs for specific interviews.

(e) Does not arise, in view of reply to part (d) above.

#### **Statement I**

##### *State-wise cumulative consumption of bulk products 2004-2005*

(All figs. in Thousands Mts)

Name of States/UTs	LPG	MS	SKO	HSD
1	2	3	4	5
A and N Islands	10.3	6.3	5.9	72.7
Andhra Pradesh	783.7	601.6	506.6	3716.8
Arunachal Pradesh	9.7	12.3	11.7	39.4
Assam	155.2	89.2	264.5	419.8
Bihar	244.1	118.4	645.5	1021.0
Chandigarh	30.7	60.4	11.1	64.1
Chhattisgarh	92.7	108.2	147.0	601.8
Dadar and Nagar Haveli	8.6	8.2	4.0	153.8
Daman and Diu	5.0	9.1	3.8	87.4
Delhi	576.2	639.2	169.4	1214.4

1	2	3	4	5
Goa	42.2	63.9	19.8	301.5
Gujarat	607.8	688.3	756.0	2429.6
Haryana	374.9	306.1	151.0	2248.7
Himachal Pradesh	77.2	58.4	49.4	296.6
Jammu and Kashmir	103.4	82.8	146.6	339.8
Jharkhand	90.4	120.9	211.0	908.9
Karnataka	629.2	511.1	472.2	2585.8
Kerala	482.0	436.2	230.5	1383.4
Lakshadweep	0.30	0.0	0.3	6.4
Madhya Pradesh	382.3	319.8	494.0	1575.8
Maharashtra	1508.5	1177.0	1292.5	3584.7
Manipur	17.0	14.0	24.8	31.0
Meghalaya	11.8	26.0	20.9	159.2
Mizoram	16.1	9.9	6.9	24.1
Nagaland	12.7	14.5	13.6	24.8
Orissa	131.1	154.0	313.5	1002.6
Puducherry	24.0	47.5	13.4	238.1
Punjab	510.9	439.5	239.0	2355.8
Rajasthan	425.7	347.4	401.2	2794.8
Sikkim	3.5	5.7	12.4	30.3
Tamil Nadu	925.8	741.9	610.6	3278.9
Tripura	18.1	13.8	30.4	42.6
Uttar Pradesh	1059.4	718.8	1265.8	4387.1
Uttaranchal	126.0	75.1	91.2	332.4
West Bengal	483.2	223.0	758.4	1795.7
Total	9979.7	8248.5	9394.9	39549.8

**Statement II***State-wise cumulative consumption of bulk products 2005-2006*

(All figs. in Thousands Mts)

Name of States/UTs	LPG	MS	SKO	HSD
1	2	3	4	5
A and N Islands	4.9	6.5	6.6	73.6
Andhra Pradesh	800.7	614.9	524.2	3788.5
Arunachal Pradesh	9.5	13.0	11.7	45.6
Assam	162.2	96.6	263.3	462.1
Bihar	243.6	126.9	648.3	967.0
Chandigarh	30.6	62.2	11.8	63.6
Chhattisgarh	97.7	121.8	146.7	661.4
Dadar and Nagar Haveli	8.9	9.0	4.1	68.8
Daman and Diu	5.5	9.4	3.7	53.7
Delhi	566.6	676.1	158.8	1163.2
Goa	44.4	66.7	19.5	293.1
Gujarat	626.3	701.1	750.0	2622.4
Haryana	368.5	334.8	148.4	2478.9
Himachal Pradesh	78.4	60.5	51.8	316.7
Jammu and Kashmir	105.6	85.7	142.1	366.7
Jharkhand	92.2	130.4	211.8	986.4
Karnataka	653.0	544.5	471.4	2694.2
Kerala	455.9	459.2	227.2	1392.4
Lakshadweep	0.2	0.0	0.5	4.4
Madhya Pradesh	390.5	339.9	493.5	1536.9
Maharashtra	1511.1	1210.5	1301.7	3657.3
Manipur	15.9	15.2	20.2	32.2
Meghalaya	12.3	27.4	20.4	165.5
Mizoram	17.2	10.3	6.4	25.8
Nagaland	12.9	14.9	13.7	27.2

1	2	3	4	5
Orissa	129.5	167.8	312.8	1065.3
Puducherry	23.5	53.8	13.9	260.1
Punjab	494.5	433.1	239.2	2292.6
Rajasthan	422.6	380.8	396.5	2753.7
Sikkim	7.8	6.3	10.6	33.3
Tamil Nadu	932.7	782.7	617.2	3269.3
Tripura	17.8	14.7	30.8	43.2
Uttar Pradesh	1052.0	752.2	1242.6	4347.5
Uttaranchal	127.0	81.9	90.6	353.8
West Bengal	501.0	234.8	760.6	1697.7
<b>Total</b>	<b>10022.9</b>	<b>8645.6</b>	<b>9372.6</b>	<b>40064.1</b>

**Statement III***State-wise cumulative consumption of bulk products 2006-2007*

(All figs. in Thousands Mts)

Name of States/UTs	LPG	MS	SKO	HSD
1	2	3	4	5
A and N Islands	5.2	6.8	6.5	82.5
Andhra Pradesh	846.2	671.5	528.7	4170.3
Arunachal Pradesh	10.1	12.4	12.2	50.8
Assam	167.2	100.5	261.1	495.4
Bihar	251.9	136.5	644.9	1022.6
Chandigarh	32.6	64.0	10.9	68.5
Chhattisgarh	101.7	133.5	145.5	723.7
Dadar and Nagar Haveli	9.4	9.6	3.2	68.8
Daman and Diu	5.7	11.0	2.2	56.4
Delhi	585.6	702.9	162.0	1325.0
Goa	47.6	73.4	19.2	323.0



1	2	3	4	5
Gujarat	611.7	717.7	753.7	2793.7
Haryana	390.8	381.3	147.1	2733.3
Himachal Pradesh	81.9	65.2	52.2	347.1
Jammu and Kashmir	110.8	89.5	159.5	386.6
Jharkhand	95.4	137.3	210.6	893.5
Karnataka	705.9	606.2	466.5	2854.7
Kerala	478.6	498.9	225.6	1434.6
Lakshadweep	0.2	0.0	0.8	9.1
Madhya Pradesh	409.9	364.8	492.8	1592.7
Maharashtra	1612.5	1322.0	1286.6	4224.4
Manipur	15.1	18.5	20.2	38.1
Meghalaya	12.8	29.3	20.0	179.2
Mizoram	17.8	10.4	6.2	28.8
Nagaland	13.6	15.4	13.9	26.9
Orissa	134.4	183.8	316.1	1166.0
Puducherry	27.3	64.8	12.5	299.7
Punjab	521.1	444.7	236.8	2420.5
Rajasthan	444.2	418.5	402.8	2943.2
Sikkim	8.2	6.6	10.1	29.1
Tamil Nadu	978.8	844.3	616.2	3464.3
Tripura	18.9	16.0	30.7	49.4
Uttar Pradesh	1070.2	789.4	1244.6	4370.1
Uttaranchal	179.0	97.5	96.2	397.7
West Bengal	530.7	249.1	758.6	1762.9
<b>Total</b>	<b>10533.0</b>	<b>9293.3</b>	<b>9378.7</b>	<b>42832.6</b>

*[English]*

**Permission to Private Airlines to Fly to Foreign Destinations**

1915. SHRI N.N. KRISHNADAS:  
SHRI MANJUNATH KUNNUR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are any proposals pending with the Government from certain private airlines to operate more services to foreign destinations;

(b) if so, the details thereof; and

(c) the procedures followed by the Government in sanctioning such a proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Grant of international traffic rights to all scheduled Indian carriers eligible to go abroad is an on-going process. According to the process, all eligible carriers submit their operational plans in the first and third quarters of each year. After examination, traffic rights are granted to private scheduled carriers depending on the availability of traffic rights to particular countries/routes and after giving due consideration to the operational plans of national carriers.

**Drug Under Price Control**

1916. CH. MUNAWAR HASSAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the National Pharmaceutical Pricing Authority has recently put around 20 drugs under Price Control under Para 10(B) of DPCO 1995;

(b) if so, the details of the names of the medicines, the percentage increase in the prices and the period alongwith the new price fixed;

(c) whether there are difference of opinion between NPPA and Department of Chemicals; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) Government has delegated powers to the National Pharmaceuticals Pricing Authority (NPPA) for fixation of prices of Non-Scheduled formulations in 'public interest' under para 10(b) of Drugs (Prices Control) Orders, 1995 (DPCO, 95). Subsequent to delegation of powers, NPPA have fixed prices in respect of 22 Non-Scheduled formulations under para 10(b) of DPCO, 95 between June 07 to October, 07 (List given in enclosed Statement). The delegation has facilitated in expeditious action by the NPPA to monitor and control the prices in case of price increase beyond the prescribed limit with respect in the cases of Non-Scheduled formulations.

Fixation/revision of prices of bulk drugs and formulations is an on-going exercise undertaken by the NPPA. However, the Government have the power to review price fixation/revision orders of NPPA under the provisions of DPCO' 95.

**Statement**

*Details of 22 cases—Price recently fixed under 10(b) of DPCO, 1995*

Sl.No.	Name of the Company	Name of the Product	Price fixed under para 10(b) incl. ED & L.T.	Percentage reduction
1	2	3	4	5
1.	Nicholas Piramal India Ltd.	Phenagran Elixir 5 mg 60 ml	22.96	4.32
2.	Lupin Ltd./Lyka Ltd.	Rablet Vial Dry+Sol 20 mg 10 ml	57.40	9.02
3.	Novratis India Ltd./Ind Swift Ltd.	Urclar Film C 250 mgx4	99.84	4.16
4.	Greesha Labs	Ulickit tabs	43.34	5.68

1	2	3	4	5
5.	Systopic Lab	Normaxcin tabs	18.68	20.53
6.	Meyer Organics/Mayer Healthcare	Jointace	84.84	2.87
7.	Ranbaxy	Roscliling 500 mg	66.77	2.28
8.	USV	Pioz-G	61.92	0.76
9.	Ranbaxy	Rosicillin Cap 250	30.00 39.20	36.23
10.	Ranbaxy Labs Ltd.	Cilanem 500 mg	1113.00	5.68
11.	Dr. Reddy's Lab	Relent 10's	35.78	7.90
12.	Ranbaxy Labs Ltd.	Caverta Tab 50 mg	34.73	17.57
13.	Glaxo Smithkline Pvt. Ltd./M/s. UCB India Pvt. Ltd.	Vozet 5 mg 10's	49.00	8.71
14.	Cadila Pharma Ltd.	Envas 2.5 mg	26.35	7.02
15.	Cadila Pharma Ltd.	Envas 5 mg	42.98	6.71
16.	Wallace Pharma/ Wallace Labs.	Walamycin Suspension 30 ml	25.46	19.17
17.	Glaxo Smith Kline Pharma Ltd.	Tenovate-GN Cream 10 mg	20.98	21.60
18.	Deep Cast Health Pvt. Ltd./M/s. Sunways (India) Pvt. Ltd.	Lacrigel 5 gm	53.66	13.45
19.	Lupin Labs Ltd.	Remistar-A	47.61	27.43
20.	Yash Pharma	PNV Tab 25 mg	19.97	3.62
21.	Maneesh Pharma/Pfizer	Bendryl Cough Formula 100 ml	38.61	22.78
22.	Maneesh Pharma/Pfizer	Caladryl 100 ml	55.91	3.73

### India at Sixty Event In United States

1917. SHRI REWATI RAMAN SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether the India at 60 that went on for 4 days in the United States was a successful event;

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

(c) whether the revenues from tourism is likely to be increased to over Rs. 50,000 crores in the next three years; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) IncredibleIndia @60 was a four day event in New York to celebrate 60 years of India's independence. The various

programmes organized during "India@60" included cultural performances of folk and classical dances, music bands, fashion shows, display and demonstration of handicrafts & handlooms, sampling and display of Indian cuisine, tea, coffee and spices, photographic exhibitions, a sand sculpture of the Taj Mahal, seminars and panel discussions. The event received overwhelming response from both NRIs and Americans.

(c) and (d) No such estimates are available in the Ministry.

#### **Supply of Gas to Power Projects**

1918. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI RASHEED MASOOD:  
SHRI RAVI PRAKASH VERMA:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

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

(a) whether the 2250 MW worth projects are pending for commissioning due to shortage of gas;

(b) if so, whether the State Governments have requested the Union Government for adequate supply of gas for all the existing gas based projects and for those which are still under construction;

(c) the steps taken by the Union Government thereon;

(d) whether some projects have already been constructed but are unable to generate power due to non-availability of gas supply;

(e) if so, the total gas required for such projects; and

(f) the steps taken by the Government for adequate supply of gas to the existing gas based projects as well as for the under construction power projects?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) As reported by Central Electricity Authority (CEA), power projects with a capacity of 1285 MW are pending for commissioning due to shortage of gas.

(b) Government has received requests for supply of gas in respect of Independent Power Producers (IPPs) in Andhra Pradesh.

(d) and (e) As reported by CEA, power projects with a capacity of 590 MW have been commissioned, but are unable to generate power due to non-availability of gas supply. The gas required for these power plants at 90% Plant Load Factor (PLF) is 2.84 Million Metric Standard Cubic Metre Per Day (MMSCMD).

(c) and (f) The Government of India has initiated various steps to augment gas supplies for the domestic market. These cover:-

- (a) Intensification in domestic E&P activities;
- (b) Exploitation of Coal Bed Methane (CBM) gas;
- (c) Implementation of Natural Gas Hydrate Programme (NGHP) for evaluation of hydrate resources and their possible commercial exploitation;
- (d) LNG Import; and
- (e) Gas sourcing through transnational gas pipelines.

*[Translation]*

#### **Profit Earned by PSU Refineries**

1919. SHRI RAJIV RANJAN SINGH "LALAN":  
DR. CHINTA MOHAN:

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

(a) whether the profits of public sector oil refineries have increased in 2007 as compared to same period of years 2006;

(b) if so, the average amount of per barrel profit earned by these refineries, refinery-wise till date;

(c) the extent to which this profit is more than the previous years 2006;

(d) the foreign capital invested in these refineries as equity;

(e) whether the Government proposes to increase the foreign capital investment in the form of the said equity; and

(f) if so, the full details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) A Statement on Gross Refining Margins (GMRs) reflecting the earning by Public Sector Refineries by way of crude processing during 2005-06, 2006-07, first half of year 2006-07 and first half of year 2007-08 alongwith the percentage of foreign capital equity is enclosed.

(e) and (f) Foreign Direct Investment (FDI) upto 26% in refining is permitted in case of Public Sector Undertaking. However, approval of Government has been accorded for formation of Joint Venture with the induction of M/s Mittal Energy Investments Pvt. Ltd., a 100% subsidiary of Mittal Investments S.A.R.L., Luxembourg in Guru Gobind Singh Refineries Ltd., a 100% subsidiary of Hindustan Petroleum Corporation Ltd. with 49% equity participation from both the partners.

**Statement**

Refineries	Gross Refining Margin (GRM) in \$/bbl				
	GRM (April-Sept., 2007)	GRM (April-Sept., 2006)	GRM 2006-07	GRM 2005-06	% of foreign capital equity
IOC					
Guwahati	12.70	8.24	10.48	10.17	-nil-
Barauni	3.71	0.02	1.92	2.91	-nil-
Gujarat	7.77	4.94	5.28	3.75	-nil-
Haldia	6.62	1.29	3.38	3.05	-nil-
Mathura	11.32	4.49	4.61	5.68	-nil-
Panipat	9.58	0.15	2.62	5.36	-nil-
Digboi	26.77	17.14	19.10	19.84	-nil-
HPCL-Mumbai Refinery	6.26	5.38	4.78	3.22	-nil-
HPCL-Vishakh Refinery	6.14	5.41	3.51	2.56	-nil-
BPCL-Mumbai Refinery	4.54	3.48	3.64	1.64	-nil-
BPCL-Kochi Refinery	6.32	3.04	3.46	3.17	-nil-
CPCL	7.79	5.42	5.00	4.37	15.40
NRL	10.00	9.83	11.35	10.01	-nil-
BRPL	17.00	11.40	13.80	10.50	-nil-
MRPL	7.29	4.14	4.79	3.43	-nil-

**Commercial Use of Airports**

1920. SHRI HARISINH CHAVDA:  
SHRI JIVABHAI A. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government proposes to make commercial use of airports in the country particularly Mehsana and Disha Airports in the State of Gujarat;

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

(c) if not, the reasons therefor; and

(d) the steps 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) to (d) Mehsana airport belongs to State Government of Gujarat and Disha belongs to Airports Authority of India (AAI). There is no plan for development of Mehsana and Disha airports presently. However, the city side development of select 24 Non-Metro airports out of 35 non-metro airports taken up for development in the 11th Five Year Plan is being undertaken in the Public Private Partnership (PPP) mode with a view to maximize commercial *i.e.*, non-aeronautical revenue. Three of these airports namely Ahmedabad, Rajkot and Vadodara airports are in Gujarat.

Airports (State-wise) selected for city side development through (PPP) are Visakhapatnam in Andhra Pradesh; Guwahati in Assam; Raipur in Chhattisgarh; Ahmedabad, Rajkot and Vadodara in Gujarat; Ranchi in Jharkhand; Trivandrum in Kerala; Mangalore in Karnataka; Aurangabad in Maharashtra; Bhopal, Indore and Khajuraho in Madhya Pradesh; Dimapur in Nagaland; Bhubaneswar in Orissa; Amritsar in Punjab; Jaipur and Udaipur in Rajasthan; Madurai and Trichy in Tamil Nadu; Agartala in Tripura; Lucknow and Varanasi in Uttar Pradesh and Dehradun in Uttarakhand.

**Security at the Airports**

1921. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware about the incident of death of an employee at Palam Airport as reported in the Dainik Jagran dated October 24, 2007;

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

(c) the action taken by the Government against the guilty persons in this regard; and

(d) the steps proposed to be taken by the Government to check recurrence of such incidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes Sir. On 22.10.2007 at 2210 Hrs, a lady staff was found lying in front of Bay 127 near Taxiway—'E' shoulder wearing high visibility jacket written Air Deccan. A doctor called at the site who after investigation, declared the person dead.

(c) The matter is under investigation by Delhi Police.

(d) The following regulations have been brought in to prevent recurrence of such incidents at IGI Airport Delhi in future:

- (i) All vehicles plying on the airside of the airport are required to be equipped with speed limitation devices.
- (ii) Drivers must possess Airside Driving Permit (ADP) without which they would not be allowed to drive on the airside.
- (iii) Number of vehicles on the airside should be the barest minimum. Movements of staff/crew to the aircraft should be in bus/shuttle service.
- (iv) Wearing of safety jackets by personnel working on airside is mandatory.
- (v) Two wheelers are banned and pedestrian movements prohibited on the airside.
- (vi) CCTVs should be installed inside the airport to monitor Apron and Taxiways.
- (vii) Space should be earmarked for parking of Ground Handling Equipments.
- (viii) Directorate General of Civil Aviation along side the airport operator to ensure safety in operations of vehicles, ground handling equipments and movement of aircrafts.

*[English]***Setting up of Farmers Training Institute in Orissa**

1922. SHRI ANANTA NAYAK: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Indian Farmers Fertilizers Cooperative Ltd. (IFFCO) proposes to set up a farmer training institute in Orissa;

(b) if so, by when and the types of training proposed to be imparted to the farmers; and

(c) the steps taken in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (c) Indian Farmers Fertilizers Cooperative Ltd. (IFFCO) have informed that they intend to set up a Farmers Training Institute in Orissa for which IFFCO has applied to the Government of Orissa for allotment of land. The training will be aimed at enabling farmers to use latest technology

in farming, water harvesting, balanced use of fertilizers, use of high yielding seeds etc.

**Earning of Revenues by AAI**

1923. SHRI PRALHAD JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the total revenues for Airports Authority of India (AAI) collected by various flight operators during the last three years, company-wise; and

(b) the details of the revenue collected separately for both traffic and non-traffic charges by various flight operators during the above said period?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Airline operators collect only Passenger Service Fee (PSF) on behalf of Airports Authority of India (AAI). The details of PSF collected by airline operators during the last three years (Rs. in crores) 2004-05, 2005-06 and 2006-07, respectively, are given in the enclosed Statement.

(b) Airline operators do not collect any other revenue (traffic or non-traffic) on behalf of AAI, other than PSF.

**Statement**

(Rs. in Crores)

Sl.No.	Name of Airline	Total		
		2004-05	2005-06	2006-07
1	2	3	4	5
1.	A.R. Airways	0	0	0.08
2.	Aerofloat	1.73	0	0
3.	Aerosvit Airlines	0.2	0	0
4.	Air Arabia	0	0.43	2.4
5.	Air Asthana	7.09	0	0
6.	Air Canada	1.52	0.01	0
7.	Air Deccan	18.41	55.48	80.32
8.	Air France	-3.77	0	1.53
9.	Air India	52.56	21.53	21.69

1	2	3	4	5
10.	Air Lanka	7.68	9.14	9.21
11.	Air Mauritius	0.97	0	0
12.	Air Solovakia	0	0	0.51
13.	Airways India	0.01	0	0
14.	Akrai AVN	0	0.01	0
15.	Alitalia Airlines	2.25	0	0
16.	Ariana Afghan	0.33	0	0
17.	Asiana Airlines	1.6	0	0.31
18.	Austrian Airlines	0.01	0	0.01
19.	Aviation India	0	0.02	0
20.	Azal India	1	0	0
21.	Biman Bangladesh Airlines	2	1.2	0.94
22.	British Airways	6.86	2.46	3.6
23.	Cathey Pacific Airways	5.01	0	0
24.	Chartered Flights-Goa	3.16	3.98	3.79
25.	China Eastern Airlines	0.41	0	0
26.	Cosmic Air	0.24	0.22	0.07
27.	Deccan Aviation	7.71	0.04	0.38
28.	Delta	2.23	0.99	0.54
29.	Druck Air	0.2	0.32	0.4
30.	Elal Israel Airline Ltd.	0.48	0	0
31.	Emirates	13.84	4.61	7.9
32.	Essar Gujarat	0.02	0.01	0
33.	Essar Oil	0	0	0.02
34.	Essar Steel Ltd.	0	0.01	0
35.	Ethihad Airways	1.75	0	0
36.	Ethopian Airlines	0.75	0	0
37.	Eva Air	0.01	0	0
38.	Finn Air	0	0	0.06



1	2	3	4	5
39.	First Choice	0	0.05	0.02
40.	Forum I Aviation	0	0	0.01
41.	Futura Travels Pvt. Ltd.	0.03	0	0
42.	Global Helicopters	0.09	0.18	0.18
43.	Global Vectra Helcorp	0	0	0.38
44.	GMG Airlines	0.05	0.15	0.35
45.	Go Air	0	1.98	13.96
46.	Govt. of Chhattisgarh	0	0	0.01
47.	Govt. of Gujarat	0	0	0.03
48.	Grasim Industries	0.01	0.01	0.19
49.	Gulf Air	9.58	3.92	3.09
50.	India Fly safe Aviation	0	0	0.01
51.	Indian Airlines & Alliance Air	163.81	195.67	118.8
52.	Indo Pacific Aviation Ltd.	0	0	0.01
53.	Indus Airways	0	0	0.05
54.	Interglobe Aviation (Indigo)	0	0.06	7.88
55.	Iran Airlines	0.29	0	0
56.	Japan Air	0.58	0	0
57.	Jet Airways	163.33	140.96	112.23
58.	Jet Lite (India) Ltd./ (Air Sahara)	54.39	64.33	33.98
59.	Jet Star Asia	0	0.1	0.36
60.	Jindal Iron & Steel	0.01	0	0
61.	Kenya Airways	1.27	0	0
62.	KFL	0	0	1.19
63.	Kingfisher Airlines	0	12.22	37.01
64.	Kirloskar Oil	0.01	0	0
65.	KLM Royal Dutch Airlines	2.4	0.31	1.07
66.	Korean Airlines	0.78	0	0
67.	Kuwait Airways	4.53	1.76	1.48

1	2	3	4	5
68.	Kyrgyzstan Airlines	0.07	0	0
69.	Lakshadweep Admn.	0.01	0.01	0
70.	Larson & Tubro	0.01	0	0
71.	Lufthansa	8	4.57	5.96
72.	Lufthansa Cargo	0.01	0	0
73.	Mahan Air	0.46	0.03	0.04
74.	Malaysian Airlines	4.9	3.38	2.88
75.	Monarch Airlines	0.09	0	0
76.	My Travel	0	0	8.73
77.	Myanmar Airways	0.39	0	0
78.	North West Airlines INC	3.52	0	0
79.	Oman Air	3.47	2.84	2.27
80.	Pakistan Intl. Airlines	1.82	0	0
81.	Paramount Airways	0	0.46	6.28
82.	Pawan Hans	0.15	0.31	0.16
83.	Poonawala Aviation	0.03	0.01	0
84.	Qantas	3.53	2.58	1.91
85.	Qatar Air	1.58	0	0
86.	Rajasthan Govt.	0	0.01	0.01
87.	Ran Air Services	0	0	0.01
88.	Raymonds	0.01	0.01	0
89.	Raymonds Wooler Mills	0	0	0.01
90.	Reliance Industries	0.25	0.17	0
91.	Reliance Infrastructure	0	0	0.01
92.	Reliance Transport & Travel	0.02	0.02	0.01
93.	Royal Bhutan Airlines	0.13	0	0
94.	Royal Brunel Airlines	0.21	0.05	0
95.	Royal Jordanian Airlines	0.91	0	0
96.	Royal Nepal Airlines	0.77	0.08	0

1	2	3	4	5
97.	Saudi Arabian Airlines	3.95	2.55	2.25
98.	Silk Air	1.21	1.01	0.44
99.	Singapore Airlines	4.53	5.84	6.38
100.	South Afrian Airways	1.01	0	0
101.	Span Air	0	0	0.1
102.	Spice Jet	0	30.88	33.06
103.	Srilankan Airlines	0.79	0	0.07
104.	Swiss Air	1.37	0	0
105.	Syrain Arab Airlines	0.39	0	0
106.	Taj Air	0	0.01	0
107.	Taj Aviation	0	0	0.01
108.	Thai Airways	7.6	3.82	4.89
109.	TISCO	0.01	0.02	0.13
110.	Transaero Airlines	0	0	0.52
111.	Turkish Airlines	0.54	0	0
112.	Turkmenistan Airlines	1.14	0.86	1.24
113.	United Helicopters	0	0	0.08
114.	Uzbekistan Airways	1.49	0.98	0.74
115.	Videocon	0.01	0	0
116.	Virgin Atlantic Airways	0.83	0	0
117.	Yemen Airways	0.59	0	0
118.	Other Parties/Adjustments	0.13	121.23	15.53
<b>Total</b>		<b>600.89</b>	<b>703.89</b>	<b>560.33</b>

#### **Taking Over of Steel Complex Ltd. by SAIL**

1924. SHRI M.P. VEERENDRA KUMAR: Will the Minister of STEEL be pleased to state:

(a) whether the Government of Kerala has made an offer to Steel Authority of India Limited (SAIL) for taking over the Steel Complex Limited located at Calicut;

(b) if so, whether the SAIL has agreed to the proposal; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) to (c) The Government of Kerala have approached the Ministry of Steel and the Steel Authority of India Limited (SAIL) with a proposal

seeking SAIL's investment and inputs for modernizing and optimizing the operations of M/s. Steel Complex Ltd. (SCL), Calicut, Kerala and to set up down stream finishing capacity in the form of a Joint Venture (JV) between SAIL and Steel Complex Ltd. (SCL). The take over of SCL by SAIL has also been proposed in a letter to the Ministry.

SAIL has provided technical support by deputing experts from R&D centre of SAIL to SCL, Kerala from June' 07 onwards. As a result of their guidance, SCL's performance has improved.

SAIL is now undertaking a study to explore other business opportunities in SCL, Kerala and SAIL's engagement with SCL would be dependent on the outcome of the study.

*[Translation]*

#### **Subsidy on Fertilizers**

1925. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to curtail subsidy being given on fertilizers;

(b) if so, the details thereof; and

(c) the comparative details of subsidy being provided at present and subsidy proposed to be curtailed?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) At present there is no such proposal.

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

*[English]*

#### **Setting up of PCPIR/MEC**

1926. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Union Government has appointed M/s Dala Mott Mc Donald as consultant for short listing the location for setting up of PCPIR/MEC;

(b) if so, whether Dahej in Gujarat has been selected as one of the most important sites; and

(c) if so, the time by which the PCPIR would be set up at Dahej?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) M/s Dalal Mott McDonald were initially engaged for undertaking a feasibility study for setting up a Mega Chemical Industrial Estate in the Country. With the PCPIR Policy in force, M/s Dalal Mott McDonald are now engaged for facilitating technical scrutiny of the PCPIR project proposals of State Governments received by the Department of Chemicals and Petrochemicals.

(b) and (c) The State of Gujarat has submitted an application for hosting a PCPIR at Dahej spread over the blocks of Vagra and Bharuch in the District of Bharuch, South Gujarat. No time limit can be fixed for setting up of same.

#### **Shortage of Manpower in BHEL**

1927. SHRI S.K. KHARVENTHAN: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Bharat Heavy Electricals Limited (BHEL) is facing shortage of manpower and is finding very difficult to achieve its targets;

(b) if so, the details thereof;

(c) whether there is any proposal to increase the manpower in BHEL to achieve its targets;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) and (b) No, Sir. Bharat Heavy Electricals Limited (BHEL) is continuously augmenting its

manpower as per the requirements and meeting the targets.

(c) and (d) Yes, Sir. BHEL is gearing up to achieve increased targets in the 11th Plan period by matching the manpower with the workload. Keeping in view capacity augmentation, high order book position and other expansion plans, BHEL has already recruited around 1,600 fresh man-power last year and is planning to induct another 20,000 employees in next five years.

(e) Does not arise.

#### **Armed Women's Battalion/Women Commandos In Trains/Stations**

1928. SHRI L. RAJAGOPAL:  
SHRI MILIND DEORA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Protection Force (RPF) is raising an armed women's battalion or depute women commandos to deal with eve-teasing and other crimes on women in the trains and stations;

(b) if so, the details thereof alongwith the detailed responsibilities assigned to such force;

(c) the total strength of women in the RPF;

(d) whether their strength is sufficient to meet the requirement of the Railways;

(e) if not, the remedial steps taken in this regard;

(f) whether women will also be included in the Railway Protection Special Force (RPSF) which is currently deployed in J&K; and

(g) 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) 1123

(d) No, Sir.

(e) More women are being inducted in RPF through ongoing recruitment.

(f) and (g) At present there is no such proposal. However, such decisions are reviewed from time to time depending upon the requirements in the field.

#### **Status of Infrastructure Sector to Steel Sector**

1929. SHRI K.C. PALLANI SHAMY: Will the Minister of STEEL be pleased to state:

(a) whether the steel sector has sought to consider itself as a priority sector and to grant itself the status of "Infrastructure" sector;

(b) if so, the details thereof alongwith the action taken by the Government thereon;

(c) whether it is also proposed to set up a Steel Financial Corporation for easy availability of credit for the purchase of steel; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) Ministry of Steel has received a representation from Confederation of Indian Industry (CII), an industry association, on 26.4.2007 requesting for according infrastructure status to the steel sector. This has been examined in consultation with Ministry of Finance, Department of Revenue (Central Board of Direct Taxes) and it has been replied that, since in case of steel plant there is no positive externality and all the benefits are internalized, there is no case for granting any tax holiday to the steel industry.

(c) and (d) There is no proposal with Government to set up a Steel Financial Corporation for easy availability of credit to steel purchase since the existing arrangement of Financial Institutions is serving the needs.

*[Translation]*

#### **Road Over Bridges In Ropar, Nangal and Garhshankar**

1930. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to construct Road Overbridges in Ropar, Nangal and Garhshankar (District Hoshiarpur);

(b) if so, the time by when the said ROB's are proposed to be constructed; and

(c) the estimated cost of the said ROB's?

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

(b) and (c) Do not arise.

*[English]*

#### **IBP's COCO Outlets**

1931. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government/Oil Corporations have constituted any Committee of Directors to solve the issue of land ownership of IBP's Company Owned Company Operated (COCO) retail outlets; and

(b) if so, the time by when the Committee is likely to submit its report?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) No, Sir.

(b) Does not arise in view of reply to part (a) above.

#### **Change in Specification of 'Paryte' Material**

1932. SHRI SANTOSH GANGWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation changed the specification of one of the material known as "Paryte" used in drilling fluid in last 3-4 years; and

(b) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes Sir. Oil & Natural Gas Corporation Limited (ONGC) purchases the item called 'Barytes'.

Prior to 2005, ONGC was having 2 specifications for Barytes *i.e.* Grade-I with 4.10 Specific Gravity (Sp. Gr) and Grade-II with 4.20 Sp. Gr. However considering the high cost of Grade-II Barytes, ONGC has been procuring Grade-I Barytes only, for 4-5 years till 2004. Considering

various factors like availability of item, cost as well the problem of impurities, it was decided by ONGC in June 2005 to revise the specifications from 4.10 Sp. Gr to 4.15 Sp. Gr.

#### **Investment by PIO in the Aviation Industry**

1933. SHRI P.S. GADHAVI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the proposal to allow participation of Persons of India Origin (PIO) in domestic Civil Aviation Sector has been finalised by the Government;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which the matter is proposed to be finalised?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The matter is under consideration of the Government.

*[Translation]*

#### **Training of Officers of Indian Oil Corporation**

1934. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there are any rules/guidelines for provision of reservation in the training of officers of the Indian Oil Corporation belonging to the Scheduled Castes/Scheduled Tribes in the country as per the directions issued by the Union Government;

(b) if so, the number of training programmes conducted in the country and abroad during the last three years and the year-wise and category-wise number of applicants belonging to the Scheduled Castes/Scheduled Tribes nominated for the training programmes in comparison to that of the applicants of the general category;

(c) whether there has been any huge difference therein; and

(d) if so, the action to be taken for providing training?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) IOC has reported

that the guidelines issued by the Department of Public enterprises (DPE) dated 25.4.91, inter-alia, provide that in order to improve the chances of SC/ST officers for selection to higher categories of posts in Group 'A', the SC/ST officers should be provided with more opportunities for institutional training and for attending seminars/symposia/conferences. The guidelines also provide that

wherever possible, it would be useful to earmark 25% of the seats of officers belonging to SC/ST categories in the training programme.

The details of training programmes organized in the country and abroad and the number of officers, category-wise, nominated for the training programmes are as under:-

	In India			Overseas**		
	2004-05	2005-06	2006-07	2004-05	2005-06	2006-07
No. of training programmes organised	1840	1578	1265	27	48	74
No. of SC officers nominations	2024	1581	1608	2	15	28
No. of ST officers nominations	890	674	671	0	4	5
No. of SC/ST officers nominations	2914	2255	2279	2	19	33
No. of General Category officers nominations	10673	7265	7480	55	126	161
Total no. of officers nominations	13537	9520	9759	57	145	194

\*\*IOC does not organize training programmes overseas. The above are programmes organized by external agencies.

The participation of SC/ST officers is given due importance and has grown from 21.5% in 2004-05 to 23.3% in 2006-07 for training nominations in India and from 3.5% in 2004-05 to 17.0% in 2006-07 for overseas nominations.

[English]

#### Industry Status to the Tourism

1935. SHRI MADAN LAL SHARMA: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government proposes to give tourism the status of an industry; and

(b) if so, the details of the steps taken by the Ministry of Tourism in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The

Ministry of Commerce and Industry (Department of Industrial Policy and Promotion) have announced packages for the States of Jammu and Kashmir, Himachal Pradesh and Uttaranchal for certain identified thrust industries, including Eco-Tourism industries set up in these States. Thereafter the Department of Industrial Policy and Promotion has announced the North East Industrial and Investment Promotion Policy (NEIIP), 2007 under which capital investment subsidy is available for various Industrial and Service Sector activities including hotels, adventure, leisure sports and ropeways in the North East States including Sikkim.

#### Research and Development by Pharma Industries

1936. SHRI ADHIR CHOWDHURY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to give more relief to Pharma Industries with a view to increase

**Research and Development (R&D) in the Pharmaceutical Sector;**

(b) if so, the details thereof; and

(c) the manner in which the relief is likely to be given to Pharma industries?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQU): (a) The Government has provided a number of fiscal incentives and other support measures for promoting Research and Development (R&D) in Industry and increased utilization of locally available R&D options for industrial development. Department of Revenue (TPL Division) has however, informed that Taxation or relief therefrom is a part of the budget exercise. Therefore, a view on this matter would be taken by them at an appropriate time.

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

#### **Railway Line to Tirumala via Tirupati**

1937. SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway have any proposal to lay a railway line to Tirumala *via* Tirupati in Andhra Pradesh to meet the ever increasing influx of pilgrims to the shrine; 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.

*[Translation]*

#### **Curtailment of Flight Hours for CPL**

1938. SHRI HANSRAJ G. AHIR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has decreased the period of flights for issuing Commercial Pilot License (CPL) to the trainee pilots;

(b) if so, the details thereof;

(c) whether any evaluation has been made of the impact of decreased flying period on safety of flights;

(d) if so, the details thereof;

(e) if not, whether any steps are being taken to impart proper flying training for ensuring safe flights; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. In keeping with the International Civil Aviation Organisation (ICAO) standards, the flying hours requirement for issuance of Commercial pilot Licence (CPL) has been reduced to 200 hours by amending the relevant provisions of the Aircraft Rules, 1937.

(c) to (f) There has been no compromise on air safety by amending the requirement of flying hours. This has been done to bring the requirements at par with international practices.

#### **Fire Testing Lab in DRSO**

1939. SHRIMATI BHAVANA PUNDALIKRAO GAWALI:  
SHRI SANJAY DHOTRE:  
SHRI BAPU HARI CHAURE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for setting up of fire testing laboratory in Design Research and Standards Organization (DRSO) is pending for long;

(b) if so, the details thereof;

(c) the reasons for delay; and

(d) the time by which the laboratory is likely to be set up?

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

(b) and (c) Do not arise.

(d) A Global Tender for awarding of consultancy contract by Research designs and Standards Organization



(RDSO), Lucknow is under process. The consultancy work is likely to be completed by June' 2008. Based on consultants' report, further action for setting up the laboratory will be taken.

#### Coaching Centres for SC and OBC Candidates

1940. DR. KARAN SINGH YADAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state the details of the names of the coaching centres which have been provided grants for providing coaching for the UPSC examination to the other backward classes and scheduled caste candidates along with details of the funds provided therefor during the last three years?

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

SUBBULAKSHMI JAGADEESAN): Under the Centrally sponsored Scheme of Coaching & Allied Assistance for weaker Sections including SCs, OBCs & Minorities, grants-in-aid has been provided for conducting coaching for Group 'A', 'B' and Entrance Examinations. Till 2006-07, the students from SCs, OBCs & Minorities were coached in ratio of 5:3:2. The details of amount released to the respective organizations during the last three years to impart coaching, particularly for Group 'A' examinations conducted by the UPSC and State Public Service Commissions are given in the enclosed Statement. The scheme has been revised with effect from April, 2007. Under the revised scheme, the students from SCs & OBCs are coached in ratio of 7:3. Coaching to students belonging to minority community is provided under a scheme of the Ministry of Minority Affairs.

#### Statement

##### *Funds released for Group 'A' coaching and number of beneficiaries during the last three years*

Sl.No.	Name of State/UT	Name of Grantee	2004-05		2005-06		2006-07	
			Amount (Rs. in lakhs)	No. of Bene- ficiaries	Amount (Rs. in lakhs)	No. of Bene- ficiaries	Amount (Rs. in lakhs)	No. of Bene- ficiaries
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	Government of Andhra Pradesh	0.00	0	9.34	160	85.82	1612
2.	Andhra Pradesh	Sri Krishna Devaraya Univesity, Anantpur	3.88	40	0	0	0	0
3.	Andhra Pradesh	Nagarjuna University, Guntur	15.52	160	0	0	0	0
4.	Assam	Guwahati University, Guwahati	4.85	50	0	0	0	0
5.	Bihar	Patna University, Patna	9.70	100	0	0	3.88	40
6.	Chhattisgarh	Nutan Mahakoshal Shikshan Samiti, Mahakaushal Academy for Administrative Careers, C/272, Rohinipuram, Raipur	0	0	0	0	3.88	40
7.	Delhi	Delhi Educational Centre, 15-A, Jai Sarai, I.I.T., Hauz Khas, New Delhi-110 016	7.76	80	3.88	40	0	0
8.	Delhi	Hamdard Education Society, Talimabad, Sangam Vihar, New Delhi-110 062	3.88	40	0	0	0	0
9.	Delhi	NCT of Delhi, Govt. of Delhi	0	0	2.16	40	0	0
10.	Delhi	Jamia Millia Islamia, New Delhi	3.88	40	0	0	0	0

1	2	3	4	5	6	7	8	9
11.	Himachal Pradesh	H.P. University, Shimla	0	0	0	0	3.88	40
12.	Jammu and Kashmir	Dr. Saxena Vision Foundation, 55 Gogji Begh, Srinagar, Jammu & Kashmir-190008	3.88	40	7.76	80	0	0
13.	Jharkhand	Delhi Education Centre, 49, Tharpakna, H.B. Road, Near Masjid, Ranchi, Jharkhand-834 001	0	0	3.88	40	0	0
14.	Karnataka	Bangalore University, Bangalore	4.85	50	0	0	0	0
15.	Karnataka	Universal Coaching Centre, No. 283, 20th Main Marenahalli Main Road, Bangalore-560 040	0	0	3.88	40	3.88	40
16.	Karnataka	Dalitha Maha Sabha, Davengere	0	0	0	0	3.88	40
17.	Madhya Pradesh	Suruchi Vyavsaik Prashikshan Sansthan, 22 Dwarkadish Colony, Gandhi Road, Thatipur, Gwalior, Madhya Pradesh	1.94	20	0	0	0	0
18.	Madhya Pradesh	Vikram University, Ujain, Madhya Pradesh	3.88	40	3.88	40	0	0
19.	Madhya Pradesh	Dr. Baba Saheb Ambedkar National Institute of Science, Mhow, Madhya Pradesh	3.88	40	3.88	40	0	0
20.	Madhya Pradesh	Jiwaji University, Gwalior, Madhya Pradesh	4.85	50	0	0	0	0
21.	Madhya Pradesh	Devi Ahilya University, Indore, Madhya Pradesh	5.82	60	0	0	0	0
22.	Maharashtra	Dryanavardhini Educational & Charitable Foundation, 151, Railway Lines, Umanand Apartments, Dufferin Chowk, Solapur, Maharashtra	3.88	40	0	0	0	0
23.	Maharashtra	Rastra Sant Tukadoji Maharaj Nagpur University, Nagpur	3.88	40	3.88	40	0	0
24.	Maharashtra	Baba Saheb Ambedkar Marathwada University	0	0	0	0	3.88	40
25.	Maharashtra	Akhil Bharatiya Leva Samaj Utkarsh Mandal, Unmesh, Plot No. 5, Behind M.J. College, Bharat Petro, Quarter, Jalgaon-425 002	0	0	0	0	3.88	40
26.	Maharashtra	Mumbai University Mumbai	3.88	40	0	0	0	0
27.	Maharashtra	University of Pune	0	0	5.82	60	0	0
28.	Pondicherry	Pondicherry University, Pondicherry	5.82	60	0	0	0	0
29.	Punjab	Government of Punjab	0	0	4.31	80	0	0
30.	Punjab	Gurunank Dev University, Amritsar	0	0	3.88	40	0	0
31.	Rajasthan	Udaipur Study Circle, 19, Fatehpura, Udaipur, Rajasthan-313 001	0	0	3.88	40	0	0
32.	Tamil Nadu	Mahendra Education Trust, Kallipatti, Tiruchengodu, T.J. Namakkal District, Tamil Nadu-673 501	0	0	3.88	40	0	0

1	2	3	4	5	6	7	8	9
33.	Tamil Nadu	The Kongu Vellalar Institute of Technology Trust, Kongu Arts and Science College, Nanjanapuram, Kathirampatti, Erode, Tamil Nadu	0	0	3.88	40	0	0
34.	Tamil Nadu	Bharathidasan University, Tiruchirapalli	9.70	100	0	0	0	0
35.	Uttar Pradesh	University of Allahabad, Allahabad	10.28	106	15.52	160	11.64	120
36.	Uttar Pradesh	Health Care & Dev. Society, Kanpur Road, Lucknow	0	0	3.88	40	0	0
37.	Uttar Pradesh	Social Science Sudha Research Institute, Kanpur, U.P.	3.88	40	3.88	40	0	0
38.	Uttar Pradesh	Dr. Ram Manohar Lohiya Vyavsaik Prastikshan Sansthan, 174 M.E. Hemant Vihar, Barra-2, Kanpur South, Kanpur	3.88	40	3.88	40	0	0
39.	Uttar Pradesh	Jansewa Khadi Gramodhyog Sewa Sansthan, 64 Katra Sevakali, Naya Shehar, Etawah, Uttar Pradesh	3.88	40	0	0	0	0
40.	Uttar Pradesh	Moti Lal Nehru National Institute of Technology Allahabad	5.33	55	0	0	0	0
41.	Uttar Pradesh	AIDOS Society of Art & Culture, 306, Manas Enclave, Picnic Spot Road, Fandi Nagar, CIMAP, Lucknow, Uttar Pradesh	0	0	3.88	40	0	0
42.	Uttar Pradesh	Aligarh Muslim University, Aligarh	28.13	290	0	0	0	0
43.	Uttaranchal	H.N. Bahuguna Garhwal University	2.91	30	3.88	40	3.88	40
Total			164.02	1691	103.11	1180.00	128.50	2052.00

### Adulteration in the LPG

1941. SHRI HARIKEWAL PRASAD:  
SHRI TUKARAM GANPAT RAO RENGE  
PATIL:

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

(a) the number of complaints regarding less weight and adulteration in the LPG received by the Government during the last three years;

(b) whether the Government proposes to fit computer chips on the LPG cylinders to remove the said complaints;

(c) if so, the details thereof;

(d) the name of the agency to bear the cost of the said chips and the reaction of the Government thereto; and

(e) the reasons for not bearing the cost of the said chips by the Government?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Public Sector Oil Marketing Companies (OMCs) have not reported any complaints regarding adulteration in LPG cylinders in the country during the last three years. However, OMCs have reported 176 cases of complaints of supply of underweight cylinders to consumers by their LPG distributors during the last three years *i.e.*, 2004-05, 2005-06, 2006-07 and April-September, 2007. Action was taken against the erring distributors by OMCs in accordance with the provisions of the Marketing Discipline Guidelines (MDG).

(b) to (e) The proposal to introduce computer chips *i.e.* Radio Frequency Identification (RFID) system for checking the diversion of domestic LPG cylinder has not been finalised as yet.

*[English]***Broad Gauge line between Shapur to Kudachi**

1942. SHRI P.C. GADDIGOUDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the conversion work of Shapur-Kudachi (near Belgaum) broad gauge rail line have come to stand still;

(b) if so, the reasons therefor; and

(c) if not, the time by which the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no such metre gauge line from Shapur to Kudachi.

(b) and (c) Do not arise.

*[Translation]***Revenue from Advertisements**

1943. SHRIMATI SANGEETA KUMARI SINGH DEO:  
SHRI HARISINH CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are earning revenue from advertisements;

(b) if so, the zone-wise details thereof during the last three years;

(c) whether the Railways have explored the potential for generating income through advertisements;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

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

(b) A Statement is enclosed.

(c) to (e) Policy guidelines have been issued to the Zonal Railways for generating revenues through commercial advertisements by utilizing various assets of railways *i.e.* station premises, trains, approaches to the major stations and other suitable areas. Exploring potential for additional revenue generation through advertisements is a continuous process and various new ideas/schemes are tried for maximising the earning through this source.

**Statement**

The revenue earned from Advertisement on Railways (Zone-wise) during the last 3 years (2004-05, 2005-06 & 2006-07)

	(Rs. in thousands)		
	2004-05	2005-06	2006-07
	1	2	3
Central Railway	55844	130301	237165
Eastern Railway	25216	35888	53052
East Central Railway	5992	4589	4338
East Coast Railway	6792	6960	9012
Northern Railway	96562	104483	53769
North Central Railway	4644	3528	15869
North Eastern Railway	5716	7757	8732

	1	2	3
Northeast Frontier Railway	1032	4072	12647
North Western Railway	16514	21924	28849
Southern Railway	32367	61760	124054
South Central Railway	16220	27240	32658
South Eastern Railway	6892	9144	11997
South East Central Railway	12131	4515	4257
South Western Railway	16523	26622	29342
Western Railway	144778	256622	262019
West Central Railway	4217	9395	12911
Metro Railway, Kolkata	50662	66052	104538
<b>Total</b>	<b>502102</b>	<b>780852</b>	<b>1005009</b>

*[English]***Ticketing System in the Protected Monuments**

1944. SHRI G.M. SIDDESWARA: Will the Minister of CULTURE be pleased to state:

(a) the details of those protected monuments in the country for which the ticketing system is in vogue;

(b) the revenue earned through the sale of tickets each year during the last three years till date; and

(c) the amount spent on the renovation and

maintenance of these monuments during the said period?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There are 116 ticketed monuments under the Archaeological Survey of India. The details of ticketed monuments and the revenue earned thereon by way of entrance fee during the last three years is given in the enclosed Statement-I.

(c) The amount spent on conservation and maintenance of above ticketed monuments during the period is given in the enclosed Statement-II.

**Statement I**

*Details of revenue collected by way of entrance fee on centrally protected monuments (State-wise)*

(In Rupees unless otherwise indicated)

Sl.No.	State/Name of monument	2004-05	2005-06	2006-07
1	2	3	4	5
<b>Andhra Pradesh</b>				
1.	Lower fort (Raja and Rani Mahal), Chandragiri, Distt. Chittoor	494725	466830 4\$	502915 34\$

1	2	3	4	5
2.	Golkonda fort, Golkonda, District, Hyderabad	4892790 1628\$	5299530 2014\$	6727450 2820\$
3.	Ruined Buddhist Stupa and other remains, Amaravati, District Guntur	100760 66\$	439975 478\$	138650 798\$
4.	Hill of Nagarjunakonda with ancient remains, Pullardigudem, District Guntur	532270 76\$	976470 489\$	595505 774\$
5.	Four storeyed rock-cut Hindu temple, Undavalli, Distt. Guntur	177705 26\$	144615 177\$	283875 20\$
6.	Buddhist monuments, Guntapalle, Distt. West Godavari	104880	103595	122695 85\$
7.	Warangal fort, Warangal, Distt. Warangal	283930	333150	374270
8.	Charminar, Hyderabad, District Hyderabad	6188560 260\$	6732000 176\$	7619545 154\$
<b>Assam</b>				
9.	Ahom Raja's palace, Garhgaon, District Sibsagar	141655	159230	125600
10.	Karenghar of Ahom Kings, Sibsagar, Distt. Sibsagar	437710	387155	323035
11.	Group of four maidans, Charaideo, Distt. Sibsagar	142575	124955	83970
12.	Bishnudol, Joysagar, Distt. Sibsagar	37170	35935	25555
13.	Ranghar Ruins, Joysagar, Distt. Sibsagar	115545	150210	117430
<b>Bihar</b>				
14.	Site of Mauryan Palace, Kumrahar, Patna, Distt. Patna	169595 1064\$	215140 944\$	291205 1657\$
15.	Ancient ruins Vaishali, Distt. Vaishali	343535 20426\$	183075 15898\$	436060 30680\$
16.	Sher Shah's tomb, Sasaram, Distt. Rohtas	447245 132\$	493125 70\$	542175 54\$
17.	Excavated Site, Nalanda, Distt. Nalanda	1691030 29588\$	1411950 46036\$	1911140 62446\$
18.	Ancient Site of Vikramshila, Antichak, Distt. Bhagalpur	37185	67335	92320 22\$

1	2	3	4	5
<b>Chhattisgarh</b>				
19.	Temple of Laxman and Old sites including sculptures Sirpur, Distt. Raipur	62175	317135	200270
<b>Gujarat</b>				
20.	Sun Temple, Modhera, Distt. Mehsana	726573	736724	771247
21.	Rani Ki-Vav, Patan, Distt. Patan	615196	753559	821486
22.	Champaner Monuments, Champaner, Distt. Godhra	237140	296595	511152
23.	Asokan Rock Edict, Junagadh, Distt. Junagadh	305420	301850	265470
24.	Buddhish Caves, Junagadh, Distt. Junagadh	245425	270741	285547
25.	Baba Pyare, Khapra Kodia Caves, Junagadh, Distt. Junagadh	2622	3765	8906
<b>Haryana</b>				
26.	Sheikh Chilli's tomb, Thanesar, Distt. Kurukshetra	211860 24\$	236045	222340
27.	Suraj Kund, Lakharpur, Distt. Faridabad	176080 4\$	193755 15\$	152375 6\$
<b>Himachal Pradesh</b>				
28.	Ruined fort, Kangra, Distt. Kangra	242760 12\$	294045 10\$	321465 10\$
29.	Rock-cut Temples and Sculptures, Masrur, Distt. Kangra	85725 2\$	92265 2\$	88225 2\$
<b>Jammu and Kashmir</b>				
30.	Group of temples, Kiramchi, Distt. Udhampur	2935	2865	3020
31.	Ancient palaces attributed to Raja Suchet Singh, Ramnagar, Distt. Udhampur	10570	11240	8585
32.	Avantiswami temple, Avantipura, Distt. Pulwama	21125 52\$	45630	33230 64\$
33.	Ancient palace Leh, Distt. Leh (Ladakh)	49250 3304\$	146650 684\$	158075 552\$

1	2	3	4	5
<b>Karnataka</b>				
34.	Group of monuments, Hampi, Distt. Bellary	8412475	8290134	10125186
35.	Dariya Daulat Bagh, Srirangapatanam, Distt. Mandya	4702334	4829828	5657415
36.	Keshava temple, Somnathpur, Distt. Mysore	1416711	1431916	1833442
37.	Palace of Tipu Sultan, Bangalore, Distt. Bangalore	1061993	1213493	952299
38.	Fortress and Temple Chitradurga fort, Chitradurga, Distt. Chitradurga	1065055	735790	1132260
39.	Bellary fort, Bellary, Distt. Bellary	24330	16450	15627
40.	Durga temple, Aihole, Distt. Bagalkot	812115 2528\$	858215 2206\$	2351455 2656\$
41.	Cave at Badami, Distt. Bijapur	1318425 4612\$	1370580 3598\$	1900615 3172\$
42.	Group of temples, Pattadakal, Distt. Bagalkot	2152220 7640\$	2227450 7525\$	2811640 8955\$
43.	Gol-Gumbaz, Bijapur, Distt. Bijapur	3217460 962\$	3370900 846\$	3815615 906\$
44.	Ibrahim Rauza, Bijapur, Distt. Bijapur	758166 616\$	735440 514\$	758470 720\$
45.	Temples & Sculpture Gallery, Lakkundi, Distt. Gadag	42780 30\$	41390 254\$	51345 280\$
<b>Kerala</b>				
46.	Bekal Fort, Pallikere, Distt. Kasargod	644595	782715	740996
<b>Madhya Pradesh</b>				
47.	Western Group of Temples, Khajuraho, Distt. Chhatrapur	17544212	18316812	21112081
48.	The Palace in the fort, Burhanpur, Distt. Burhanpur	208855	204035	233705
49.	Buddhist Caves, Bagh, Distt. Dhar	81005	85450	72299
50.	Group of monuments, Mandu, Distt. Dhar	794799	910383	870627



1	2	3	4	5
51.	Roopmati's Pavilion, Mandu, Distt. Dhar	881909	896384	951689
52.	Hoshang Shah's tomb Mandu, Distt. Dhar	278229	266751	525871
53.	Buddhist Monuments, Sanchi, Distt, Raisen	4129347	4449577	5717835
54.	Gwalior Fort, Gwalior, Distt. Gwalior	1656769	1832426	1989884
55.	Bhojshala and Kamal Maula's mosque Dhar, Distt. Dhar	38787	17984	14496
<b>Maharashtra</b>				
56.	Ajanta Caves, Ajanta, Distt. Aurangabad	9225767	9172624	10265832
57.	Ellora Caves, Ellora, Distt. Aurangabad	7309930	6396845	6490855
58.	Pandulena Caves, Mahoor, Distt. Nanded	282166	289728	530405
59.	Daulatabad Fort, Daulatabad, Distt. Aurangabad	2196620	1879280	1818138
60.	Tomb of Rabia Durani (Bibi Ka Maqbara), Aurangabad Distt. Aurangabad	3936935	4518383	5007460
61.	Aurangabad Caves, Aurangabad, Distt. Aurangabad	353321	342579	303249
62.	Elephanta Caves, Gharapuri, Distt. Raigad	4612950 65225\$	3823720 76395\$	3667320 84955\$
63.	Buddhist Caves, Kanheri, Distt. Mumbai Suburban	436790 994\$	282160 1246\$	318815 1382\$
64.	Caves, Temples and inscriptions, Karta, Distt. Pune	734900 374\$	584685 580\$	524915 488\$
65.	Cave, Temple and inscriptions, Junnar, Distt. Pune	1042730 4\$	929390 24\$	972590 20\$
66.	Raigad Fort, Raigad, Distt. Raigad	428790	298170	296565 46\$
67.	Shaniwarwada, Pune, Distt. Pune	1512840 258\$	1715345 228\$	1890775 346\$

1	2	3	4	5
68.	Hirakota old fort (Kolaba or Alibagh), Agarkot, Distt. Raigad	149820	151560	163580
69.	Old fort, Sholapur, Distt. Sholapur	11850	9050	23680
70.	Cave, Temple & Inscriptions, Bhaja, Distt. Pune	223790 198\$	214525 330\$	190320 232\$
71.	Aga Khan Palace building, Pune, Distt. Pune	661070 216\$	710315 324\$	823370 296\$
NCT Delhi				
72.	Jantar Mantar	1946735 1810\$	2582621 2474\$	2613103 2052\$
73.	Khan-i-Khana	17455	14590	23410
74.	Purana Qila	3053745 1962\$	3385841 1890\$	3927225 1934\$
75.	Tughluqabad Fort	170800 358\$	157546 268\$	143570 66\$
76.	Kotla Feroz Shah	153655 10\$	231250 166\$	429140 92\$
77.	Safdarjung Tomb	1388650 1680\$	1538000 1916\$	2012180 1986\$
78.	Red Fort	18393110 48726\$	19993018 50384\$	22154345 46420\$
79.	Humayun's Tomb	26133080 281085\$	22985320 328990\$	27683930 306588\$
80.	Qutb Minar	36514080 686595\$	38318355 735620\$	46135033 910080\$
81.	Sultan Garhi	1125	1128	2375
Orissa				
82.	Sun Temple, Konarak, Distt. Puri	11192440	11024840	13459750
83.	Rajarani temple, Bhubaneshwar, Distt. Puri	131955	167300	248595
84.	Ancient Remains on both Udaigiri & Khandagiri Hills, Bhubaneshwar, Distt. Khurda	913701	770245	1133315
85.	Ratnagiri Monuments, Ratnagiri Distt. Jajpur	67340	78425	102135

1	2	3	4	5
86.	Ruins of Buddhist temples and images, Lalitagiri, Distt. Cuttack	41205	41135	52750
Rajasthan				
87.	Deeg Bhawan, Deeg, Distt. Bharatpur	219728	199620	213847
88.	Kumbhalgarh fort, Kumbhalgarh, Distt. Rajsamand	1741413	1738873	1913976
89.	Chittaurgarh fort, Chittaurgarh Distt. Chittaurgarh	2866220	2850016	3064882
Tamil Nadu				
90.	Group of Monuments, Mamallapuram, Distt. Kanchipuram	13065790 61610\$	12624900 68070\$	16874430 102540\$
91.	Gingee fort, (Rajgirid and Krishnagiri), Gingee, Distt. Villupuram	830580 170\$	869695 76\$	970415 186\$
92.	Fort, Dindigul, Distt. Dindigul	166080	163655	183805
93.	Muvarkoil, Kodumbalur, Distt. Pudukkottai	10605 56\$	14225 14\$	9480 4\$
94.	Rock-Cut Jain temple, Sittanavassal, Distt. Pudukkottai	93305 10\$	90975 9\$	97460 4\$
95.	Natural Cavern called Eladipallanan, Sittanavassal, Distt. Pudukkottai	90080 4\$	92920 12\$	83550 8\$
96.	Fort, Tirumayam, Distt. Pudukkottai	180395 12\$	144860 18\$	223910 16\$
97.	Fort St. George, Chennai, Distt. Chennai	578185 484\$	562560 1402\$	631670 1168\$
Uttar Pradesh				
98.	Taj Group of Monuments, Agra, Distt. Agra	114746030	132586354	148171080
99.	Agra Fort, Agra, Distt. Agra	73009245	63860470	78897025
100.	Fatehpur Sikri, Agra, Distt. Agra	38538330	36137405	36989405
101.	Akbar's tomb, Sikandara, Agra, Distt. Agra	5784015	5337831	5262744

1	2	3	4	5
102.	Mariam's tomb, Sikandara, Agra, Distt. Agra	61030	73043	47325
103.	Itimad-ul-Daula's tomb, Agra, Distt. Agra	4087194	4237972	4125771
104.	Rambagh group of monuments, Agra. Distt. Agra	61930	76770	123580
105.	Mehtab Bagh, Agra, Distt. Agra	64866	161896	365810
106.	Rani Jhansi Fort, Jhansi, Distt. Jhansi	554470 242\$	594314 514\$	731952
107.	Rani Lakshmi Bai Mahal, Jhansi, Distt. Jhansi	38170 12\$	42885 20\$	59202
108.	Site of Sahet-Mahet, Distt. Sravastinagar	121405 27164\$	934760 43540\$	4626781
109.	Residency Buildings, Lucknow, Distt. Lucknow	64505 362\$	875761 376\$	962338
110.	Buddhist Site, Samath, Distt Varanasi	2135375 132138\$	2131025 155360\$	1448525 179046\$
111.	Observatory of Man Singh, Varanasi, Distt. Varanasi	24900	51845	27115
112.	Lord Cornwallis Tomb, Ghazipur, Distt. Ghazipur	24690	28590	24760
113.	Old fort, Jaunpur, Distt., Jaunpur	298365 46\$	304815 26\$	386520 36\$
<b>West Bengal</b>				
114.	Hazarduari palace, Killa Nizamat, Distt. Murshidabad	1761210	1796840	1942245
115.	Cooch Bihar Palace, Cooch Behar, Distt. Cooch Behar	887695	1091080	1232540
116.	Bishnupur Temples, Bishnupur, Distt. Bankura	335175	390740	419514
	Total: (A) Indian Currency-	466253453	476814555	541865122
	(B) US Dollar- \$in Indian Currency	1384857\$ 62318565	1552192\$ 69848640	17,56,868\$ 79059060
	(US \$ = Rs. 45/-)			
<b>Grand Total:</b> (In Indian Currency)		<b>52,85,72,018</b>	<b>54,66,63,195</b>	<b>63,03,63,182</b>

**Statement II**

*The list showing the amount of expenditure incurred on centrally protected ticketed monuments during the last three years*

(In Rupees)

Sl.No.	State/Name of monument	2004-05	2005-06	2006-07
1	2	3	4	5
<b>Andhra Pradesh</b>				
1.	Lower fort (Raja and Rani Mahal), Chandragiri, Distt. Chittoor	1022674	1384786	975656
2.	Golkonda fort, Golkonda, District, Hyderabad	4967316	4373643	6427551
3.	Ruined Buddhist Stupa and other remains, Amaravati, District Guntur	65157	1717974	870519
4.	Hill of Nagarjunakonda with ancient remains, Pullarddigudem, District Guntur	1056796	826130	313361
5.	Four storeyed rock-cut Hindu temple, Undavalli, Distt. Guntur	50288	251778	2334
6.	Buddhist monuments, Guntapalle, Distt. West Godavari	1145734	335122	1592245
7.	Warangal fort, Warangal, Distt. Warangal	1879699	1919979	1094464
8.	Charminar, Hyderabad, District Hyderabad	1285239	339250	394649
<b>Assam</b>				
9.	Ahom Raja's palace, Garhgaon, District Sibsagar	172514	67847	34964
10.	Karenghar of Ahom Kings, Sibsagar, Distt. Sibsagar	670945	1186474	901399
11.	Group of four maidans, Charaideo, Distt. Sibsagar	298254	466821	1199931
12.	Bishnuddol, Joysagar, Distt. Sibsagar	439453	439254	36798
13.	Ranghar Ruins, Joysagar, Distt. Sibsagar	15000	15992	9000

1	2	3	4	5
<b>Bihar</b>				
14.	Site of Mauryan Palace, Kumrahar, Patna, Distt. Patna	1541568	3025695	709254
15.	Ancient ruins Vaishali, Distt. Vaishali	1446854	1833055	274598
16.	Sher Shah's tomb, Sasaram, Distt. Rohtas	547827	271696	2162133
17.	Excavated Site, Nalanda, Distt. Nalanda	5473707	1145435	660414
18.	Ancient Site of Vikramshila, Antichak, Distt. Bhagalpur	2219582	4911823	414297
<b>Chhattisgarh</b>				
19.	Temple of Laxman and Old sites including sculptures Sirpur, Distt. Raipur	2422132	2979082	2370670
<b>Gujarat</b>				
20.	Sun Temple, Modhera, Distt. Mehsana	411818	427426	382061
21.	Rani Ki-Vav, Patan, Distt. Patan	1920180	2739268	733722
22.	Champaner Monuments, Champaner, Distt. Godhra	504905	788565	1357086
23.	Asokan Rock Edict, Junagadh, Distt. Junagadh	66246	31592	26482
24.	Buddhist Caves, Junagadh, Distt. Junagadh	50104	128186	39123
25.	Baba Pyare, Khapra Kodia Caves, Junagadh, Distt. Junagadh	194651	346843	123914
<b>Haryana</b>				
26.	Sheikh Chilli's tomb, Thanesar, Distt. Kurukshetra	355785	1134204	2312131
27.	Suraj Kund, Lakharpur, Distt. Faridabad	788966	143471	2822369
<b>Himachal Pradesh</b>				
28.	Ruined fort, Kangra, Distt. Kangra	699383	1207435	2267906
29.	Rock-cut Temples and Sculptures, Masrur, Distt. Kangra	81313	219139	152199

1	2	3	4	5
<b>Jammu and Kashmir</b>				
30.	Group of temples, Kiramchi, Distt. Udhampur	129592	669925	417274
31.	Ancient palaces attributed to Raja Suchet Singh, Ramnagar, Distt. Udhampur	2619790	136130	1953531
32.	Avantiswami temple, Avantipura, Distt. Pulwama	532934	199013	1087265
33.	Ancient Palace Leh, Distt. Leh (Ladakh)	1379305	944281	3321085
<b>Karnataka</b>				
34.	Group of monuments, Hampi, Distt. Bellary	1686932	622990	100000
35.	Dariya Daulat Bagh, Srirangapatanam, Distt. Mandya	157500	52811	1098814
36.	Keshava temple, Somnathpur, Distt. Mysore	38981	754249	171166
37.	Palace of Tipu Sultan, Bangalore, Distt. Bangalore	969518	1495285	398727
38.	Fortress and Temple Chitradurga fort, Chitradurga, Distt. Chitradurga	4414795	3296364	9059560
39.	Bellary fort, Bellary, Distt. Bellary	—	—	1247249
40.	Durga temple, Aihole, Distt. Bagalkot	520173	138029	977744
41.	Cave at Badami, Distt. Bijapur	1302129	1500	81045
42.	Group of temples, Pattadakal, Distt. Bagalkot	1345801	544489	602889
43.	Gol-Gumbaz, Bijapur, Distt. Bijapur	109500	95108	1753103
44.	Ibrahim Rauza, Bijapur, Distt. Bijapur	16092	32676	893887
45.	Temples & Sculpture Gallery, Lakkundi, Distt. Gadag	—	—	—

1	2	3	4	5
<b>Kerala</b>				
46.	Bekal Fort, Pallikere, Distt. Kasargod	942337	1469009	1353212
<b>Madhya Pradesh</b>				
47.	Western Group of Temples, Khajuraho, Distt. Chhatrapur	167073	7610790	3081453
48.	The Palace in the fort, Burhanpur, Distt. Burhanpur	1147992	817887	1577771
49.	Buddhist Caves, Bagh, Distt. Dhar	416729	393738	1039202
50.	Group of monuments, Mandu, Distt. Dhar	392335	52877	1564847
51.	Roopmati's Pavilion, Mandu, Distt. Dhar	322106	1027213	1018498
52.	Hohang Shah's tomb Mandu, Distt. Dhar	580214	270336	2163972
53.	Buddhist Monuments, Sanchi, Distt. Raisen	805399	1408059	1156525
54.	Gwalior Fort, Gwalior, Distt. Gwalior	1380844	1088092	664532
55.	Bhojshaha and Kamal Maule's Mosque Dhar, Distt. Dhar	41364	100083	244579
<b>Maharashtra</b>				
56.	Ajanta Caves, Ajanta, Distt. Aurangabad	6678859	6195641	6753457
57.	Ellora Caves, Ellora, Distt. Aurangabad	6438981	5006728	4382700
58.	Pandulena Caves, Mahoor, Distt. Nanded	655985	311078	262369
59.	Daulatabad Fort, Daulatabad, Distt. Aurangabad	4612803	4857110	10105922
60.	Tomb of Rabia Durani (Bibi Ka Maqbara), Aurangabad Distt. Aurangabad	2731559	2997930	4551866
61.	Aurangabad Caves, Aurangabad, Distt. Aurangabad	2850554	600956	2183215
62.	Elephanta Caves, Gharapuri, Distt. Raigad	2130548	2457252	2915182



1	2	3	4	5
63.	Buddhist Caves, Kanheri, Distt. Mumbai Suburban	861728	1434046	470206
64.	Caves, Temples and Inscriptions, Karla, Distt. Pune	400645	1014080	2093568
65.	Cave, Temple and Inscriptions, Junnar, Distt. Pune	1066006	2276144	665724
66.	Raigad Fort, Raigad, Distt. Raigad	2351182	1153212	1957478
67.	Shaniwarwada, Pune, Distt. Pune	150101	728341	777327
68.	Hirakota old fort (Kolaba or Alibagh), Agarkot, Distt. Raigad	1059985	1131798	146704
69.	Old fort, Sholapur, Distt. Sholapur	81717	586562	1711459
70.	Cave, Temple & Inscriptions, Bhaja, Distt. Pune	99267	112016	100472
71.	Aga Khan Palace building, Pune, Distt. Pune	45000	513420	1229796
NCT Delhi				
72.	Jantar Mantar	394623	465407	246091
73.	Khan+Khana	265625	350619	418938
74.	Purana Qila	8843268	1122369	1346097
75.	Tughluqabad Fort	3567103	1406866	5679700
76.	Kotla Feroz Shah	2033020	5003872	734342
77.	Safdarjung Tomb	3320185	1877575	3341719
78.	Red Fort	1724952	2214551	4153331
79.	Humayun's Tomb	5530181	6874612	4839690
80.	Qutb Minar	2712766	2753339	1607395
81.	Sultan Garhi	25464	28035	30512
Orissa				
82.	Sun Temple, Konarak, Distt. Puri	12866851	7728845	9479847
83.	Rajarani temple, Bhubaneshwar, Distt. Puri	897680	314272	330720
84.	Ancient Remains on both Udaigiri & Khandagiri Hills, Bhubaneshwar, Distt. Khurda	186816	527999	932758

1	2	3	4	5
85.	Ratnagiri Monuments, Ratnagiri Distt. Jaipur	1626466	1018351	1961045
86.	Ruins of Buddhist temples and images, Lalitagiri, Distt. Cuttack	1052440	857367	854450
<b>Rajasthan</b>				
87.	Deeg Bhawan, Deeg, Distt. Bharatpur	221082	196838	1258925
88.	Kumbhalgarh fort, Kumbalgarh, Distt. Rajsamand	3238963	2486634	3284237
89.	Chittaurgarh fort, Chittaurgarh Distt. Chittaurgarh	2500405	2295627	2506942
<b>Tamil Nadu</b>				
90.	Group of Monuments, Mamallapuram, Distt. Kanchipuram	1793134	588850	5073064
91.	Gingee fort, (Rajgiri and Krishnagiri), Gingee, Distt. Villupuram	40746	831640	1457865
92.	Fort, Dindigul, Distt. Dindigul	155880	761857	62768
93.	Muvarkoil, Kodumbalur, Distt. Pudukkottai	3510	1110	3355
94.	Rock-Cut Jain temple, Sittanavassal, Distt. Pudukkottai	31419	9695	3330
95.	Natural Cavern called Eladipallanan, Sittannavassal, Distt. Pudukkottai	16792	10234	3500
96.	Fort, Tirumayam, Distt. Pudukkottai	881355	1542562	1687254
97.	Fort St. George, Chennai, Distt. Chennai	872849	1169201	247376
<b>Uttar Pradesh</b>				
98.	Taj Group of Monuments, Agra, Distt. Agra	7790975	8986413	11766567
99.	Agra Fort, Agra, Distt. Agra	18631010	18533316	14322985
100.	Fatehpur Sikri, Agra, Distt. Agra	11282459	8979339	15453814

1	2	3	4	5
101.	Akbar's tomb, Sikandara, Agra, Distt. Agra	2891804	1597162	2395187
102.	Mariam's tomb, Sikandara, Agra, Distt. Agra	363860	79532	326336
103.	Itimad-ul-Daula's tomb, Agra, Distt. Agra	2269755	1515511	616874
104.	Rambagh group of monuments, Agra. Distt. Agra	939434	1880001	543140
105.	Mehtab Bagh, Agra, Distt. Agra	2767655	1451516	76231
106.	Rani Jhansi Fort, Jhansi, Distt. Jhansi	2603396	2813545	1853146
107.	Rani Lakshmi Bai Mahal, Jhansi, Distt. Jhansi	710169	1608934	1230245
108.	Site of Sahet-Mahet, Distt. Sravastinagar	6482402	2001025	1865842
109.	Residency Buildings, Lucknow, Distt. Lucknow	2084946	2219096	2982133
110.	Buddhist Site, Samath, Distt Varanasi	2399364	2334494	1132050
111.	Observatory of Man Singh, Varanasi, Distt. Varanasi	276188	841411	929877
112.	Lord Cornwallis Tomb, Ghazipur, Distt. Ghazipur	676195	206298	153886
113.	Old fort, Jaunpur, Distt., Jaunpur	471495	2094685	1024946
West Bengal				
114.	Hazarduari palace, Killa Nizamat, Distt. Murshidabad	2997032	2874187	1361220
115.	Cooch Bihar Palace, Cooch Behar, Distt. Cooch Behar	3679903	3053174	1499700
116.	Bishnupur Temples, Bishnupur, Distt. Bankura	208903	252722	255729
<b>Total</b>		<b>20,98,06,965</b>	<b>19,50,15,901</b>	<b>21,93,33,764</b>

**Allocation and release of funds for Minority Concentration Districts**

1945. SHRI ABDUL RASHID SHAHEEN: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether 90 minority concentration districts have been identified on the basis of their population and backwardness parameters and budgetary provision of Rs. 120 crore has been made for 2007-08 to address their 'development deficits';

(b) if so, the details of funds allocated and released to each of the 90 minorities concentration districts out of the above budgetary provision and the out of the Prime Minister's New 15 Point Programme for the welfare of the minority, District-wise;

(c) whether some funds are allocated out of the 'Education Cess' to these 90 minority concentration districts for educational purposes; and

(d) if so, the details thereof?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) Yes, Sir. A provision of Rs. 120 crore has been made in the annual plan 2007-08 for implementation of a multi-sectoral development programme for much minority concentration districts. A baseline survey has been commissioned for these districts to identify their 'development deficits' and this will form the basis of the multi-sectoral plan for such districts. Allocations to these districts will depend on the size of the plans approved for each districts.

**Cruise Tourism**

1946. SHRI IQBAL AHMED SARADGI: Will the Minister of TOURISM be pleased to state:

(a) whether the cruise tourism launched by the Government has attracted the high spending tourists;

(b) if so, the details thereof;

(c) the target to be achieved by the end of 2010;

(d) whether the Government has also targeting the high spending foreign tourists by exploiting the 7500 km long Indian coastline;

(e) if so, the details thereof;

(f) whether the Government is also considering to develop cruise tourism on a public private partnership basis; and

(g) if so, the concrete measures and steps being taken by the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (e) Ministry of Tourism promotes diverse tourism products including cruise tourism through brochures, CDs and publicity material which are distributed through its Indiatourism offices in India and abroad. However, no targets are fixed regarding number of potential tourists.

(f) and (g) The Draft Cruise Shipping Policy of Ministry of Shipping provides for development of ports in a phased manner.

**New Railway Tracks in Karnataka**

1947. SHRI G. KARUNAKARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of new railway tracks added in the country particularly in Karnataka during Ninth and Tenth Five Year Plans alongwith their length;

(b) the details of railway tracks renovated and upgraded to broad gauge during the said period; and

(c) the length of new railway lines to be laid down and the length of track renovated during Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) A new line from Hassan-Shravanabelagola (42 Kms) has been completed and commissioned in Karnataka during Ninth & Tenth Plan periods. During the same period, a total of 1582 Kms of new Broad Gauge lines has been added in the country.

(b) 6,392 Kms of gauge conversion and 40,532 Kms of track renewal was completed during this period.

(c) Eleventh Five Year Plan is yet to be finalized. However, it is proposed to complete 2000 Kms of new lines and 16,500 Kms of track renewal during the Eleventh Plan.

**NIMH Model Special Education Centres for Disabled**

1948. SHRI BADIGA RAMAKRISHNA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the approximate number of mentally handicapped persons in Andhra Pradesh;

(b) the number of NIMH Model Special Education Centres (MSECs) located in the State to cater to the educational and other needs of above persons;

(c) whether any special schools are run by Non-Governmental Organisations (NGOs) in the State for mentally handicapped persons;

(d) if so, the details thereof; and

(e) the amount sanctioned for NIMH MSECs in Andhra Pradesh during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Approximately there are 1,55,1999 number of persons with mental retardation in Andhra Pradesh.

(b) NIMH does not run any Model Special Education Centre in Andhra Pradesh.

(c) and (d) Yes, Sir. There are 163 number of special schools run by NGOs in the state of Andhra Pradesh for persons with mental retardation.

(e) Does not arise.

**Inter-Ministerial Group for Auto Policy**

1949. SHRI MANORANJAN BHAKTA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has set up a Inter-ministerial Group to examine the possibility of manufacturing small affordable passenger cars, tractors and two wheelers;

(b) if so, the details thereof; and

(c) whether the constituted Inter-ministerial group has submitted its report;

(d) if so, the details of the findings thereof; and

(e) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) No, Sir.

(b) to (e) Question does not arise.

**Airbus Engineering and Training Centre**

1950. SHRI M. SHIVANNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether leading global aircraft maker Airbus Industries has launched its Airbus Engineering and Training Centre in Bangalore;

(b) if so, the details thereof;

(c) whether this facility is likely to be shifted to Devanahalli; and

(d) if so, the details thereof?

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

(b) M/s. Airbus France have established an Engineering Training Facility at Bangalore. The training facility is approved by EASA under Part 147 to impart training in Airframe, Engine and Avionics to engineering personnel on all types of Airbus aircraft.

(c) and (d) The facility will get shifted to a permanent place close to Devanahalli airport, by September, 2008.

**Welfare of Older Persons**

1951. SHRI SUGRIB SINGH:  
SHRI RAJNARAYAN BUDHOLIA:  
SHRI KISHANBHAI V. PATEL:  
SHRI ANANTA NAYAK:  
SHRI G. KARUNAKARA REDDY:

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

(a) whether the Government provides financial assistance under welfare schemes for older persons in the country;

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

(c) the details of the funds allocated under the schemes to non-Governmental Organisations (NGOs/ Voluntary Organisations (VOs) alongwith proposals received from them in this regard during 2006-07 and 2007-08 as compared to corresponding period of previous years, scheme-wise and State/UT-wise;

(d) the number of old age persons benefited under such schemes during the said period, scheme-wise and State/UT-wise;

(e) the details of utilization of funds allocated under the schemes during 2006-07, NGO/VO-wise and scheme-wise;

(f) the criteria fixed for monitoring the implementation of such schemes in the country;

(g) whether there is any proposal to enhance allocation of funds for older persons programmes during the 11th Plan period; and

(h) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Yes, Sir. Ministry of Social Justice and Empowerment provides grant-in-aid to Non-Governmental Organizations for establishment and maintenance of Old Age Homes, Day Care Centres, Mobile Medicare Units and Non-Institutional Service Centres. Similarly the Grant-in-aid is also provided to eligible organizations for construction of Old Age Home and Multi Service Centres for older persons.

(c) to (e) Fund released under the scheme "An Integrated programme for older Persons:

Sl.No.	Financial year	Funds released Rs. in lakhs	No. of old persons benefited
1.	2005-06	1400.00	48475
2.	2006-07	1253.75	43880

The details of funds released during 2007-08 are available in the enclosed Statement.

Funds released under the Scheme "Assistance to panchayati raj Institutions/Voluntary organizations/Self Help Groups for Construction of Old Age Homes/Multi Service Centres for Older Persons:

Sl.No.	Financial year	Funds released Rs. in lakhs	No. of old persons benefited
1.	2005-06	42.40	125
2.	2006-07	5.00	25

No funds were released during 2007-08. The State-wise/NGO-wise details are available in Ministry's website: [www.socialjustice.nic.in](http://www.socialjustice.nic.in) and the Annual Reports of the Ministry.

(f) The grant in aid is released to an NGO only after utilization certificate in respect of previous grants is received. Besides the working of the NGOs is regularly monitored and evaluated by the State Governments, whose officers periodically inspect the projects.

(g) and (h) The Working group constituted by the Planning Commission recommended a provision of Rs. 265 crore for the Scheme in the 11th Plan period as against a budget provision of 106.89 crores during the 10th Plan period.

#### **Statement**

*Details of funds allocated and number of old age persons benefited under the Scheme "An Integrated Programme for Older Persons" for 2007-08*

Sl.No.	Name of the State/UT	No. of proposals	GiA released during first quarter of 2007-08	No. of Beneficiaries
1	2	3	4	5
1.	Andhra Pradesh	46	108.45	3796
2.	A and N Island	0	0	0

1	2	3	4	5
3.	Arunachal Pradesh	0	0	0
4.	Assam	24	18.76	657
5.	Bihar	0	2.22	78
6.	Chhattisgarh	0	1.18	41
7.	Daman and Diu	0	0	0
8.	Dadra and Nagar Haveli	0	0	0
9.	Delhi	0	9.16	321
10.	Goa	0	0	0
11.	Gujarat	0	0	0
12.	Haryana	15	24.17	846
13.	Himachal Pradesh	0	3.42	120
14.	Jammu and Kashmir	0	0.57	20
15.	Jharkhand	0	0	0
16.	Karnataka	44	26.37	923
17.	Kerala	1	2.22	78
18.	Lakshadweep	0	0	0
19.	Madhya Pradesh	1	0	0
20.	Maharashtra	13	8.18	286
21.	Manipur	26	9.69	339
22.	Meghalaya	0	0	0
23.	Mizoram	0	0	0
24.	Nagaland	1	0	0
25.	Orissa	92	62.11	2174
26.	Pondicherry	3	3.97	139
27.	Punjab	11	1.80	63
28.	Rajasthan	4	2.76	97
29.	Sikkim	0	0	0
30.	Tamil Nadu	48	9.93	348
31.	Tripura	0	5.00	175

1	2	3	4	5
32.	Uttar Pradesh	9	6.55	229
33.	Uttaranchal	0	3.64	127
34.	West Bengal	59	24.56	860
35.	Chandigarh	0	0	0
	<b>Total</b>	<b>397</b>	<b>334.71</b>	<b>11715</b>

[Translation]

### Development of Airstrips

1952. DR. LAXMINARAYAN PANDEY:  
SHRI BHAILAL:  
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are airstrips in many States which are not in use;

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

(c) whether the Government has formulated any scheme for the development and utilisation of such airstrips;

(d) if so, the details thereof;

(e) the fund spent/proposed to be spent by the Government in this regard during the last three years, year-wise, airstrip-wise; and

(f) the time by which the work is likely to be completed on the said airstrips?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The State-wise details of such airstrips are as follows:

Andhra Pradesh-6, Arunachal Pradesh-1, Assam-7, Bihar-22, Gujarat-11, Jammu and Kashmir-8, Jharkhand-3, Chhattisgarh-2, Maharashtra-7, Mizoram-1, Rajasthan-18, Orissa-18, West Bengal-16, Madhya Pradesh-11, Punjab-5, Haryana-1, Tamil Nadu-2, Meghalaya-1, Karnataka-5, Manipur-2, Uttar Pradesh-4, Tripura-1, Nagaland-1.

(c) and (d) Due to increasing requirements of passengers and cargo traffic, the Airports Authority of India (AAI) has envisaged various developmental works in coordination with the State Governments at some of the unused airstrips. The non-operational airports belonging to AAI at Akola, Behala, Coochbehar, Cuddapah, Jharsuguda, Kamalpur, Kailashhar, Malada, Mysore, Passighat, Tezu, Warangal, Surat and Gondia are being developed/proposed to be developed.

(e) and (f) Funds spent during the last three years (*i.e.*, 2004-05, 2005-06 & 2006-07) on re-development of non-operational airports are (Rs. in crores) 0, 0.07 and 4.14 at Mysore airport; 0.10, 0.48 and 0.65 at Kailashar airport; 0, 1.36, 1.29 at Kamalpur airport; 0, 0, 1.08 at Akola airport; 0, 0.03 and 26.96 at Gondia airport, 0,0,0.08 at Jharsuguda airport; 0,0 & 1 at Malda airport; 0,0, 0.12 at Behala airport; 0,3.40 and 0.80 at Coochbehar airport; 3.76, 6.82 and 24.04 at Surat airport.

[English]

### Monitoring of 15 Point Programme for Minorities

1953. SHRI ASADUDDIN OWAISI: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has recently directed the Ministries/departments for constant monitoring of the programme for affirmative action for minorities;

(b) if so, whether recently a review of Prime Minister new 15 point programme for the welfare of minorities has shown that while the rate of minorities in para military forces is slightly gone up, however status of education and availability of loans are the areas of concern and have no sign of progress;

(c) if so, the details thereof and reasons therefor; and



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

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) Guidelines for implementation of the Prime Minister's New 15 Point Programme for the Welfare of Minorities, sent to all the Ministries/Departments concerned, include a mechanism for close monitoring. The monitoring mechanism has been strengthened recently. Following the issue of revised guidelines in January, 2007, the recruitment of personnel from minorities in some central para military forces has shown an encouraging trend. A number of measures have been taken to improve educational facilities for the minorities through exclusive schemes for them, in addition to the initiatives taken by the Ministry of Human Resource Development. For improving credit facilities for the minorities, instructions have been issued to all public sector banks to increase the flow of credit to the minority communities to 15% of priority sector lending in the next three years.

*[Translation]*

#### **Housing Facilities for Commonwealth Games**

1954. SHRI HEMMAL MURMU: Will the Minister of TOURISM be pleased to state:

(a) whether the main challenge is before the Government to provide better housing facilities to the foreign tourists during Commonwealth Games and the progress of work in this regard is very slow;

(b) if so, the details of responsibilities assigned to Delhi Development Authority (DDA) and Central Public Works Department (CPWD) for Delhi Commonwealth Games 2010;

(c) the effective steps taken by the Government so far to complete various proposed construction work within stipulated period before the Commonwealth Games; and

(d) the details of hotel construction agencies which are getting relief from tax?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Construction of hotels is primarily a private sector activity and the Ministry of Tourism extends facilitation. However, Ministry of Tourism has been in regular touch with the various

land owning agencies like Ministry of Civil Aviation, DDA, Ministry of Urban Development and State Land Owning Agencies etc. for identifying hotel sites in view of the forthcoming Commonwealth Games 2010. Ministry of Tourism has also floated schemes like the approval of Guest Houses and Incredible India Bed and Breakfast establishments for increasing the room inventory in Delhi and the NCR especially in the budget category.

(b) and (c) DDA has identified 34 hotel sites. They will provide 6600 hotel rooms. To ensure that hotels are constructed before Commonwealth Games, it has been provided that construction will have to be completed within particular period and to ensure compliance of this obligation, performance security to the tune of 5% of the bid amount has been obtained in the shape of bank guarantee. In case of delay in completion of hotel, it will be encashed as per schedule mentioned in the disposal conditions. The review of progress is done regularly.

(d) In the budget proposal 2007-08, the Ministry of Finance has granted a 5 year Tax Holiday to hotels of 2, 3 and 4 star categories set up between 1.4.2007 to 31.3.2010 in the National Capital Territory of Delhi and the districts of Faridabad, Gurgaon, Gautam Budh Nagar and Ghaziabad.

*[English]*

#### **Cleanliness of Railway Tracks and Stationary Coaches**

1955. SHRI NAVEEN JINDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway tracks and stationary coaches are misused for defecating by vendors and persons living around the stations;

(b) if so, the details thereof;

(c) whether the railway staff responsible for maintaining cleanliness has taken any steps to check this menace;

(d) if so, the details thereof and the extent of success achieved;

(e) whether any decision has been taken to assign the cleaning of tracks and trains to private contractors; and

(f) if so, the details thereof alongwith terms and conditions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. At some Metropolitan cities tracks are misused for defecating by vendors and persons living around these areas.

(c) and (d) The staff for track maintenance and inspections have their limitations and therefore are not in a position to control it. Outside agencies has also been engaged but it was not found very successful. It only shifted the location from one line to other.

(e) and (f) Yes, Sir. The work of track cleanliness to the extent of facilitating working by maintenance personnel is being got done through private agencies/individuals at selected locations like approaches of major cities where the problem of deposition of night soil in track is more acute.

Similarly, to further improve upon the standards of cleanliness and hygiene in trains, certain areas have been outsourced to Professional agencies.

#### **Exclusion of Castes from OBCs List**

1956. SHRI SURESH ANGADI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is contemplating to exclude those castes, which have ceased to be backward from the ambit of reservation and have advanced, after 13 years of mandal mandated reservation;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) The exercise contemplated under Section 11(i) of the National Commission for Backward Classes Act, 1933 is to be undertaken every 10 years. Hence, presently it is not due.

*[Translation]*

#### **Acquiring Land In Brazil for Sugarcane Production**

1957. SHRI RAMJI LAL SUMAN:  
SHRI RAJIV RANJAN SINGH "LALAN":

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

(a) whether public sector oil companies are interested in acquiring land in Brazil for sugarcane production;

(b) if so, the details thereof alongwith names of the companies;

(c) whether it is a fact that England based D.I., O.I.L.S., P.L.C. (the biggest Jatropa producing company) have expressed its desire to acquire 3.5 lakh hectare of land in the country;

(d) if so, the details thereof;

(e) whether India companies have rejected the possibilities of ethanol production within the country; and

(f) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) An Industry Task Force comprising three Oil PSUs viz., BPCL, IOCL & HPCL had commissioned a Feasibility Study. The Study indicated that Ethanol investments in Brazil are feasible, attractive and highly strategic for the Indian Oil Industry. The Industry Task Force visited Brazil during the last week of August, 2007 for carrying out a detailed study for ascertaining suitable local partners for forming a joint venture in Brazil. The next phase of the project involving identification of suitable local partners for investing in Brazil is in progress.

(c) and (d) Government is not aware about these.

(e) No, Sir.

(f) Does not arise.

#### **Oil Depots in the Tribal Areas**

1958. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the names of the places particularly in the Tribal areas in the country where the oil depots of different oil companies are situated;

(b) the location-wise details of each depot along with their storage capacity;

(c) whether the local people are benefited from the said undertakings;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) State-wise details of depots of Oil Marketing Companies (OMCs) in the tribal areas of the country along with storage capacity is given in the enclosed statement.

(c) to (e) Local people are benefited by way of direct employment, there is also indirect employment such as in haulage contracts, security contracts, transport contracts etc. Apart from the above, local people are also benefited by way of timely supply of petroleum products due to close proximity of supply locations.

#### **Statement**

*State-wise details of depots of oil marketing companies in tribal areas along with their storage capacity*

Name of State	Number of Depots	Tankage Capacity (In kilolitre)
1	2	3
Andhra Pradesh	2	260422
Arunachal Pradesh	2	7390
Chhattisgarh	2	9570
Jammu and Kashmir	1	5850
Jharkhand	6	37931
Madhya Pradesh	2	21409
Maharashtra	3	373592
Manipur	1	6760
Meghalaya	1	6250

1	2	3
Mizoram	1	1520
Nagaland	1	9890
Orissa	1	35
Sikkim	2	2200

*[English]*

#### **Reduction in Production of Certain Fertilizers**

1959. SHRI N.N. KRISHNADAS: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has decided to reduce the production of certain fertilizers like factomphos at certain fertilizers factories, especially like FACT factory; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) No, Sir. However, the management of FACT takes commercial decisions from time to time to maintain the production level of various fertilizers depending upon availability and cost of various inputs/raw-materials.

Production of factomphos by FACT during the period April-October in 2007 is 3.09 lakh MT, as compared to 3.07 lakh MT during the same period in the previous year.

#### **Availability of medicines in the Market**

1960. CH. MUNAWAR HASSAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has come out with the list of 886 medicines where the price have been reduced by eleven companies;

(b) if so, whether more than 50% of the medicines are not available in the market and are obsolete; and

(c) if so, the action being taken by the Government against these companies for mis-reporting the facts?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUÉ): (a) to (c) As a result of Government's efforts, Pharmaceutical industry had voluntarily agreed to reduce prices of 886 formulations. However, the availability of these formulations at reduced prices varies from State to State.

#### Supply of PNG

1961. SHRI REWATI RAMAN SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of the areas in the country including Delhi where Piped Natural Gas (PNG) is being supplied by Indraprastha Gas Limited, State-wise;

(b) whether the different rates for PNG connection including its registration have been charged in different areas;

(c) if so, the reasons for charging different rates; and

(d) the reasons that the company has resorted to different rates instead of relying on economies of scale of operations?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Indraprastha Gas Limited (IGL) is supplying Piped Natural Gas (PNG) in 66 areas of NCT of Delhi as enclosed in the Statement.

(b) to (d) IGL has categorized the PNG connections in two segments, *i.e.*, (i) flats and (ii) independent houses. The registration charge at present for flats anywhere in Delhi, wherever PNG facility is available, is Rs. 7500/- per connection. The registration charge at present for independent houses any where in Delhi, wherever PNG facility is available, is Rs. 15,000/- plus actual cost of underground MDPE pipeline laid inside the customer's premises. As the infrastructure cost is shared by more number of people in a unit area in case of flats, the registration charge is lesser for flats compared to independent houses.

#### Statement

#### *Areas in Delhi covered with domestic PNG connections*

Sl.No.	Areas
1	2
1.	Kaka Nagar
2.	Bapa Nagar
3.	Pandara Road/Park
4.	Sujan Singh Park
5.	Nizamuddin
6.	Sunder Nagar
7.	Golf Links
8.	Khan Market
9.	IIPA (ITO)
10.	DIZ Area
11.	Aurangzeb Road
12.	Brahmputra Appartment, MP Flats
13.	Palika Vaas
14.	Gandhi Sadan
15.	Palika Niketan
16.	Peshwa Road
17.	Balmiki Sadan
18.	Sarita Vihar
19.	Sukhdev Vihar
20.	Zakir Bagh
21.	Ishwar Nagar
22.	Kalindi Colony
23.	Friends Colony (E&W)
24.	Maharani Bagh
25.	New Friends Colony

1	2
26.	Bharat Nagar
27.	Srinivasपुरी
28.	Jangपुरा Extension
29.	Pant Nagar
30.	Jor Bagh
31.	Lodhi Colony
32.	Lodhi Complex
33.	Pragati Vihar Hostel
34.	Asian Games Village
35.	Gulmohar Park
36.	Gulmohar Enclave
37.	Neeti Bagh
38.	Andrews Ganj
39.	Mayfair garden
40.	HUDCO
41.	Anand Lok
42.	Andrews Ganj Extension
43.	Sadiq Nagar
44.	Sarojini Nagar
45.	Naraji Nagar
46.	Chanakya Puri
47.	Netaji Nagar
48.	Laxmi Bai Nagar
49.	Kidwai Nagar (E&W)
50.	Moti Bagh
51.	Mohammad Pur
52.	R.K. Puram
53.	Munirka DDA
54.	Munirka Enclave

1	2
55.	Munirka Vihar
56.	Vasant Kunj
57.	Patparganj
58.	Mayur Vihar Ph-II
59.	Mayur Vihar Ph-I
60.	Vasundhara Enclave
61.	Rohini
62.	Pitampura Appt
63.	Paschim Vihar
64.	Vikas Puri
65.	Dwarka
66.	NIHFW (Munirka Area)

**Excellence Awards**

1962. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI RAVI PRAKASH VERMA:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

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

(a) whether the Union Government has taken a decision to select a group-wise best performing Central Public Sector Enterprises for the purpose of Excellence Awards;

(b) if so, the details thereof;

(c) whether there is any proposal to organise a workshop for the State Governments and their public sector enterprises for an orientation exercise on the MoU award scheme; and

(d) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) Yes, Sir.

(b) The total number of MoU Excellence Awards will be 12 (1) from each of the 10 Syndicate groups, 1 from

the listed CPSEs, (1 from amongst the turnaround sick and loss making enterprises). All other excellent performing CPSEs will get MoU Excellence certificates.

(c) Yes, Sir.

(d) The Department of Public Enterprises will shortly organize a workshops/symposium for State Governments and their public enterprises on the MoU system. This will include the methodology of performance evaluation, based on which the Awards are to be given.

*[Translation]*

#### **Compensation to Farmers by ONGC**

1963. SHRI JIVABHAI A. PATEL:  
SHRI HARISINH CHAVDA:

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

(a) whether Oil and Natural Gas Corporation (ONGC) has provided jobs to the family persons of those farmers from whom it acquires land to carry out gas and oil activities;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) the steps taken by the Government to provide jobs to the persons of such family whose land has been acquired by ONGC; and

(e) the number of persons provided with jobs as a result of the steps taken during the last three years, year-wise?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) No, Sir.

As per the instructions of Government of India issued vide O.M. 15/13/84-BPE (C) dated 03.02.1986, employment assistance to land Losers has been withdrawn.

Oil and Natural Gas Corporation Limited (ONGC), however, on its own, supports rehabilitation of land-affected persons through training and skill development.

ONGC also assists land-affected persons through indirect employment besides taking up several social

development programmes of health care and education near operational areas.

*[English]*

#### **Keonjhar Airport**

1964. SHRI ANANTA NAYAK; Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has a proposal to upgrade Silsuan Airport in Keonjhar;

(b) if so, whether the above airport is proposed to be developed as a full-fledged domestic airport;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Keonjhar airport belongs to State Government of Orissa and is non-operational. As no demand has been received either from the State Government or from any schedule airline to make this airport operational, there is no plan to develop this airport, at present.

#### **Setting up of a Refinery Plant at Orissa**

1965. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India Oil Corporation has signed MoU with State Government of Orissa for setting up 9 MMTPA Refinery Plant;

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

(c) the estimated expenditure likely to be incurred in the said plant;

(d) the details of the progress made so far in this regard; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) A Memorandum of Understanding (MOU) between Government of Orissa

and Indian Oil Corporation Ltd. (IOC) was signed on 16.2.2004 for setting up of a 9 million metric tonnes per annum (MMTPA) grass-root refinery at Paradip in Orissa. To improve the economic viability of the project, feasibility of an integrated Refinery-cum-Petrochemical Complex at Paradip against stand alone refinery as planned earlier was examined alongwith review of refining capacity. Based on Detailed Feasibility Report prepared for Paradip Refinery Project, IOC is setting up a Refinery-cum-Petrochemical Complex at Paradip in Orissa with installed capacity of 15 MMTPA at an estimated cost of about Rs. 25,646 crores with completion schedule as October, 2011.

(d) and (e) The progress made on the various components of the project are as under:

- (i) 3347 acre of land has been acquired for the project;
- (ii) Construction of bridges over Santra Creek, construction of about 7 Km approach road (including railway over-bridge) for the refinery connecting NH-5A to refinery site have already been completed.
- (iii) Residential accommodation for construction phase, CISF Colony, coastal approach road, green belt development etc. are under various stages of construction.
- (iv) Work for laying of construction/drinking water line from Taldanda Canal to Township/Refinery is in progress.
- (v) Technology selection for all the process units has been completed.
- (vi) Project Management Consultant has been selected for Front End Engineering & Design (FEED) phase of the project on 1.12.2006.
- (vii) Environment clearance for the project has been received on 6.7.2007.
- (viii) As on 31.10.2007, an amount of Rs. 935.97 crores has been spent on the project.

#### **Projects for Expansion of Airports**

1966. SHRI M.P. VEERENDRA KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether according to International Air Transport Association, country's enormous anticipated expansion of

airport projects could be cut short by insufficient airport and air traffic management capacity as reported in the 'Economic Times' dated October, 29, 2007;

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

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The unprecedented growth in air traffic in the recent past has raised several challenges for the airport infrastructure in the country. However, Government have taken several initiatives to deal with the situation, such as: (I) Restructuring of Delhi and Mumbai airports through Joint Venture Route (ii) Construction of new Greenfield airports at Hyderabad and Bangalore (iii) upgradation/expansion of Chennai and Kolkata airports (iv) Modernisation of 35 select non-metro airports (v) Operationalisation of a few disused airports (vi) New airports in North-Eastern region (vii) Development of a cargo Hub at Nagpur. Most of these projects are expected to be implemented in next 3 years. Further, the Air Traffic Management System is adequately meeting the requirement. However, the upgradation of ATC System/facilities at Mumbai and Delhi has already been taken up. Similarly for other airports also new systems are being implemented which will meet with future growth of traffic. The upgradation of ATC system is a continuous process which will match with future growth of traffic.

#### **Freight Carriage**

1967. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have announced discount on empty flow direction for freight carriage;

(b) if so, the details alongwith the revenue earned by the Railways under the scheme;

(c) whether it is also proposed to extend the scheme further and the target fixed for revenue generation;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

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

(b) Railways have announced freight concession under the Incentive Scheme for Traditional Empty Flow Direction. Freight discount upto 30% is admissible on traffic booked in the notified Traditional Empty Flow Direction. Data of revenue earned by the Railways under various Incentive Schemes is not maintained.

(c) to (e) Yes, Sir. The scheme is in operation till further advice. No target has been fixed for revenue generation from specific schemes.

*[Translation]*

**Female Train Drivers in Kota Division of West Central Railway**

1968. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether female drivers' are posted in Kota Division of West Central Railways;

(b) if so, the details of the train-driving duties of the said drivers;

(c) whether the said drivers are entrusted with the other duties also in addition to driving duties;

(d) if so, the details thereof;

(e) whether male drivers are also entrusted with the duties other than driving of trains; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes Sir, one female driver is posted in Kota Division.

(b) Duties of male and female drivers are the same.

(c) to (f) Sometimes drivers are entrusted to stationary duties also. On Kota Division 29 Drivers/Asstt. Drivers are deputed to work as Traction Crew Controller, Traction Loco Controller and Power Controller.

*[English]*

**Mass Rapid Transit System in Chennai**

1969. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the problems being faced by the commuters due to inadequate connectivity of Chennai's Mass Rapid Transit System (MRTS) with the rest of the city;

(b) if so, whether it is proposed to integrate the MRTS with other suburban railway lines running in the other destinations in the city;

(c) if so, the details thereof; and

(d) the time by when the above proposals are likely to be implemented?

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

(c) As a part of extension of Mass Rapid Transit System (MRTS) under MRTS Phase II project, extension of line from Velachery to St. Thomas Mount has been sanctioned & the detailed estimate for the project has also been sanctioned at a cost of Rs. 495.74 Crore.

(d) The project of extension of MRTS from Velachery to St. Thomas Mount under MRTS Phase II is targeted to be completed within a period of 4 years. Liason is being maintained with the State Government of Tamil Nadu for allotment of sufficient funds & transfer of land to ensure timely completion of project.

*[Translation]*

**Opening of Gas Agency in Punjab**

1970. SHRI AVINASH RAI KHANNA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government has any proposal to open/allot a gas agency at Anandpur Sahib in Punjab; and

(b) if so, the time by which it is likely to be allotted?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Public Sector Oil Marketing Companies (OMCs) have reported that Anandpur Sahib has been identified as a feasible location under Open Category which will be advertised shortly on industry basis for opening/setting up of LPG distributorship.



*[English]***Illegal Oil Business by Oil Mafias in the Country**

1971. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that oil mafia has virtually captured fuel business in various States;

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

(c) whether the mafias are having link with the officials of oil companies and selling adulterated fuels openly;

(d) if so, the facts and details thereof; and

(e) the steps taken by the Government to check such illegal business?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price differences between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel. With a view to assessing the genuine demand requirement of SKO in different States/UTs, the Government commissioned in December 2004 study through the National Council for Applied Economic Research (NCAER). NCAER in its report, submitted in October 2005, has estimated the total leakage/diversion of SKO meant for distribution under PDS at 38.6% of total sale of PDS SKO in 2004.

The Public Sector Oil Marketing Companies (OMCs) have reported that they have no established case of involvement of other officers in adulteration cases. However, there are provisions under the Conduct Rules as also the Marketing Discipline Guidelines (MDG), 2005 to take action against officers found involved in irregularities/malpractices, including adulteration.

(e) To check adulteration in auto fuels and diversion of PDS Kerosene, Government has asked OMCs to take various steps to contain the menace of adulteration:—

(i) Under the Control Orders issued by the Government to prevent fuel adulteration, under the Essential Commodities Act, 1955, State Governments are empowered to take action

against those indulging in adulteration. Government have requested the State Governments/Union Territory Administrations to take steps to control adulteration.

- (ii) OMCs undertake regular and surprise inspections of Retail Outlets and also take action under Marketing Discipline Guidelines (MDG) and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for termination of dealership in case of adulteration being established.
- (iii) Government has taken the initiatives to expedite the installation of Global Positioning System (GPS) to monitor the movement of tank trucks.
- (iv) OMCs have introduced new tamper proof tank-truck locking systems to prevent en-route adulteration by transporters.
- (v) Keeping in view the misuse/diversion of SKO for adulteration, the import of SKO by private parties has been canalized through OMCs.
- (vi) As advised by the Government, Oil Marketing Companies (OMCs) have created a separate wing to report to a Director other than Director (Marketing), which will oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.

In order to check adulteration the Government has recently taken a number of additional initiatives which are given in the enclosed Statement.

**Statement*****Details of new Initiatives taken to check adulteration of Petrol/Diesel and Streamlining PDS Kerosene distribution***

Checking adulteration is a continuous process and the Ministry of Petroleum and Natural Gas has been reviewing steps taken to curb adulteration from time to time. In the process, several technological and institutional measures have been taken to contain adulteration. The recent steps taken by the Ministry are summarized below:

1. **Automation of Retail Outlets:** In order to monitor the activities at retail outlets by adopting the latest technological improvements, automation of retail outlets is being implemented. MOP&NG

has directed the oil marketing companies to complete automation of retail outlets selling more than 200 KL per month.

2. **Third Party Certification of Retail Outlets:** OMCs have been directed to complete third party certification of all the retail outlets selling more than 100 KL per month.
3. **Monitoring of movement of Tank Trucks through Global Positioning System (GPS):** In order to prevent adulteration during transportation, OMCs have been directed to install GPS for complete monitoring the movement of all the company owned/dealer owned/contractor owned tank trucks.
4. **Marker System in Kerosene:** To check adulteration in auto fuels, Government has asked public sector Oil Marketing Companies (OMCs) to take various steps, including introduction of marker in adulterants. OMCs have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. Under the new system, Marker is being put in kerosene in all depots. This system heralds the introduction of world class technology to curb and eventually eliminate the menace of adulteration of transportation fuels along the supply chain. With the marker's presence, adulteration even with very low levels of kerosene can be detected. MS/HSD Control Order, 2005, SKO Control Order, 1993 and MDG 2005 have been amended for making provision regarding introduction of marker system in Kerosene to check adulteration. A committee has been set up in the Ministry to monitor the progress of the marker system. Oil Marketing Companies in the Private sector have also been simultaneously asked to introduce marker in Kerosene as is being done by Public Sector OMCs.
5. **Revising the Marketing Discipline Guidelines:** The Marketing Discipline Guidelines (MDG) under which the oil marketing companies take penal actions against the erring dealers have been revised during August 2005 making the penal actions more stringent. As per MDG, 2005, a dealership would be terminated in the first instance of adulteration itself.

6. **Jan Kerosene Pariyojna:** To streamline the PDS Kerosene distribution system and contain diversion of kerosene for adulteration and other unauthorized usages, Jan Kerosene Pariyojna (JKP) had been launched initially for a period of 6 months on a pilot basis in 414 blocks with effect from 2.10.2005. The Pilot scheme has been further extended upto 31.12.2007.
7. **Smart Card Scheme:** With the objective of ensuring that the benefit of the subsidy reaches the targeted consumers on an efficient and cost-effective manner and to prevent any leakages, this Ministry has proposed introduction of Smart Card System for distribution of PDS kerosene. The scheme is proposed to be introduced initially on an experimental basis. In the Pilot project, subsidized kerosene through Smart Card is proposed to be available to BPL families while all other ration card holders would be given non-subsidized kerosene. Oil Marketing Companies (OMCs) would ensure adequate availability of PDS as well as non-subsidized kerosene during the entire period of implementation of the Pilot.

#### **Facilities/Services at the Metropolitan Airports**

1972. SHRI MADAN LAL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the customer satisfaction level at the airports in metropolitan cities, particularly at the Delhi and Mumbai airports is much below than the international standards;

(b) if so, the reasons therefor;

(c) the steps taken during the last three years to improve the facilities at these airports; and

(d) the steps proposed to be taken by the Government to further improve the services at these airports to bring them at par with international standards?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Customer satisfaction level on five point scale is measured through International Benchmarking & Customer Satisfaction Programme (ACI-ASQ) at the metro airports. The world average is 3.83 & 3.73 for international and domestic terminals respectively. At the metro airports it

varies from 3.04 to 3.50 for international terminals and 3.09 to 3.58 for domestic terminals. Therefore, the Customer Satisfaction Level at metro airports are close to world average.

(c) Additional terminal and air side capacity have been developed at these airports towards improving the facilities.

(d) In the case of Delhi, Mumbai, Hyderabad and Bangalore airports, agreements have been entered into with the project companies under which they are obliged to improve the performance standard of the airport operations over a given time period, failing which penalties would be levied on them.

#### Oil Imports

1973. SHRI ADHIR CHOWDHARY:  
SHRIMATI KIRAN MAHESHWARI:  
SHRI NIKHIL KUMAR:  
SHRI ANANDRAO VITHOBA ADSUL:  
SHRI RAVI PRAKASH VERMA:  
SHRI ADHALRAO PATIL SHIVAJIRAO:  
SHRI SURESH ANGADI:

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

(a) whether the approx. 90% of the oil demand of the country is met from imports;

(b) if so, the details thereof indicating the value of oil imports during the last three years;

(c) whether inspite of huge discovery of oil blocks in the country, the oil imports has been increasing;

(d) if so, the reasons therefor with the detailed break up of the domestic product, import and consumption of the oil in the country during the last three years;

(e) whether the strategy of the Government of offer oil blocks to private sector and even multi national companies (MNCs) failed to the target of oil production to meet the domestic demand;

(f) if so, the facts in this regards and details of further planning to reduce import of Oil;

(g) the impact of import of oil on national economy; and

(h) the details of steps taken to increase the domestic production of oil and to create "Buffer Stock"?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) No, Sir. In the year 2006-07, about 79% of the crude oil processed in the refineries was imported. The details of crude oil imports during the last three years are as under:

Year	Quantity (MMT)	Value (Rs. Crore)
2004-05	95.9	117003
2005-06	99.4	171702
2006-07	111.5	219029

(c) to (f) and (h) Yes, Sir. Crude oil import has been rising during the past years with increase in refining capacity and domestic crude oil production level remaining almost stagnant in the same period. The details of domestic production, import and processing of crude oil during last three years are as under:—

Year	Prod. (without condensate)	Import	Processing
2004-05	32.1	95.9	124.3
2005-06	30.1	99.4	127.0
2006-07	31.5	111.5	141.5

Government of India awarded 190 exploration blocks to different companies under various bidding rounds of Pre NELP and NELP. Exploration work in these blocks have resulted in 79 oil/gas discoveries so far. Out of 79 discoveries, 32 discoveries have been declared commercial, accreting 951 MMT of inplace oil and oil equivalent of gas (O+OEG). The remaining discoveries are under various phases of appraisal/evaluation. Private companies/JVs have produced 4.83 MMT of oil as against target 4.69 MMT in the year 2006-07.

Various measures are being taken on a continuous basis to reduce oil import, to increase the domestic production of oil and to create "Buffer Stock" in the country, which are as follows:

(i) Carving out more and more areas for exploration for offer under the New Exploration Licensing Policy (NELP).

- (ii) Quicker development of discovered reserves for enabling commencement of production.
- (iii) Use of stimulation techniques for increasing production from existing fields.
- (iv) Application of Enhanced Oil Recovery (EOR)/ Improved Oil Recovery (IOR) techniques for increasing recovery factor from existing fields.
- (v) Arresting decline from ageing fields.
- (vi) Acquisition of exploration acreages and oil producing properties overseas, to bring in equity oil.
- (vii) Substitution of oil through use of non-conventional source of energy such as bio-diesel, ethanol, etc.
- (viii) Government has taken a decision to create a "Buffer Stock" of Crude Oil by constructing a Strategic Storage of crude oil of 5 MMT capacity at three locations viz. Visakhapatnam, Mangalore and Padur. This "buffer" or storage will help the country to deal with short term supply disruption/ abnormal increase of international oil prices/in the event of natural calamity etc.

(g) Yes, Sir. In view of the fact that 79% of our crude requirement is met through imports the escalating international prices do have an impact on the domestic prices of petroleum products.

#### **Budget Hotels**

1974. SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have put on hold its plan to construct Budget Hotels in various parts of the country;

(b) if so, the details thereof along with its reasons therefor;

(c) whether the Railways are also considering any alternative measures to mitigate the sufferings of the travelling public for their stay during their journeys at various destinations in the country;

(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. Further, to meet the requirement of the passengers, retiring room facility is already available at the Railway Stations.

#### **Outsourcing of Parcel Services**

1975. SHRI L. RAJAGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the revenue earned by the Railways annually from its parcel services;

(b) whether the Railways have now decided to outsource its parcel services;

(c) if so, the reasons therefor;

(d) whether the Railways are also planning to introduce barcode to help track parcels through online;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The total revenue earned by the Railways annually from its parcel services for the last three years is as under:

(Rs. in crores)

Year	Amount
2004-05	487.37
2005-06	577.21
2006-07	793.00

(b) No outsourcing has been done. However, with a view to maximise the utilisation of Brakevans and thereby increase earnings, Railways had launched a scheme for leasing of parcel space in Brakevans (Second class, Luggage cum brakevan) of passenger carrying trains.

(c) Does not arise.

(d) to (f) At present it is proposed to take up barcoding of parcels on an experimental basis on one pair of trains running between Delhi-Howrah on an experimental basis to assess the efficacy of the system in tracking and tracing of parcels using the parcel Management System which also has been taken up as

a pilot project on the Delhi-Howrah Corridor. Based on the outcome of the trials a final decision would be taken on introduction of barcoding of parcels.

[*Translation*]

#### High Power Committee

1976. SHRIMATI BHAVANA PUNDALIKRAO  
GAWALI:  
SHRI BAPU HARI CHAURE:  
SHRI SANJAY DHOTRE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a 'High Powered Committee' has been constituted to review the railway projects pending for years in the country;

(b) if so, the details thereof; and

(c) the time by which committee is likely to give its report?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) There is an Inter-Ministerial Empowered Committee to review the progress of ongoing projects costing Rs. 100 crore and above. There is no separate High Powered Committee from whom any report is awaited.

#### Employees Strength in National Commission for Backward Classes

1977. DR. KARAN SINGH YADAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the total employees strength and number of officers and staff in the National Commission for Backward Classes, category-wise; and

(b) the number of OBCs, SCs, STs and General Category employees therein?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) The sanctioned strength of officers and staff of the National Commission for Backward Classes (NCBC) is 54 which includes one Chairperson and four Members of the

Commission and 15 co-terminus personal staff of the Commission.

Out of the remaining 34 sanctioned posts, 28 posts are presently filled and their category-wise details are as under:—

Category	No. of Officers/Staff
Scheduled Castes	09
Scheduled Tribes	—
Other Backward Classes	04
General	15

#### Status of Porters

1978. SHRI SANTOSH GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of porters working at various railway stations in the country;

(b) the facilities being provided to them by the Railways;

(c) whether any proposal to treat these porters as railway employees is under consideration; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The number of licensed porters working at various railway stations in the country is approximately 36,000.

(b) They are provided with uniform, outdoor medical facilities in Railway hospitals, admission to their children in Railway schools, pass & privilege ticket order (PTO) and rest shelters at important stations.

(c) No, Sir.

(d) Does not arise.

[*English*]

#### Upgradation of Chikkajajur Railway Station

1979. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Karnataka has sent a proposal for upgradation of Chikkajajur Railway Station;

(b) if so, whether the Union Government has considered and approved these proposals;

(c) the time by which the said work is likely to be completed; and

(d) the amount allocated for these projects?

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

(b) to (d) Do not arise.

#### **Investment for Railway Modernisation**

1980. SHRI IQBAL AHMED SARADGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways alongwith the private sector have planned to invest a whopping Rs. 3 lakh crore in the railway modernization besides other projects during the ongoing 11th Plan period;

(b) if so, the concrete programme of action plan prepared by the Railways;

(c) the amount likely to be invested for the projects in State of Karnataka;

(d) whether all pending proposals of the State of Karnataka will be undertaken; and

(e) if so, the time by when the amount in respect of State of Karnataka is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) The Railways Programmes and requirement of funds for the 11th Five Year Plan period are under finalisation in consultation with the Planning Commission. Planning of works on the Railways is not undertaken State-wise.

#### **Demand-Supply of Hotel Rooms**

1981. SHRI G. KARUNAKARA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether any study has been undertaken by the Hotel Association of India on the demand-supply scenario of the hotel rooms upto 2020 to help investments in this sector;

(b) if so, the details thereof; and

(c) the current shortage of hotel rooms in the country and how far the study will help the industry to gear up and invest in this sector?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) Does not arise.

(c) Ministry of Tourism estimates a shortage of 1,50,000 hotel rooms in the country by 2010.

#### **ITDC Hotels in the Country**

1982. SHRI MANORANJAN BHAKTA: Will the Minister of TOURISM be pleased to state:

(a) the names and number of ITDC hotels in the country, State-wise;

(b) whether the Government has made any assessment in regard to the likely demand of more State owned hotels for travel and tourism;

(c) if so, the details thereof;

(d) whether the Union Government has received any application from private entrepreneurs to set up and run hotels for better tourism purposes in Andaman and Nicobar Islands; and

(e) if so, the reaction of the Government and the progress made so far?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The India Tourism Development Corporation (ITDC) has 08 hotels in the country and the details are as under:—

Sl.No.	Name of Hotel	Name of State/Union Territory
1.	Hotel Patliputra Ashok, Patna	Bihar
2.	(i) Ashok Hotel, New Delhi (ii) Samart Hotel, New Delhi (iii) Janpath Hotel, New Delhi	Delhi
3.	Hotel Jammu Ashok, Jammu	Jammu & Kashmir
4.	Lalitha Mahal Palace Hotel, Mysore	Karnataka
5.	Hotel Kalinga Ashok, Bhubaneshwar	Orissa
6.	Hotel Jaipur Ashok, Jaipur	Rajasthan

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

#### Modular Kitchens in the Trains

1983. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to set up Modular Kitchens in all Mail/Express Trains to provide quality foods to the passengers;

(b) if so, the details thereof and progress made in this regard so far;

(c) the time by which the process is likely to be completed;

(d) whether it is also proposed to set up Automatic Vending Machines and food plazas/fast food units/quick service food kiosks at all railway stations in the country to facilitate the passengers for getting beverages and food items;

(e) if so, the details thereof alongwith progress made in this regard so far; and

(f) the details of names of railway stations selected for provision of such services, Zone/State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. At present catering services in trains are provided through pantry cars, mini pantries and train side vending.

(d) and (e) Indian Railway Catering and Tourism Corporation (IRCTC) has been mandated to set up Automatic Vending Machines (AVM), Food Plaza/Fast Food Units subject to feasibility and viability of such projects over Indian Railways. So far, 52 Food Plaza/Fast Food Units and 443 AVMs have been commissioned by IRCTC.

(f) State-wise information for such activities are not maintained. A statement indicating Zone-wise details of Food Plaza/Fast Food Units and AVMs is enclosed.

#### Statement

#### *Zone-wise details of Food Plaza/Fast Food units and Automatic Vending Machines commissioned over Indian Railways*

Railways	Food Plaza/ Fast Food units	Automatic Vending Machine
	1	2
Central	2	70
East Central	4	9
East Coast	—	—
Eastern	4	—
North Central	3	24

	1	2
North Eastern	—	34
North Frontier	2	—
North Western	1	16
Northern	3	26
South Central	7	61
South Eastern	2	—
South East Central	5	5
South Western	1	49
Southern	14	77
West Central	2	33
Western	2	39
<b>Total</b>	<b>52</b>	<b>443</b>

#### Outstanding Dues of AAI

1984. SHRI SUGRIB SINGH:  
SHRI KISHANBHAI V. PATEL:  
SHRI ANANTA NAYAK:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many scheduled airlines and foreign carriers own huge amount of money to Airports Authority of India (AAI);

(b) if so, the details of outstanding dues as on date, Airline-wise;

(c) whether AAI proposes to take a Security Deposit from various airlines to secure the dues of AAI;

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

(e) the details of the practices followed internationally in this regard; and

(f) the steps taken by the AAI for recovery of pending outstanding dues from each of such airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Dues as on 30th September, 2007 from various scheduled domestic airlines including national carriers (Rupees in crores) are as follows: Air India-126, Indian

Airlines-429, Alliance Air-25.51, Pawan Hans Ltd.-3.38, Air Deccan-57.67, Go Airlines-11.58, Interglobe Aviation-2.62, Jet Airways-30.84, Jet Lite (India) Ltd.-13.27, Kingfisher Airlines-56.33, Paramount Airways-7.32, Spicejet-5.06. In addition, outstanding due of some non-operating Airlines are as follows: East West Airlines-11.87, Mesco Airlines-0.47, NEPC Airlines-3.04, Skyline NEPC-1.15 and VIF Airways-0.31. The outstanding dues against foreign airlines are as follows: Alitalia Airlines-1.05, Air Europa-3.75, British Airways-4.64, Bangladesh Biman-2.10, Cathay Pacific-2.33, Druk Air-1.18, EVA Air Corporation-1.48, Eurofly S.P.A.-1.12, Etihad Airways-3.01 Emirates-5.59, Finn Air-1.02, Gulf Air-4.21, Garuda Indonesia-3.36, Lufthansa German-3.17, Malaysian Airlines-2.36, Martin Air Holland N.V.-1.27, Philippine Airlines-1.15, Qatar Airways-5.61, Thai International Airlines-3.72, Turkish Airlines-1.55, Transaero Airlines-1.28, Singapore Airlines-3.02, Singapore Airlines Cargo Ltd.-2.14, Saudi Arabian Airlines-1.05, Sir Lanka Airways-5.37, Vietnam Airlines-1.18.

(c) and (d) Security deposits in respect of private domestic airlines (Rupees in crores) available with Airports Authority of India (AAI) are as follows: Air Deccan-32, Go Airlines-13, Interglobe Aviation-36.05, Jet Airways-22.37, Jet Lite (India) Ltd.-12.74, Kingfisher Airlines-25, Paramount Airways-6.25, Spicejet-30.28.

(e) AAI owns/manages a large number of airports spread all over the country. Practices followed internationally by an organisation of comparable nature have not come to notice.

(f) The defaulting domestic private airlines are persuaded to settle their dues failing which the security deposit available with AAI could be encashed. With regard to non-operating airlines, the matter is subjudice before various courts/tribunals. Dues against foreign airlines mainly pertain to overflying operations. The issue is being taken up for persuasion through International Air Transport Association under an agreement.

#### Transparency In Awarding Kiosks Contracts

1985. SHRI ASADUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received representations about irregularities in awarding the contracts for kiosks at various railway stations;

(b) if so, the present procedure being followed in awarding kiosk contracts at various railway stations;

(c) whether the procedure for awarding such contracts is transparent; and



(d) if not the corrective steps being taken by the Railways to bring transparency in procedure of awarding contracts for kiosks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. The procedure followed for awarding kiosks like catering stall and trolleys at Railways Stations by Indian Railway Catering and Tourism Corporation (IRCTC) and Zonal Railways are transparent. While Indian Railway Catering and Tourism Corporation (IRCTC) follows two packet tender system for awarding all contracts, Zonal Railways follow the method of selection of licensees through the process of press notification followed by selection by a committee of officers comprising of Commercial, Finance & one from any other department.

(c) Yes, Sir.

(d) Does not arise.

[*Translation*]

#### Food Parks

1986. SHRI HEMMAL MURMU:  
SHRI HITEN BARMAN:  
SHRI KISHANBHAI V. PATEL:  
SHRI RANAN BARMAN:  
SHRI SUBRATA BOSE:  
SHRI GANESH SINGH:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government is not following a uniform policy to establish food parks in every State of the country;

(b) if so, the details thereof;

(c) whether the Government has any system to evaluate the performance of the existing food parks;

(d) if so, the details thereof alongwith the assessment made regarding existing food parks;

(e) the State-wise details of the number of food parks and benefit accrued to the people; and

(f) the State-wise detail of the financial assistance provided by the Government to establish food parks in the country during the last three years including current financial year as on date?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (f) Ministry of Food Processing Industries (MFPI) under its Plan scheme provides financial assistance to the project proposals received from various organizations including State Governments for establishment of Food Parks as per extant guidelines. The scheme of Good Park is project oriented and financial assistance is extended for creation of common facilities such as power supply, water supply, cold storage, warehousing facilities, effluent treatment plant, food testing analytical laboratories, common processing facilities etc. A list indicating State-wise details of the number of Food Parks approved in the country for financial assistance by MFPI is given in the enclosed Statement.

The Ministry monitors the performance of approved food parks with the implementing agencies and the respective State Governments/State Nodal Agencies from time to time and periodical progress reports from implementing agencies are used to evaluate the performance of the existing food parks. A diagnostic study by an independent agency was also got conducted with the objective to identify constraints and understand the needs of the industry in terms of additional support and measures required both at policy and promotional level to achieve full utilization of the Food Parks.

State-wise details of the financial assistance approved by the MFPI for establishment of Food Parks in the country during the last three years is given below:

Sl.No.	State	Financial assistance approved (Rs. in lakhs)			
		2004-05	2005-06	2006-07	Total
1.	Karnataka	—	—	400.00	400.00
2.	Kerala	—	388.00	—	388.00
3.	Maharashtra	—	387.00	400.00	787.00
4.	Nagaland	—	—	387.12	387.12
5.	Rajasthan	—	—	351.98	351.98
6.	Tamil Nadu	325.00	—	—	325.00
7.	Uttar Pradesh	323.11	—	—	323.11
8.	West Bengal	578.92	379.88	—	958.80
<b>Total</b>		<b>1227.03</b>	<b>1154.88</b>	<b>1539.10</b>	<b>3921.01</b>

As 10th Plan period has come to a close on 31st March, 2007, no Food Park project under 10th Plan Scheme has been approved for financial assistance during 2007-08. MFPI has submitted a scheme to Planning Commission, which envisages providing financial assistance for setting up of thirty mega Food Parks in the country during 11th Five Year Plan period.

**Statement**

*State-wise number of Food Parks approved for Financial assistance by MFPI*

Sl.No.	State	Number of Food Parks approved for financial assistance
1.	Andhra Pradesh	1
2.	Assam	1
3.	Bihar	1
4.	Chhattisgarh	1
5.	Haryana	2
6.	Jammu and Kashmir	3
7.	Karnataka	4
8.	Kerala	4
9.	Madhya Pradesh	6
10.	Maharashtra	7
11.	Manipur	2
12.	Mizoram	1
13.	Nagaland	1
14.	Orissa	1
15.	Punjab	1
16.	Rajasthan	4
17.	Tamil Nadu	2
18.	Tripura	1
19.	Uttar Pradesh	5
20.	West Bengal	8
<b>Total</b>		<b>56</b>

**Losses of Subsidiary Company of IOC**

1987. SHRI RAMJI LAL SUMAN:  
SHRI RAJIV RANJAN SINGH "LALAN":

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

(a) whether the subsidiary company of Indian Oil Corporation in Srilanka is incurring losses of 6 million dollars per month in the oil business;

(b) if so, the facts thereof;

(c) the total loss incurred by the company upto September, 2007; and

(d) the quantum of business on average done by the company during the last three years?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) No, Sir.

(b) Does not arise.

(c) Indian Oil Corporation Limited (IOC) has reported that during the first six months of the current financial year 2007-08, *i.e.*, April-September, 2007, Lanka IOC Private Limited Company, a subsidiary of IOC in Sri Lanka has earned profits amounting to US\$ 11.67 million. The cumulative profit reported by Lanka IOC upto 30.9.2007 is US\$ 12.46 million.

(d) During the last three years, *i.e.*, 2004-05, 2005-06 and 2006-07, the quantum of business on average done by the Company is as under:-

Year	Revenue in LKR Million	Quantity in KL
2004-05	27,586	605,428
2005-06	37,493	635,075
2006-07	32,796	490,127

**Establishments of Industrial Units**

1988. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the details of the big and medium industrial units established in Government sector, State-wise;

(b) the number of export-oriented units among them;

(c) whether the Government proposes to establish some more export-oriented units; and

(d) if so, the details of the programme made for this financial year in this regard?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) to (d) The information on the investment intentions

which includes industrial units for the period 2003-04 to September, 2007 (State wise), available from the Department of Industrial Policy and Promotion has been furnished in the enclosed Statement.

The Government does not set up Export Oriented Units (EOUs). The units are set up by the private individuals/corporate bodies with the approval of the Government. There are 2408 EOUs working in the country as on 31st October, 2007.

### Statement

#### *State-wise and Financial year-wise investment intentions (IEMs+LOIs+DILs) From 2003-2004 onwards*

Sl.No.	Name of the State	2003-2004		2004-2005		2005-2006		2006-2007		2007-2008 (April-Sept.)	
		Nos.	Prop. Inv. (Rs. Cr.)	Nos.	Prop. Inv. (Rs. Cr.)	Nos.	Prop. Inv. (Rs. Cr.)	Nos.	Prop. Inv. (Rs. Cr.)	Nos.	Prop. Inv. (Rs. Cr.)
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andaman and Nicobar Islands	0	0	0	0	2	31	0	0	0	0
2.	Andhra Pradesh	266	16527	422	16596	493	19001	582	48660	169	20505
3.	Arunachal Pradesh	7	68	6	51	7	41	4	111	0	0
4.	Assam	39	163	73	430	71	809	47	2044	13	643
5.	Bihar	5	27	12	314	37	3913	52	4850	10	1337
6.	Chhattisgarh	0	0	2	1	0	0	5	234	1	18
7.	Chhattisgarh	212	16155	453	47602	242	39914	207	118737	143	100586
8.	Dadra and Nagar Haveli	227	4137	96	834	88	2374	93	2794	32	2093
9.	Daman and Diu	91	390	54	418	72	780	45	1559	19	214
10.	Delhi	9	14	7	20	5	20	9	218	5	37
11.	Goa	33	325	29	171	36	296	24	316	11	349
12.	Gujarat	447	32341	613	29695	753	82901	478	72283	158	62678
13.	Haryana	185	8372	198	2737	232	5578	210	16095	74	4328
14.	Himachal Pradesh	63	1126	107	3384	115	1774	89	1906	15	702
15.	Jammu and Kashmir	56	774	126	2719	134	2058	80	2306	25	1006
16.	Jharkhand	65	1861	88	10539	202	54089	81	35257	42	50963

1	2	3	4	5	6	7	8	9	10	11	12
17.	Karnataka	180	14074	224	10969	268	15353	286	72250	118	37783
18.	Kerala	20	417	26	294	48	610	29	1211	10	55
19.	Lakshadweep	0	0	0	0	0	0	0	0	0	0
20.	Madhya Pradesh	70	1616	139	8538	175	18782	202	12537	60	4149
21.	Maharashtra	685	8878	709	13256	826	24694	760	62191	256	37479
22.	Manipur	0	0	1	0	1	7	1	10	0	0
23.	Meghalaya	32	99	32	215	33	634	12	1280	10	1556
24.	Mizoram	0	0	0	0	0	0	0	0	0	0
25.	Nagaland	5	16034	1	2	0	0	0	0	2	81
26.	Orissa	155	17718	248	45565	167	38255	126	96869	61	27080
27.	Puducherry	51	252	34	263	48	411	41	753	7	855
28.	Punjab	110	1844	170	4190	195	7127	191	10128	63	3027
29.	Rajasthan	170	1096	156	2162	186	5077	157	10040	34	7761
30.	Sikkim	2	18	5	243	7	548	11	882	11	429
31.	Tamil Nadu	256	2898	419	54481	630	11841	698	20377	231	12891
32.	Tripura	2	2	7	251	0	0	0	0	1	150
33.	Uttar Pradesh	238	2179	565	21633	631	31710	475	33745	86	4052
34.	Uttarakhand	142	1334	174	2441	392	5706	396	14887	55	4861
35.	West Bengal	450	7637	452	14078	380	12047	287	51836	108	20095
36.	Locations in More than one State	2	9	1	2	0	0	0	0	0	0
Total		4275	158385	5649	294094	6476	386381	5678	696366	1830	407763

Note: Investment in terms of Industrial Entrepreneur Memoranda (IEMs) filed, Letters of Intent (LOIs) issued and Direct Industrial Licences issued since November 2003.

[English]

#### Collection of Samples of Medicines by NPPA

1989. CH. MUNAWAR HASSAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Vigilance team of National Pharmaceutical Pricing Authority (NPPA) has collected the samples and medicines from Ghaziabad on 3rd September, 2007;

(b) if so, the details of the samples collected, along with the name of the companies;

(c) whether the said companies are following the notified prices;

(d) if not, the details of overcharged amount; and

(e) the action taken against these companies for overcharging?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (e) Yes, Sir. The National Pharmaceutical Pricing Authority. (NPPA) has collected 79 samples from the market of Gaziabad on 3rd September, 2007. These samples have been examined and in 17 cases it is prima-facie found that the companies are charging higher prices than the notified prices and in 19 cases it prima-facie appears that the formulations are being sold without any price approval as required under the provisions of the Drugs (Prices Control) Order, 1995 (DPCO' 95). Necessary action under provisions of DPCO' 95 has already been initiated against the defaulting companies.

[*Translation*]

**Kerosene Mixed Petrol and Diesel**

1990. SHRI JIVABHAI A. PATEL:  
SHRI TUKARAM GANPAT RAO RENGE PATIL:  
SHRI CHENGARA SURENDRAN:

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

(a) the State-wise number of cases of adulteration of petrol and diesel with the kerosene oil/ethanol detected

during the last three years;

(b) the action taken by the Government against culprits found to be involved in such adulteration; and

(c) the results of the action taken in this regard, till date?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel. As regards ethanol, according to IS: 2796:2000 amendment 5, it is recommended that upto 5% anhydrous denatured ethanol (conforming to IS 15464:2004) can be used for blending with motor gasoline. Petrol blended with 5% ethanol meets BIS specification for petrol in totality. Thus, Oil Marketing Companies (OMCs) are permitted to sell petrol blended with 5% ethanol. Accordingly, ethanol blended petrol with 5% ethanol is being dispensed from retail outlets in certain States.

State-wise details of number of cases of adulteration of petrol and diesel detected by the Public Sector Oil Marketing Companies (OMCs) and action taken during the last three years is given in the enclosed Statement.

**Statement**

*State-wise details of number of cases of adulteration of Petrol and Diesel detected by the Public Sector Oil marketing Companies (OMCs) and action taken during the last three years, i.e. 2004-05, 2005-06 and 2006-07*

Name of States	2004-05	2005-06	2006-07
	1	2	3
A and N Islands	0	0	0
Andhra Pradesh	6	15	12
Arunachal Pradesh	0	0	0
Assam	0	0	1
Bihar	2	8	6
Chandigarh	2	0	0
Chhattisgarh	1	8	5

	1	2	3
D and N Haveli	0	0	0
Daman and Diu	0	0	0
Delhi	3	6	3
Goa	0	3	0
Gujarat	18	8	18
Haryana	6	4	8
Himachal Pradesh	0	1	0
Jammu and Kashmir	1	3	2
Jharkhand	1	0	1
Karnataka	11	7	6
Kerala	3	7	4
Lakshadweep	0	0	0
Madhya Pradesh	8	10	15
Maharashtra	14	10	12
Manipur	0	0	1
Meghalaya	0	0	0
Mizoram	0	0	0
Nagaland	0	1	0
Orissa	3	8	4
Puducherry	0	0	0
Punjab	13	10	8
Rajasthan	12	14	13
Sikkim	0	0	0
Tamil Nadu	11	6	11
Tripura	0	0	0
Uttar Pradesh	21	26	19
Uttarakhand	3	1	1
West Bengal	7	15	4
Total	146	171	154
Action taken			
Termination on account of adulteration	15	30	84

*[English]***Shimla Toy Train in the World Heritage List**

1991. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken any steps for getting the Shimla Toy Train included in the World Heritage List;

(b) if so, the details thereof;

(c) whether the team from 'International Council of Monuments and Sites' has inspected the Shimla Toy Train;

(d) if so, the details of its findings;

(e) whether the Kalka-Shimla Railway (KSR) is facing frequent technical problems resulting in stoppage of train services at many times; and

(f) if so, the action taken thereon?

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

(b) Ministry of Railways submitted an application to UNESCO (United Nations Educational Scientific and Cultural Organization) in January' 2005, for the inscription of the Kalka-Shimla Railway (KSR), as a World Heritage Site, serial to "Mountain Railways of India" (that includes Darjeeling Himalayan Railway and Nilgiri Mountain Railway). Since UNESCO considered only one site per country per year in 2006, KSR was not presented and India's other nomination was not successful. Similarly, KSR was not presented in 2007 and India's other nomination, viz. The Red Fort, was inscribed as a World Heritage Site. A revised application in a new format applicable from 2007 was submitted to UNESCO in January' 2007. This is being considered by UNESCO and a team from International Council on Monuments and Sites (ICOMOS) inspected the KSR in September' 2007.

(c) Yes, Sir.

(d) A team from the International Council on Monuments and Sites (ICOMOS), an organ of UNESCO for cultural heritage sites, inspected the KSR in September' 2007. Based on their report and

recommendations, further examination of the application will be done internally by ICOMOS & UNESCO and KSR may come up for consideration to be listed as a World Heritage Site in the next session of the UNESCO World Heritage Committee in Canada in July' 2007.

(e) Yes, Sir.

(f) Technical problems faced in the operation and maintenance of the KSR are being attended regularly. The inspection of track, bridges and tunnels are being done as per scheduled laid down and necessary maintenance works/renewal are being done regularly. Moreover, as a direct result of widening and repairs of road formation located just above the rail alignment, the train services affected from time to time.

*[Translation]***Closure of Central Industrial Units in Rajasthan**

1992. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether many central industrial units having manpower of more than 500 workers in Rajasthan have been closed;

(b) if so, the details thereof;

(c) whether any central industrial unit out of the said units has been revived;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) As per available information, none of the Central Public Sector Enterprises (CPSEs) having industrial units in the state of Rajasthan with more than 500 manpower has been closed.

(c) to (e) Government had approved revival plan of Hindustan Copper Ltd. (total assistance of Rs. 612.94 crore) and Hindustan Salts Ltd. (total assistance of Rs. 77.58 crore). These 2 CPSEs have units in the state of Rajasthan.

*[English]***Electricity from Wind Generators**

1993. SHRI K.C. PALLANI SHAMY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation has planned to produce electricity from wind generators in various States to produce electricity;

(b) if so, the details thereof;

(c) whether this method is cost effective in comparison with captive diesel or gas field generators which are also proved to be pollutant;

(d) if so, the comparative details thereof; and

(e) the steps taken by the Government to generate more electricity through wind generators?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. ONGC is proposing to develop Wind Power Plants of 500 MW size in the state of Gujarat.

(c) and (d) Yes, Sir. The comparative details are as under:-

Source	Estimated Cost per unit (kwh) Rs.
Wind	2.25-2.75
Diesel	5.50-7.00
Gas	2.40-2.70*

\*(based on the prevailing market price of Natural Gas @ \$4.44 per million BTU)

(e) A cumulative wind power capacity of 7660 MW has already been set up in the country. The Government of India promotes setting up of commercial wind power projects in the country, by providing fiscal incentives such as concessional import duty on certain components of wind electricity generator, excise duty exemption, ten year tax holiday on income generated from wind power projects, benefited of accelerated depreciation and loan from Indian Renewable Energy Development Agency (IREDA). Technical support including detailed wind resource assessment to identify further potential sites is

provided by the Centre of Wind Energy Technology (C-WET), Chennai. In addition to it, preferential tariff is being provided for wind power in most of the potential States.

**Threat by ULFA Militant to ONGC in Assam**

1994. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has received an extortion notice from ULFA militant outfits;

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

(c) whether lives and properties of the employees of ONGC as well as the assets of the Corporation in Assam are completely unsafe and ULFA militants have been threatening them to face dire consequences;

(d) if so, the details of the steps taken/being taken by ONGC in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. A letter dated 1.1.2006 addressed to the Asset Manager, Assam Asset purportedly written by ULFA, demanding Rs. 500 crores was received. No subsequent threat has been received.

(c) and (d) The life and properties of ONGC, Assam Asset are not under threat at present. No employee of ONGC was affected by any militant related incidence.

There have been some attempts by ULFA militants to blow out pipelines by planting explosives in the recent past during Republic Day and other so called 'auspicious days' of ULFA. As such the general life of employees and field operations are not affected by any threat of ULFA militants.

**Issuance of Indian Commercial Pilots Licence**

1995. SHRI ADHIR CHOWDHURY:  
SHRI NIKHIL KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware of irregularities in the issuance of Indian Commercial Pilot Licence;



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

(c) whether the Chief Flying Instructor cleared cases of a large number of pilots without conducting the mandatory flying checks of their competence;

(d) if so, whether the Government proposes to investigate the matter and award punishment to the involved officials; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) It has been reported in the Times of India on 6th November, 2007 that Capt. Ashim Taxali, Chief Flying Instructor (CFI) of M/s Carver Aviation Academy, Baramati has cleared some student pilots without their flight test. An enquiry has been ordered by Director General of Civil Aviation (DGCA) to investigate the malpractices reported in Carver Aviation Academy. The final investigation report is awaited. Capt. Ashim Taxali has been removed from the CFI position in M/s. Carver Aviation Academy pending final investigation. The position of CFI has been taken over by Capt. A.K. Mohan. Show Cause notices have been served to Capt. Ashim Taxali and the student pilots who served to Capt. Ashim Taxali and the student pilots who were falsely cleared by him. Further action will be taken after finalisation of the investigation.

#### **Disruption of Rayagada to Koraput Railway Line**

1996. SHRI GIRIDHAR GAMANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was frequent disruption on the line from Rayagada to Koraput Railway line since the Railway line opened for running of trains and goods traffic;

(b) if so, the details thereof;

(c) the action taken by the Railways to check such disruptions and smooth running of trains on time; and

(d) the safety measures adopted permanently in the Konkan Railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. There had been instances of disruption of railway line from Rayagada to Koraput since its commissioning. These disruption have mainly occurred on account of falling of

boulder, land slides, mud flowing on track due to high and steep cuttings having fragmented rocks/boulders studded in loose soil in major portion of this line.

(c) and (d) In addition to several protection works, the following works have been carried out to prevent such recurrence, which are similar to those adopted on Konkan railway line:

- (i) Retaining walls constructed over a length of 5183 meters
- (ii) Catch water drains constructed over a length of 10243 meters
- (iii) Wire nettings provided covering an area of 36268 square meters
- (iv) Gabions provided to the tune of 2900 cubic meters.

#### **High Power Committee on the Organisation of Railway Zones**

1997. SHRI P.C. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether a High Power Committee (Railway Reforms Committee or any other Committee) reported that a greater number of smaller zones are to be established for better efficiency;

(b) if so, the details thereof;

(c) whether there is a demand to bifurcate Southern Railway to form a West Coast Zone with headquarter in Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The Railway Reforms Committee and Advisors' Committee recommended creation of additional Zones based on the criteria of size, workload, accessibility, traffic pattern and other operating/administrative requirements consistent with the needs of economy and efficiency without any regional considerations.

(c) Yes, Sir.

(d) The proposal, when considered in the light of the above criteria has not been found feasible.

#### **Ad-hoc Group of Experts**

1998. SHRI KINJARAPU YERRANNAIDU: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has set up an Ad-hoc Group of Experts (AGE) to issue guidelines to Central Public Sector Enterprises, Recommend transfer of Assets, Floating of Fresh Equity and disinvestments of Shareholding in their subsidiaries;

(b) if so, the details thereof;

(c) whether the Government has given Budgetary Support to help Public-Sector Enterprises earn profits; and

(d) if so; the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) The National Common Minimum Programme (NCMP) inter-alia pledges to devolve full managerial and commercial autonomy to successful, profit making companies operating in a competitive environment. In pursuance of this, an Ad-Group of Experts (AGE) was set up in November, 2004 to consider issues like autonomy, greater delegation of financial powers, corporate governance, effective functioning in a competitive environment, etc. related to the Central Public Sector Enterprises (CPSEs). The Group submitted its Report in April, 2005 Based on the recommendations of AGE, the Government has inter-alia approved:—

- (i) Enhancing the financial and operational powers delegated to Navratna, Miniratna and other profit making CPSEs in the areas of capital expenditure, investment in joint ventures/subsidiaries, mergers & acquisitions, etc.
- (ii) Empowering the holding companies to transfer assets, floating of fresh equity and divestment of shareholding in subsidiaries subject to certain conditions.

(c) and (d) The NCMP further provides that every effort will be made to modernize the restructure sick PSEs. In terms of this policy, the Government had constituted

Board for Reconstruction of Public Sector Enterprises (BRPSE) in December, 2004. Based on the recommendations of BRPSE, the Government has so far approved revival package of 26 CPSEs involving cash assistance of Rs. 1941 crore and non-cash assistance of Rs. 6322 crore.

#### **Setting up of Joint Venture Projects by RCF**

1999. SHRI BASU DEB ACHARIA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Rashtriya Chemicals and Fertilizers (RCF) is in advanced negotiation with two Kuwait-based Petrochemical firms for setting up joint venture projects in West Asia as reported in 'Business Standard' dated April 15, 2007;

(b) if so, the facts thereof; and

(c) the steps taken/proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) Rashtriya Chemicals & Fertilizers Ltd. (RCF Ltd.) is exploring the possibility of setting up of a joint venture fertilizer project in resource rich countries where natural gas is available in adequate quantity at reasonable price. The above efforts of the company are at exploratory stage only.

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

#### **Delay/Cancellations of AI Flights**

2000. SHRIMATI P. SATHEEDEVI:  
SHRI BRAJESH PATHAK:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some flights of Air India International and domestic routes have continuously been delayed/cancelled;

(b) if so, the reasons alongwith the details of the incidents of delayed/cancelled flights during the last three months, till date;

(c) whether the passengers are facing all sorts of hardships due to delay/cancellation of flights;

(d) if so, the details and the reasons therefor; and

(e) the steps being taken by the Government to check the reoccurrence of such incidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) While there have been some delays/cancellation of flights on the entire domestic and international network of Air India, no specific flight has faced continuous delay/cancellation.

(b) The delays/cancellations have taken place mainly due to technical and commercial reasons, duty time limitation of the crew, bad weather, consequential delays etc.

(c) to (e) National Aviation Company of India Limited (NACIL) has Customer Service Counters at all major airports in the country to assist/facilitate passengers, including the passengers on delayed/cancelled flights. In order to minimize the inconvenience to the passengers on cancelled/delayed flights, the following facilities are extended by the Airline: (i) Alternate arrangement to travel to their destination either by air or alternate mode of transport; (ii) involuntary re-routing through circuitous/long route; (iii) Assistance in making onward/return alternate reservations; (iv) Liaison with other Airlines if the passengers are holding onward reservations with them; (v) Short stay in Hotel and 24 hours hotel accommodation in case of cancellation of flights; (vi) Full refund of ticket if desired by the passengers; (vii) Sending message to stations of destinations using Airlines own network/communication channels; and (viii) in case, the passenger wants to go back to their residence/hotel, transport is provided and where necessary, conveyance charges are reimbursed.

#### Conservation of Archaeological Sites

2001. SHRI PRATIK P. PATIL: Will the Minister of CULTURE be pleased to state:

(a) whether country is losing out on the possibility of excavating a large number of archaeological sites because of growing population and development activities;

(b) if so, the details thereof;

(c) whether many archaeological sites are buried under construction and cultivation;

(d) if so, the details thereof;

(e) whether a Cultural Resource Survey is conducted with the help of an archaeologist before taking up any development project;

(f) if not, the reasons therefor; and

(g) the steps taken by the Government to carryout such survey before the development of any project?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (g) In the absence of any provision in the Ancient Monuments and Archaeological Sites and Remains Act, 1958 and Rules, 1959, that makes it mandatory to conduct a prior survey of cultural resource, presently no such survey is carried out at the time of taking up developmental projects and activities. Since records in respect of potential archaeological sites are not maintained, it is not possible to provide information regarding sites that may be buried under construction/cultivation.

12.00 hrs.

#### PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): I beg to lay on the Table:—

- (1) (i) A copy of the Seventh Report (Hindi and English versions) of the National Commission for Scheduled Castes and Scheduled Tribes, New Delhi, for the year 2001-2002.
- (ii) A copy of the Action Taken Memorandum on the Seventh Report (Hindi and English versions) of the National Commission for Scheduled Castes and Scheduled Tribes, New Delhi, for the year 2001-2002.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT—7430/07]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government of the working of the Oil and Natural Gas Corporation Limited, New Delhi, for the year 2006-2007.

(ii) Annual Report of the Oil and Natural Gas Corporation Limited, New Delhi, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7431/07]

(b) (i) Review by the Government of the working of the Indian Strategic Petroleum Reserves Limited, New Delhi, for the year 2006-2007.

(ii) Annual Report of the Indian Strategic Petroleum Reserves Limited, New Delhi, for the year 2006-2007, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7432/07]

(2) A copy of the Production Sharing Contract (Hindi and English versions) between the Government of India and the Gujarat State Petrochemical Corporation Limited, India and Niko Resources, Canada with respect to contract area identified as Hazira Field.

[Placed in Library. *See* No. LT—7433/07]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): On behalf of my colleague, Shrimati Ambika Soni, I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(a) (i) Review by the Government of the working of the M.P. Ashok Hotel Corporation Limited, Bhopal, for the year 2005-2006.

(ii) Annual Report of the M.P. Ashok Hotel Corporation Limited, Bhopal, for the year 2005-2006, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7434/07]

(b) (i) Review by the Government of the working of the Pondicherry Ashok Hotel Corporation Limited, Pondicherry, for the year 2005-2006.

(ii) Annual Report of the Pondicherry Ashok Hotel Corporation Limited, Pondicherry, for the year 2005-2006, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT—7435/07]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Sahitya Akademi, New Delhi, for the year 2005-2006, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sahitya Akademi, New Delhi, for the year 2005-2006.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. *See* No. LT—7436/07]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Delhi Public Library, New Delhi, for the year 2005-2006, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Delhi Public Library, New Delhi, for the year 2005-2006.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. *See* No. LT—7437/07]

- (7) A copy each of the Annual Reports for the year 2006-2007 (Hindi and English versions) along with Audited Accounts in respect of the following Institutes:—

- (i) Institute of Hotel Management, Catering Technology and Applied Nutrition, Goa.

[Placed in Library. *See* No. LT—7438/07]

- (ii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Chennai.

[Placed in Library. *See* No. LT—7439/07]

- (iii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Gwalior.

[Placed in Library. *See* No. LT—7440/07]

- (iv) Institute of Hotel Management, Catering Technology and Applied Nutrition, Ahmedabad.

[Placed in Library. *See* No. LT—7441/07]

- (v) Institute of Hotel Management, Catering and Nutrition (Society), Gurdaspur.

[Placed in Library. *See* No. LT—7442/07]

- (vi) Institute of Hotel Management, Catering Technology and Applied Nutrition, Bangalore.

[Placed in Library. *See* No. LT—7443/07]

- (vii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Bhubaneshwar.

[Placed in Library. *See* No. LT—7444/07]

- (viii) Institute of Hotel Management, Hajipur.

[Placed in Library. *See* No. LT—7445/07]

- (ix) Institute of Hotel Management, Catering Technology and Applied Nutrition, Bhopal.

[Placed in Library. *See* No. LT—7446/07]

- (x) Dr. Ambedkar Institute of Hotel Management, Catering and Nutrition, Chandigarh.

[Placed in Library. *See* No. LT—7447/07]

- (xi) Institute of Hotel Management, Catering Technology and Applied Nutrition, Hyderabad.

[Placed in Library. *See* No. LT—7448/07]

- (xii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Guwahati.

[Placed in Library. *See* No. LT—7449/07]

- (xiii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Kolkata.

[Placed in Library. *See* No. LT—7450/07]

- (xiv) Institute of Hotel Management, Catering and Nutrition, Aliganj, Lucknow.

[Placed in Library. *See* No. LT—7451/07]

- (xv) Institute of Hotel Management, Catering Technology and Applied Nutrition, Jaipur.

[Placed in Library. *See* No. LT—7452/07]

- (xvi) Institute of Hotel Management, Catering Technology and Applied Nutrition, Mumbai.

[Placed in Library. *See* No. LT—7453/07]

- (xvii) Institute of Hotel Management, Catering and Nutrition, New Delhi.

[Placed in Library. *See* No. LT—7454/07]

- (xviii) Institute of Hotel Management, Catering Technology and Applied Nutrition, Shillong.

[Placed in Library. *See* No. LT—7455/07]

- (xix) Institute of Hotel Management Catering and Nutrition, Shimla.

[Placed in Library. *See* No. LT—7456/07]

- (xx) Institute of Hotel Management, Catering Technology and Applied Nutrition, Srinagar.

[Placed in Library. *See* No. LT—7457/07]

- (xxi) Institute of Hotel Management and Catering Technology, Thiruvananthapuram.

[Placed in Library. *See* No. LT—7458/07]

- (8) A copy of the Review (Hindi and English versions) by the Government of working of the above institutes for the year 2006-2007.

[Placed in Library. *See* No. LT—7459/07]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Tourism and Travel Management, Gwalior, for the year 2006-2007, along with audited accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Tourism and Travel Management, Gwalior, for the year 2006-2007.

[Placed in Library. *See* No. LT—7460/07]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Airports Authority of India, New Delhi, for the year 2006-2007, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Airports Authority of India, New Delhi, for the year 2006-2007.

[Placed in Library. *See* No. LT—7461/07]

- (2) A copy of the Airports Authority of India (General Management, Entry for Ground Handling Services) Regulations, 2007 (Hindi and English versions) published in Notification No. F.No. AAI/LEGAL/GHREG/2007 in Gazette of India dated the 18th October, 2007 under section 43 of the Airports Authority of India Act, 1994.

[Placed in Library. *See* No. LT—7462/07]

MR. SPEAKER: Shri Naranbhai Rathwa.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): On behalf of my colleague, Shri Naranbhai Rathwa, I beg to lay on the Table....

MR. SPEAKER: Mr. Minister, there was no prior information. Why should I allow you?

Okay, you can do it now, but not to be repeated in future. At least some notice should be given to the Speaker. In future, I would not allow this.

SHRI R. VELU: On behalf of my colleague, Shri Naranbhai Rathwa, I beg to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the RITES Limited, New Delhi, for the year 2006-2007.
- (ii) Annual Report of the RITES Limited, New Delhi, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7463/07]

- (b) (i) Review by the Government of the working of the Indian Railway Catering and Tourism Corporation Limited, New Delhi, for the year 2006-2007.
- (ii) Annual Report of the Indian Railway Catering and Tourism Corporation Limited, New Delhi, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7464/07]

- (c) (i) Review by the Government of the working of the Railtel Corporation of India Limited, New Delhi, for the year 2006-2007.
- (ii) Annual Report of the Railtel Corporation of India Limited, New Delhi, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7465/07]

- (d) (i) Review by the Government of the working of the Ircon International Limited, New Delhi, for the year 2006-2007.
- (ii) Annual Report of the Ircon International Limited, New Delhi, for the year 2006-2007,

along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7466/07]

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): On behalf of my colleague, Shrimati Subbulakshmi Jagadeesah, I beg to lay on the Table:—

- (1) (i) copy of the Annual Report (Hindi and English versions) of the National Commission for Backward Classes, New Delhi, for the year 2005-2006.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Commission for Backward Classes, New Delhi, for the year 2005-2006.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT—7467/07]

- (3) A copy of Memorandum of Understanding (Hindi and English versions) between the National Backward Classes Finance and Development Corporation and the Ministry of Social Justice and Empowerment for the year 2007-2008.

[Placed in Library. *See* No. LT—7468/07]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Swami Vivekanand National Institute of Rehabilitation Training and Research, Cuttack, for the year 2005-2006, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Swami Vivekanand National Institute of Rehabilitation Training and Research, Cuttack, for the year 2005-2006.
- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. *See* No. LT—7469/07]

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

On behalf of my colleague, Shrimati Kanti Singh, I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
  - (a) (i) Review by the Government of the working of the Scooters India Limited, Lucknow, for the year 2006-2007.
  - (ii) Annual Report of the Scooters India Limited, Lucknow, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7470/07]

- (b) (i) Statement regarding Review by the Government of the working of the Engineering Projects (India) Limited, New Delhi, for the year 2006-2007.
- (ii) Statement that the Government have scrutinized the comments of Auditors/CAG and replies furnished thereto by the Management in the Annual Report of EPI for the year 2006-2007.
- (iii) Annual Report of the Engineering Projects (India) Limited, New Delhi, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7471/07]

- (c) (i) Review by the Government of the working of the Instrumentation Limited, Kota, for the year 2006-2007.
  - (ii) Annual Report of the Instrumentation Limited, Kota, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. *See* No. LT—7472/07]
- (d) (i) Statement regarding review by the Government of the working of the NEPA Limited, Napanagar, for the year 2006-2007.
  - (ii) Annual Report of the NEPA Limited, Napanagar, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7473/07]

MR. SPEAKER: Shri Dinsha Patel.

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Sir, on behalf of Shri Dinsha Patel, I beg to lay on the Table...

MR. SPEAKER: Today is the last day. I will never allow it in future. If the hon. Minister is otherwise busy and if he has no time to even inform the House, then it will not be allowed. Today is the final day for this.

SHRI B.K. HANDIQUE: On behalf of my colleague, Shri Dinsha Patel, I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
- (i) Review by the Government of the working of the Engineers India Limited, New Delhi, for the year 2006-2007.
  - (ii) Annual Report of the Engineers India Limited, New Delhi, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7474/07]

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
- (i) Review by the Government of the working of the Hindustan Steelworks Construction Limited, Kolkata, for the year 2006-2007.
  - (ii) Annual Report of the Hindustan Steelworks Construction Limited, Kolkata, for the year 2006-2007, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. *See* No. LT—7475/07]

12.01 hrs.

## MESSAGES FROM RAJYA SABHA AND BILL AS PASSED BY RAJYA SABHA

*[English]*

SECRETARY GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

- (i) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 28th November, 2007 agreed without any amendment to the All India Institute of Medical Sciences and the Post-Graduate Institute of Medical Education and Research (Amendment) Bill, 2007 which was passed by the Lok Sabha at its sitting held on the 22nd November, 2007."
- (ii) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Sashastra Seema Bal Bill, 2007 which has been passed by the Rajya Sabha at its sitting held on the 28th November, 2007."

2. Sir, I also lay on the Table of the Sashastra Seema Bal Bill, 2007, as passed by Rajya Sabha on the 28th November, 2007.

12.01½ hrs.

## COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE

**Minutes**

*[English]*

SHRI RAJESH VERMA (Sitapur): I beg to lay on the Table minutes (Hindi and English versions) of the 8th sitting of the Committee on Absence of Members from the sittings of the House held on 30 August, 2007.



12.02 hrs.

## STATEMENTS BY MINISTERS

- (i) **Status of implementation of recommendations contained in the Ninth Report of Standing Committee on Social Justice and Empowerment on working of National Minorities Development and Finance Corporation (NMDFC) pertaining to the Ministry of Minority Affairs\***

*[English]*

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): I beg to lay a Statement regarding the status of implementation of the recommendations contained in the Ninth Report of the Standing Committee on Social Justice and Empowerment on 'Working of National Minorities Development and Finance Corporation' (NMDFC), pertaining to the Ministry of Minority Affairs.

12.02<sup>1</sup>/<sub>2</sub> hrs.

- (ii) **Status of implementation of recommendations contained in the Eighteenth Report of Standing Committee on Social Justice and Empowerment on working of National Minorities Development and Finance Corporation (NMDFC) pertaining to the Ministry of Minority Affairs\*\***

*[English]*

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): I beg to lay a Statement regarding the status of implementation of the recommendations contained in the Eighteenth Report of the Standing Committee on Social Justice and Empowerment on 'Working of National Minorities Development and Finance Corporation' (NMDFC), pertaining to the Ministry of Minority Affairs.

12.03 hrs.

- (iii) **Status of implementation of the recommendations contained in the 22nd report of Standing Committee on Coal and Steel on Demands for Grants (2006-07) pertaining to the Ministry of Steel\***

*[English]*

MR. SPEAKER: Shri Ram Vilas Paswan:

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): On behalf of my colleague, Shri Ram Vilas Paswan, I beg to lay...

MR. SPEAKER: My observations are similar. Today is the final day. I would not allow this in future. Show the minimum courtesy to the Chair.

DR. AKHILESH DAS: On behalf of my colleague, Shri Ram Vilas Paswan, I beg to lay a Statement on the status of implementation of recommendations contained in the Twenty Second Report of the Standing Committee on Coal and Steel (Fourteenth Lok Sabha) in pursuance of the direction 73-A of the hon. Speaker, Lok Sabha vide Lok Sabha Bulletin—Part II, dated the 1st September, 2004.

The aforesaid Twenty Second Report was presented to the Lok Sabha on 19.12.2006. The Report relates to the examination of Demands for Grants of the Ministry of Steel for the year 2006-07.

The Committee in the said Report has made a total of 17 recommendations with reference to aims, objectives and achievements of the Ministry and where action is called for on the part of the Government.

The Action Taken Statements on the recommendations/observations contained in the Report of the Committee had been sent to the Standing Committee on Coal and Steel on 4.10.2007.

The present status of implementation of the various recommendations made by the Committee is indicated in the annexure to my Statement, which is laid on the Table of the Lok Sabha. I would not like to take the valuable time of the House to read out all the contents of this

\*Laid on the Table and also placed in Library. See No. LT—7476/07

\*\*Laid on the Table and also placed in Library. See No. LT 7477/07

\*Laid on the Table and also placed in Library. See No. LT 7478/07

Annexure. I would request that this may be considered as read.

12.03<sup>1</sup>/<sub>2</sub> hrs.

- (iv) Status of implementation of the recommendations contained in the 201st report of the Standing Committee on Industry on Demands for Grants (2007-08) pertaining to the Department of Heavy Industry, Ministry of Heavy Industries and Public Enterprises\***

*[English]*

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): I beg to lay on the Table of the House a Statement attached herewith, on the status of implementation of the recommendations contained in the 201st Report of the Department Related Parliamentary Standing Committee on Industry in pursuance of the directions issued by the hon. Speaker, Lok Sabha vide Parliamentary Bulletin—Part II, dated 1st September, 2004.

Action has been completed/initiated in respect of the various recommendations. The Action Taken Notes giving details of the action taken against each of the recommendations have already been submitted to the Committee on 4th October, 2007.

12.04 hrs.

- (v) Status of implementation of the recommendations contained in the 21st report of Standing Committee on Social Justice and Empowerment on National Backward Classes Finance and Development Corporation pertaining to the Ministry of Social Justice and Empowerment\*\***

*[English]*

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): Sir, I beg to lay the statement on the status of implementation of recommendations/observations contained in the 21st

\*Laid on the Table and also placed in Library. See No. LT-7479/07

\*\*Laid on the Table and also placed in Library. See No. LT-7480/07

Report of the Standing Committee on Social Justice and Empowerment (14th Lok Sabha) in pursuance of the Direction 73-A of the hon. Speaker, Lok Sabha published in Bulletin-Part-II dated 1st September, 2004. I have earlier made a similar statement in the House on 15th Report of the Committee on 23rd August, 2007.

The 21st Report of the Standing Committee was presented to the Lok Sabha on 18.12.2006. The report related to 'National Backward Classes Finance and Development Corporation (NBCFDC)'. The report contained action taken notes by the Government on the 19 recommendations of the Committee made in its 15th Report on NBCFDC. While the Committee accepted the reply of the Ministry on eight recommendations in paras 1.9, 1.31, 2.4, 3.17, 3.19, 4.21, 5.10 and 5.11 of the 15th Report. 11 Recommendations in paras 1.17, 1.18, 1.30, 1.32, 3.18, 3.20, 4.17, 4.18, 4.19, 4.20 and 5.12 and 5.12 were again included in the 21st Report. The Ministry have submitted Action Taken Notes on all the 11 recommendations to the Committee.

The status of implementation on all the 11 recommendations made by the Committee on 21st Report is indicated in the Annexure to my statement, which is laid on the Table of the House. I would not like to take the valuable time of the House to read out the contents of the Annexure. I would request that this may be considered as read.

12.04<sup>1</sup>/<sub>2</sub> hrs.

- (vi) Status of implementation of the recommendations contained in the 14th report of Standing Committee on Petroleum and Natural Gas on Demands for Grants (2007-08) pertaining to the Ministry of Petroleum and Natural Gas\***

*[English]*

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): Sir, I beg to lay this statement on the status of implementation of recommendations contained in the 14th Report of the Standing Committee on Petroleum and Natural Gas (14th

\*Laid on the Table and also placed in Library. See No. LT-7481/07

Lok Sabha) in pursuance of direction 73A of the hon. Speaker, Lok Sabha vide Lok Sabha Bulletin-Part II dated September 1, 2004.

The Fourteenth Report of the Standing Committee on Petroleum and Natural Gas (14th Lok Sabha) was presented to the Lok Sabha on 26.4.2007. The Reports relates to the examination of Demands for Grants of Ministry of Petroleum and Natural Gas for the year 2007-08.

Action Taken Statements on the recommendations/ observations contained in the report of the Committee had been sent to the Standing Committee on Petroleum and Natural Gas on 8.8.2007.

There are 21 recommendations made by the Committee in the said Report where action is called for on the part of Government. These recommendations mainly pertain to issues like increasing the exploration and production of oil and natural gas, Reserve accretion, progress made by GAIL, ONGC and OIL on their respective R&D projects, progress relating to import of natural gas from Myanmar, progress pertaining to Iran-Pakistan Gas Pipeline Project, fuel quality upgradation projects, effective steps to check diversion of kerosene, automation of all retail outlets, reforms in taxation of petroleum products including abolition of the ad valorem component in taxes/duties, subsidy on PDS kerosene and domestic LPG, forming a common drilling rig pool for Oil PSUs, adherence to projects schedules by IOC, revival of Biecco Lawrie Ltd., etc.

Present status of implementation of various recommendations made by the Committee is indicated in the Annexure to my Statement which is laid on the Table of House. I would not like to take valuable time of the House by reading out all the contents of this Annexure. This may please be considered as read.

12.05 hrs.

(vii) **Status of Implementation of the recommendations contained in the 15th report of the Standing Committee on Chemicals and Fertilizers pertaining to the Department of Fertilizers, Ministry of Chemicals and Fertilizers\***

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY

\*Laid on the Table and also placed in Library. See No. LT 7482/07

AFFAIRS (SHRI B.K. HANDIQUE): I beg to lay the Statement regarding status of implementation of recommendations in the 15th Report of the Standing Committee on Chemicals and Fertilizers.

Sir, the Department of Fertilizers (DOF) comes under the Ministry of Chemicals and Fertilizers. The main objective of the Department is to ensure adequate and timely availability of fertilizers for maximizing agricultural production in the country and for this purpose to promote and assist industries in the fertilizer sector and to plan and arrange import and distribution of fertilizers.

The main activities of DOF include planning promotion and development of the fertilizer industry, programming and monitoring of production, pricing, import and supply of fertilizers and management of financial resources by way of subsidy/concession for indigenous and imported fertilizers. The Department also disburses payments to manufacturers/importers of decontrolled fertilizers under the concession scheme made available to the farmers at the indicative Maximum Retail Price (MRP).

In addition, the activities of DOF also include the administrative control of the following public sector undertakings and cooperatives in the fertilizers sector:—

- (i) FCI (under closure)
- (ii) FACT
- (iii) MFL
- (iv) NFL
- (v) RCF
- (vi) BVFCL
- (vii) HFC (under closure)
- (viii) PDIL
- (ix) PPCL (under closure)
- (x) FCI, Aravali Gypsum Minerals India Ltd.
- (xi) KRIBHCO

The office of the Executive Director, Fertilizers Industry Coordination Committee (FICC) also works under the Department of Fertilizer. This office provides the Secretariat support to FICC constituted to administer the Retention Price Scheme for Nitrogenous Fertilizers and

various incentive schemes to augment indigenous production of fertilizers.

I am making the statement on the status of implementation of the recommendations contained in the fifteenth report of the Standing Committee on Chemicals & Fertilizers in pursuance of direction 73-A of the Hon'ble, Speaker, Lok Sabha, issued vide Lok Sabha Bulletin Part-II dated September 01, 2004.

The Standing Committee on Chemicals and Fertilizers had examined the follow-up action by the Government on the recommendations contained in the Sixth Report of the Committee on Demands for Grants (2005-06) of the Department of Fertilizers. The Committee have also reviewed the progress of implementation of the recommendations contained in the Ninth and Twelfth Reports and also the Action Taken Replies submitted by the Department of Fertilizers. Fifteenth Report was presented in Lok Sabha and Rajya Sabha by the Committee on 27th February 2007 and 1st March, 2007 respectively. This report contained 7 recommendations on which final replies of the Government were required to be submitted. In addition there were two recommendations on which replies of the Government were also required to be submitted. These recommendations related to:

- (i) Balanced use of fertilizers, formulation and implementation of Stage-III Policy of New Pricing Scheme for urea units, de-bottlenecking/revival of sick/loss making and closed fertilizers PSUs, recovery of balance amount from M/s Karsan Limited.
- (ii) Shortfall in utilization of Plan funds during 10th five year plan, non-implementation of projects.
- (iii) Review of trends in fund utilization, project planning and implementation in the PSUs/Co-operatives.
- (iv) Identification of projects and plan strategies, planning for 11th five year plan for meeting the fertilizer requirements.
- (v) Finalization of new Pricing Scheme (NPS) for urea units beyond Stage-II which expired on 31.3.2006.

(vi) Disbursement of subsidy on fertilizers direct to the farmers.

(vii) Proposals for de-bottlenecking and expansion of fertilizers units.

(viii) Proposals for revival of fertilizers units.

(ix) Evaluation of the success of Sankat Haran Bima Yojana Policy for the fertilizers industry.

The Action Taken Replies on the above recommendations have been submitted to the Committee on 28.6.2007.

12.06 hrs.

STATEMENT CORRECTING REPLY TO  
STARRED QUESTION NO. 603 DATED  
17TH MAY, 2007 REGARDING EXODUS OF  
EMPLOYEES FROM RAILWAYS AND REASONS  
FOR DELAY IN CORRECTING THE REPLY\*

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): Sir, in reply to Starred Question No. 603 answered on 17.5.2007 and supplementary questions asked by Shrimati Karuna Shukla. MP on 17.5.2007 in connection with Starred Question No. 603, it has been informed that 422 employees have resigned from service and 3645 employees have taken voluntary retirement during last year. On account of some misinterpretation, some of the Zonal Railways could not furnish the correct number of employees who resigned or quit Railway by taking voluntary retirement for the purpose of joining private sector or otherwise. The revised information is as under:

No. of employees who resigned from service — 437

No. of employees who retired voluntarily — 4881

MR. SPEAKER: Well, it is quite a mistake.

12.07 hrs.

**MOTION RE: EXTENSION OF TIME FOR  
PRESENTATION OF THE REPORT OF  
JOINT COMMITTEE TO EXAMINE THE  
CONSTITUTIONAL AND LEGAL POSITION  
RELATING TO OFFICE OF PROFIT**

*[English]*

SHRI IQBAL AHMED SARADGI (Gulbarga): Sir, I beg to move:

"That this House do extend up to first day of the last week of Budget Session, 2008 the time for presentation of the Report of the Joint Committee to examine the constitutional and legal position relating to office of profit."

MR. SPEAKER: The question is:

"That this House do extend up to first day of the last week of Budget Session, 2008 the time for presentation of the Report of the Joint Committee to examine the constitutional and legal position relating to office of profit."

*The motion was adopted.*

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12.08 hrs.

**MOTION RE: FORTY-THIRD REPORT OF  
BUSINESS ADVISORY COMMITTEE**

*[English]*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): That this House do agree with the Forty-third Report of the Business Advisory Committee presented to the House on the 28th November, 2007.

MR. SPEAKER: The question is:

"That this House do agree with the Forty-third Report of the Business Advisory Committee presented to the House on the 28th November, 2007."

*The motion was adopted.*

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*[English]*

MR. SPEAKER: We will come to urgent matter of public importance. Well, I am very sorry that yesterday a totally uncalled for situation was created. I am also very sorry that even without making the Speaker aware, certain issues are being raised here and immediately there is a commotion and not even opportunities have been given to the Chair to consider the issues. It is not helping the functioning of the House. You have to accept some decisions given by the Chair. You cannot always challenge those decisions. Therefore, I am appealing to all the hon. Members in this regard.

There is no intention by the Chair to refuse any matter to be permitted to be raised, if it is possible and permissible under the rules. Even those have to be ignored because the Members insist on matters being raised—whether belonging to State, belonging to some other matter etc. I do not know how we will function. But since there is a feeling that certain matters are not being deliberately allowed to be raised, I deny it very strongly.

I now request Shri Arjun Sethi to raise his point. He knows what are the limitations of that issue.

SHRI ARJUN SETHI (Bhadrak): Sir, I am really very much sorry that in a fit of rage, I spoke something which is not called for. I again regret very much.

MR. SPEAKER: That is all right. Please forget it. I am appealing to all the sections of the House to cooperate with the Chair. You will find that almost all the issue will be allowed to be raised.

SHRI ARJUN SETHI: Thank you, Sir. Yesterday, I tried to raise the issue.

I am now trying to invite the attention of the House, through you, Sir, to one important matter. One hon. Minister of the Government of India has written a letter to the MLAs of the State of Orissa saying that the House should not be allowed to function so as long the demand of a particular Motion is admitted. This is certainly a case for the consideration of the august House as also the hon. Speaker. Being a Minister in the Central Cabinet, can one write to the MLAs of his Party saying that unless a particular issue is admitted, the House should not run? This letter has been given. I have submitted to the hon. Speaker at your Secretariat.

MR. SPEAKER: Shri Sethi, may I make one observation? It is the absolute duty of all the elected representatives to see that all the elected bodies perform their duty according to the rules, procedures and the situations that are there. Therefore, certainly although it is not a matter of Parliament, since this is an issue which is concerning every House in this country, yet, I have allowed you to raise it. I can only appeal to each and every hon. Member—not only here but in the capacity of the Chairman of the Presiding Officers' Conference that the elected hon. Members of whichever House it may be—to cooperate with the Chair and see that the House functions in a manner which is expected to be. Therefore, anybody who seeks to interfere should consider very seriously whether he is serving parliamentary democracy or not.

SHRI ARJUN SETHI: Thank you, Sir. Because of this letter, the Orissa State Assembly has been stalled for the last ten days. ...*(Interruptions)*

MR. SPEAKER: I have made my observation in your favour.

SHRI BRAJA KISHORE TRIPATHY (Puri): Thank you, Sir. The Orissa Assembly is not functioning because of this letter. ...*(Interruptions)*

MR. SPEAKER: All right. I cannot compel him to withdraw a letter written in his capacity as the leader of his Party.

SHRI BRAJA KISHORE TRIPATHY: Thank you, Sir. This shows how the ruling Party is behaving in other States. ...*(Interruptions)*

MR. SPEAKER: Shri Tripathy, you need not join him in this issue. Shri Sethi is very much competent to raise this issue.

SHRI ARJUN SETHI: He is a Minister in the Central Cabinet. He took oath when he was sworn in. ...*(Interruptions)* He took oath to protect and preserve the Constitution of India.

MR. SPEAKER: It does not really arise here.

SHRI ARJUN SETHI: The State Assembly is a creation of the Constitution. How can a particular Minister direct that the State Assembly in Orissa should not be allowed to function because one particular Motion is not

admitted by the hon. Speaker there? This is an interference in the working of the State Assembly.

Sir, you have rightly given your ruling or made your observation.

MR. SPEAKER: I am sure, now the hon. Minister must have been told about it.

SHRI ARJUN SETHI: They should protect and preserve the Constitution. They should allow the State Assembly, which is duly elected by the people of the State, to function.

MR. SPEAKER: Hon. Members, please realize that the letter was written in his capacity as a Party leader and not in his capacity as a Minister. As a Minister, there is nothing. But since he is a Minister and since your matter deals with the problem which is being faced by all the Houses, since it is about the proper functioning of the House, as I said earlier, in my capacity as the Chairman of the Presiding Officers' Conference or Body, I am requesting everybody in this country to ponder over and introspect whether we are serving parliamentary democracy of which there is no alternative today in the country. Nobody is suggesting that parliamentary democracy should not be followed. But, somehow, sometimes, we believe that the temples of democracy should not be allowed to function properly. This is my appeal to all of you to ponder over. Thank you. Your message has gone very well.

...*(Interruptions)*

MR. SPEAKER: Yes, Mr. Francis George.

...*(Interruptions)*

MR. SPEAKER: You don't do that. Parliament has nothing to do with it. I have said more than enough. I thank you for raising it. I only wish that I had known that such a matter was there. Suddenly, you came into the well which I did not expect.

...*(Interruptions)*

MR. SPEAKER: I have forgotten that chapter.

SHRI K. FRANCIS GEORGE (Idukki): Sir, the entry of multi nationals and big business. ...*(Interruptions)*

MR. SPEAKER: He is also raising a very important issue. You are associating with Mr. Sethi.

...(Interruptions)

MR. SPEAKER That is very unfortunate. Nothing will go on record. Only your names will be recorded that you are associating on this issue.

...(Interruptions)\*

MR. SPEAKER: Hon. Members Shri Mohan Jena, Shrimati Archana Nayak, Shri Sugrib Singh, Shri Prasanna Acharya, Shri Braja Kishore Tripathy and Shri Prabodh Panda are associated on the issue raised by Shri Arjun Sethi.

SHRI K. FRANCIS GEORGE: Sir, the entry of the multi-nationals and big business in the retail trade sector has created a very difficult situation. There has been very violent protest by the merchant associations and by various political parties. This is going to affect the livelihood of about 40 million retail trading community in the country. India has the high density of retail outlets in the world. Ninety eight per cent of the retail trade is done through unorganized sector, through the tiny family-owned shops, roadside kiosks, hawkers and street vendors. There are about half a million street vendors in urban India. Now a days, the big business groups—like Reliance Group, the RPG Group, the Aditya Birla Group, the Rahejas, the Wadias—are all into it. ...(Interruptions)

MR. SPEAKER: Be silent. No cross talks, please.

SHRI K. FRANCIS GEORGE: I know, Sir, that we can't prevent it. But, these people are creating shortages and price rise. They are cornering and stock-piling goods.

MR. SPEAKER: It is not a debate, Mr. George.

SHRI K. FRANCIS GEORGE: I think if we proceed at this rate, we are going to have suicide by small and medium retail trading community just like we are facing farmers' suicide. So, I would request the Government to evolve a proper policy about the retail trade sector in this country so that we can protect these very ordinary and marginalized sections of the community.

12.18 hrs.

## SUBMISSION BY MEMBER

**RE: Need to expedite the issuance of notification regarding the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights), Act, 2006**

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Speaker, Sir, both Houses of the Parliament unanimously passed the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights), Act, 2006, but even after the lapse of 11 months, this Act has not been implemented. Within ten days of pricing of the Bill by the Parliament approval was accorded to it by the President, but it is yet to be notified *i.e.* no notification has been issued for its implementation. With the non-implementation of this Act the constant deforestation is taking place. Forest mafia has been active in this illegal deforestation for the last five years, more than five-hectare forest areas have been deforested and the large number of timber mafia are active. In the name of development, forest land is being vacated by formulating the projects and the villages of the people living in eight States including Rajasthan, Chhattisgarh, Maharashtra, Madhya Pradesh, Orissa, Tamil Nadu are being deserted. Thousands of people from various organizations are sitting on dharna at Jantar-Mantar since 23rd of November. This is very serious issue that even after lapse of 11 months when the Bill was passed unanimously by both the Houses of parliament. ...(Interruptions) Hon'ble Minister of Parliamentary Affairs, is he listening to me? ...(Interruptions)

Mr. Speaker, Sir, Leader of the House is sitting here, Minister of Parliamentary Affairs is sitting here, my humble request is that this is a very serious issue and it seems to me that the Government is under the pressure of one group. Through you, I, therefore, request the Government to notify this law at the earliest because thousands of people are sitting on dharna at Jantar-Mantar.

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): I would like to inform, through you, the hon. Members of the House that this

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\*Not recorded.

Bill was passed by both the Houses of Parliament. Secondly, this matter is in the knowledge of Chairperson of the UPA who is highly concerned over the delay in notification.

Several other sections have also conveyed this. I pay my respects to those who are sitting on a *dharna* at Jantar Mantar because they have expressed their genuine concern. The Government is actively considering the matter to notify it at the earliest.

*[Translation]*

SHRI RAMJI LAL SUMAN: Mr. Sepaker, Sir, there should be a time frame. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sumanji, I can just tell you that the immediate action is being taken in this regard. This thing has come into the notice of the Prime Minister himself. ...*(Interruptions)* What you have discussed will get recognition very soon. ...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Speaker, Sir, the Minister should tell date. ...*(Interruptions)*

*[English]*

MR. SPEAKER: Mr. Devendra Prasad Yadav, he has made a commitment in the House. Thurant means 'very soon', let us wait.

*[Translation]*

If he does not take it 'very soon' we will see and hold him.

...*(Interruptions)*

*[English]*

SHRI S.K. KHARVENTHAN (Palani): Mr. Speaker, Sir, I would like to raise a very important issue.

MR. SPEAKER: I have received several notices on the issue which the hon. Member is now raising. I will try to accommodate all. Please wait.

SHRI S.K. KHARVENTHAN: Sir, the Tamil people settled in Malaysia are the descendants of 19th Century labourers brought to Malaysia from South India by the British colonies.

MR. SPEAKER: Mr. Kharventhan, please don't make any allegation against a friendly country.

SHRI S.K. KHARVENTHAN: No, Sir, I am not commenting anything about the country. I am just stating the facts.

MR. SPEAKER: You may be stating the facts, but please don't make any allegation against the friendly country.

SHRI S.K. KHARVENTHAN: Tamils are the largest of the linguist groups that form the 'Indian' minority in Malaysia which constitutes 9 per cent of the population or 1.5 million. Within this group, Tamil Speaking people are 85 per cent. On 25.11.2007, they planned to march to the British High Commission in Kuala Lumpur's Ampang Diplomatic Enclave to submit a two page memorandum urging the Queen of England to help them in the legal case brought against them by the British Government.

MR. SPEAKER: What can the Government here do?

SHRI S.K. KHARVENTHAN: Sir, I am coming to that\*

MR. SPEAKER: Please don't go into that. I will delete everything. I am sorry.

SHRI S.K. KHARVENTHAN: They are fighting for their future. In this regard, our hon. Chief Minister of Tamil Nadu Dr. Kalaingar Karunanidhi also has written a letter to the hon. Prime Minister Dr. Manmohan Singh to take necessary action. Hence, I urge upon the Union Government to intervene in this matter.\*

MR. SPEAKER: Please bring it to me.

...*(Interruptions)*

MR. SPEAKER: You have to be very serious. We have respect for every country. We have very friendly relations with them.

SHRI S.K. KHARVENTHAN: Sir, our people are affected. They are arrested and put behind bars. ...*(Interruptions)*

MR. SPEAKER: No, I am not allowing anybody now.

...*(Interruptions)*

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\*Not recorded.



MR. SPEAKER: Prof. Vijay Kumar Malhotra, Yogi Aditya Nath, Prof. Rasa Singh Rawat, Dr. C. Krishnan, Prof. M. Ramadass, Shri Ravichandran Sippiparai and Shri A.K.S. Vijayan will associate with the issue raised by Shri S.K. Kharventhan.

...(Interruptions)

MR. SPEAKER: This is a very friendly country.

...(Interruptions)

MR. SPEAKER Nothing will go on record.

...(Interruptions)\*

MR. SPEAKER: This is the trouble. When I permit a reference only, you make allegations against a friendly State. This is not the way. I will not permit it.

...(Interruptions)

MR. SPEAKER: Shri Braja Kishore Tripathy.

...(Interruptions)

MR. SPEAKER: The hon. Minister to External Affairs is present. He is the Leader of the House, a very responsible person. In his presence you have mentioned it.

...(Interruptions)

MR. SPEAKER: Not one word will be recorded.

...(Interruptions)\*

MR. SPEAKER: No more, please. Sorry.

...(Interruptions)

MR. SPEAKER: Please cooperate. He is raising an important matter, allow him to raise it.

...(Interruptions)

MR. SPEAKER: No, only Mr. Tripathy's submission will go on record.

...(Interruptions)\*

MR. SPEAKER: That is entirely for him. I am not going to direct him.

...(Interruptions)

MR. SPEAKER: Please, this is not the way. We are a very responsible democracy. We are a very responsible Government, we have to behave in that manner. How would you like any other country being discussed in this way? I was very reluctant that is why I said, just only mention the matter.

...(Interruptions)

MR. SPEAKER: I am sorry. Do not record one word.

...(Interruptions)\*

MR. SPEAKER: Only Mr. Tripathy's version will be recorded.

...(Interruptions)\*

MR. SPEAKER: If you do this, I will have to switch off the TV.

...(Interruptions)

MR. SPEAKER: Let the TV be switched off.

...(Interruptions)

MR. SPEAKER: No, I will not allow this.

...(Interruptions)

MR. SPEAKER: The House stands adjourned to meet again at 1 p.m.

12.28 hrs.

*The Lok Sabha then adjourned till  
Thirteen of the Clock.*

13.04 hrs.

*The Lok Sabha re-assembled at four minutes past  
Thirteen of the Clock.*

[MR. DEPUTY SPEAKER *in the Chair*]

## MATTERS UNDER RULE 377\*

[English]

MR. DEPUTY SPEAKER: Item 22, Matters under Rule 377, may be treated as laid on the Table of the House, and that will form part of the proceedings.

[Translation]

DR. RAM LAKHAN SINGH (Bhind): Sir, we get opportunity to speak only through the matters under Rule 377. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Today there is a lot of business to speak; you can speak as much as you wish.

[English]

I will allow you. I will try my best to accommodate all of you.

**(i) Need to upgrade Malviya Engineering College at Jaipur to the level of Indian Institute of Technology**

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, the Government of India had made an announcement to set up an Indian Institute of Technology in Rajasthan but it has not been fulfilled till date. So, there is need to convert Malviya Engineering college at Jaipur into Indian Institute of Technology because keeping in view the road, rail, airport, Medical college and the adequate land, Jaipur city is a proper place for its building but in spite of all these facilities the Government of India have not taken any initiative.

I, therefore, request the Central Government to take proper action to convert Malviya Engineering college at Jaipur into Indian Institute of Technology at the earliest and start its functioning.

**(ii) Need to undertake repair works on N.H. 7 and N.H. 75 passing through Satna Parliamentary Constituency in Madhya Pradesh**

SHRI GANESH SINGH (Satna): Sir, National Highway No. 7 and 75 pass through my Lok Sabha Constituency

in Madhya Pradesh. Both the roads are in dilapidated condition. NH 7 has completely turned into pot holes from Vela to Katni. So much dust rises from the road as a result of traffic that the people residing across the roads are living in a very bad condition. Similarly, national highway no. 75 from Panna-Devendra Nagar to Satna-Rewa has also turned into pot holes. It has become very difficult to move through this route. No improvement is being undertaken despite attention being drawn by me on a regular basis.

Therefore, through this House, I urge upon the Union Government that immediate steps may be taken to improve the condition of both these roads. Besides, railway overbridge near Maiher at NH-7 and construction of a bypass in Satna Nagar at NH-75 may be sanctioned and work thereon be got commenced.

**(iii) Need to bring forth a legislation for regulating the functioning of travel agencies in the country**

SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, through you, I would like to draw the attention of the Union Government towards a serious problem. Every year, thousands of people from our country go abroad for employment. Most of these people going abroad go through the various travel agents and these travel agents extort a huge amount from them. Out of them, many people get trapped under the laws of these foreign countries. As a result thereof, our citizens are serving prison terms in several countries.

I request the Union Government that a law may be formulated for the travel agents in the country so that legal action may be formulated for the travel agents who send people abroad through improper methods so as to save the innocent people from getting trapped. Licence is required even for opening a vegetable shop in the country, but there is no law in respect of human trafficking. As such, a regulatory authority may be set up to rectify this system.

**(iv) Need to undertake repair works of N.H. 92 between Gwalior and Bhogaon**

DR. RAM LAKHAN SINGH (Bhind): Sir, through you, I would like to draw the attention of the Union Government towards the condition of the national highway no. 92 from Gwalior to Bhogaon. The condition of the national highway from Gwalior via Bind is so much dilapidated that in the name of road only potholes appear and as a result thereof

\*Treated as laid on the Table.

accidents often take place on this national highway causing traffic jams and making people remain trapped in these jams. This route is an important national highway connecting Madhya Pradesh and Uttar Pradesh. As a result of traffic jams on this route, essential services get disrupted as there is not even railway route available in the vicinity. On this route there is a bridge on the Chambal river which breaks down frequently causing disruption in transportation.

As such, it is my request to the Union Government that required fund may kindly be released immediately in view of the poor condition of this national highway.

**(v) Need to start production of coal in Besur and Nanded units of Western Coal fields Limited in Maharashtra**

PROF. MAHADEORAO SHIWANKAR (Chimur): Sir, in the Murpar coal mine at Chimur, district Chandrapur in Maharashtra, one lac metric tonne coal is likely to be produced during this year. In its vicinity, two coal mines at Besur and Nanded have been planned to be excavated by the Western Coal Fields Limited. In the event of these two mines commencing production, this area will be producing a total of three lac metric tonnes of coal. I urge upon the Government that keeping in view the quantity of coal produced, a thermal power station may be set up at Chimur. Through this Thermal Power Station 1000 mega watt of electricity can be generated.

I request the Government that special arrangement may be done by the railways for transporting this coal from Umred to Murpar and from Murpar to Chimur and Varora. Similarly, construction of a 33 km Murpar-Umred metalled road will facilitate cheap transportation of coal by truck. The Ministries of Coal Power and Railways may coordinate among themselves to seriously undertake this project which could ensure all round development of this area.

**(vi) Need to grant Swatantra Sainik Samman Pension to the survivors of freedom struggle in Kerala**

*[English]*

DR. K.S. MANOJ (Alleppey): The uprising of Punnapra-Vyalar, Kayyoor, Karivellore, Kavumbayi, Arivellor, Morazha & Malabar Special Police struggle occurred in Kerala are historical part of Indian Freedom Struggle. They are recognised as part of Indian Freedom

struggle and the participants of the struggle as freedom fighters. But the survivors of the above mentioned uprisings in the State of Kerala are denied the benefits under the Swantrata Sainik Samman Pension Scheme 1980. After repeated representations by the Government of Kerala, in 1998, Central Government had recognised the above struggles as part of Indian Freedom struggle and agreed to give SSSP to the Survivors of the above struggles by the Order No. 6.1.97-FP (P) Government of India, Ministry of Home Affairs dated 20.01.1998. But the guidelines formulated had caused denial of pension for many of the participants of these struggles. It is difficult to get the primary evidence from the jail authority, District Magistrate, or the State Government and secondary evidences given were rejected by the Central Government. One guideline that could be adopted in this regard would be that those who are identified and recognised by the State Governments and given Freedom Fighters State Pension should be considered for SSSP by the Government of India. A committee may be constituted with Members of Parliament from the local area, higher officials of ministry of Home Affairs, State Governments Representatives to resolve this genuine demand of patriots and grant them Nation's recognition at least during this year while our nation is celebrating the 150th anniversary of First Freedom Struggle and Diamond Jubilee of our Independence.

**(vii) Need to ensure availability of fertilizer to farmers in Uttar Pradesh**

*[Translation]*

SHRI RAGHURAJ SINGH SHAKYA (Etawah): Sir, through you, drawing the attention of the Government towards the problems of the farmers of Uttar Pradesh, I would like submit that there is shortage of fertilizers in the entire state of Uttar Pradesh. The farmers are aggrieved and helpless. The sowing of potato had to be undertaken without fertilizers. At this time, the season of wheat sowing is on. The farmers fail to get fertilizers at reasonable prices despite standing in line for hours together and they are forced to purchase the same at a higher price. Along with the farmers of the entire Uttar Pradesh, there is resentment prevailing among the farmers of my parliamentary constituency of Etawa as well. Therefore, I demand the Government that proper arrangement of fertilizer may be made. Besides, there is huge shortage of power and water. Arrangement for the same may kindly be made so that the problem of the farmers could be sorted out.

**(viii) Need to ensure required quota of job reservation to OBCs in Government departments**

SHRI GIRIDHARI YADAV (Banka): The various agencies of the Union Government are not properly complying with the reservation laws of the country in respect of the backward classes. In several departments, the bureaucrats are not recruiting OBC candidates for the category 'A' posts. In the Ministries, departments and Undertakings of the Union Governments, the 27% reservation quota has not yet been filled up for the 'A' and 'B' category posts and the Union Government is not taking proper action in this regard as a result of which the eligible backward class candidates are deprived of the category 'A' and 'B' posts. It is not that the candidates of the OBC category are not meritorious, they are meritorious and educated, but certain category of bureaucrats are acting arbitrarily, as a result of which, the objective of 27% reservation under the Mandal Commission recommendation as passed by the Parliament has not yet been fulfilled. Such a policy is being adopted in the public sector banks, Delhi University, Union Public Service Commission etc. as to deprive the OBC people from this benefit.

Through this House, I would like to request the Government that a review may be undertaken in respect of the performance of the Officers who are responsible for implementing the 27% reservation.

**(ix) Need to include Aurangabad under Jawahar Lal Nehru National Urban Renewal Mission**

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): My parliamentary constituency Sambhajinagar (Aurangabad) is one of the important tourists spots of India. This city has its own importance due to world heritage site Ajanta-Ellora being situated here. Large number of foreign tourists alongwith people from various parts of the country visit this place. One of the major problems of this city is non-availability of drinking water. The Aurangabad Municipality, through the Government of Maharashtra, has sent a proposal to the Ministry of Urban Development under JNNURM scheme. Presently, this city has population of more than 10 lakhs. I request the hon'ble Prime Minister and the hon'ble Minister of Urban Development to clear this scheme for the solution of problem of drinking water of this historical city where the number of tourists is increasing day by day. The manner in which Nanded city has been included

in this scheme as a special case, Aurangabad city may also be included in a similar manner under JNNURM as a special case.

**(x) Need to expedite the construction of Khurda Road-Bolangir railway line in Orissa**

*[English]*

SHRI SUGRIB SINGH (Phulbani): Khurda Road-Bolangir 289 Kms Railway line was sanctioned during 1994-95 but the work on the said project is progressing very slow. The expenditure incurred on the project till March 2006 was only Rs. 45.01 crores against the estimated cost of Rs. 1000 crores. Land acquisition for 36 Kms. from Khurda Road end has been completed long back but due to low allocation of funds by the Ministry of Railways this section of the project is progressing very slow.

The villagers and businessmen of my constituency are demanding that there should be a link line from Madhopur to Phulbani for their benefit. Tribal and Schedule Castes of the area have to visit Districts Headquarters only by road because they are still deprived to avail the services of the Indian Railways. This missing link will establish emotional attachment between the coastal Orissa and Western Orissa.

I, therefore, urge the Hon'ble Minister of Railways to kindly complete the Khurda Road-Bolangir new rail line project within a stipulated period so that there is not cost escalation and time overrun. I may also be apprised the time by which the Railways will be able to complete the said project.

**(xi) Need to fix remunerative Minimum Support Price for paddy and make arrangements for procurement of paddy directly from the farmers**

SHRI PRABODH PANDA (Midnapore): This year the cost of paddy production gets higher even than before. The paddy is the principal crop in our country. Around 80% of the peasants community has to depend on this crop. This is the main source of their livelihood. The concerned paddy growers, the small and marginal farmers in particular do not get remunerative price of their produce. So they had to suffer every year. On the contrary the cost of production is getting higher and higher every year. In this regard the National Commission on farmers have made some important recommendations for the interest of the crop growers.

It is desirable that the UPA Government, would address this problem immediately by announcing Rs. 1000 (one thousand) for one quintal paddy as a minimum support price (MSP) and instruct the F.C.I. to make necessary arrangements to go on for procurement of paddy directly from the farmers across the country.

I urge the Union Government, to take this matter as an urgent one and do the needful.

- (xii) **Need to allot the remaining land earmarked by Defence Ministry for residential purpose to Ex-servicemen in Bijnore, Uttar Pradesh**

[*Translation*]

SHRI MUNSHI RAM (Bijnore): In Pargana Afzalgarh, Tehsil Dhampur, District Bijnore, Uttar Pradesh which falls under my Lok Sabha Constituency, the Department of Defence of the Union Government had rehabilitated people of 12 villages namely Kaadrabaadan, Turratpur, Ladduwala, Nawabpura, Chakmori, Rasulabad, Murliwala, Jaamanwala, Kalluwala, Bhikhawala, Mirapur North and Mirapur South under Ex-servicemen Colonial Scheme by constructing houses, roads and schools and allocating 10 acres of land to every ex-servicemen during 1950 to 1969. The Deputy Defence Minister got this work completed in Kaadrabad Afzalgarh on 12th May 1959. Even today around 20,000 acres of land is lying unused in this region, hence I request that this remaining land may be allotted to ex-servicemen under the colonial scheme.

- (xiii) **Need to constitute a separate fund for extending financial help to poor patients in the country**

[*English*]

SHRI P.C. THOMAS (Muvattupuzha): Prime Minister's Relief Fund is of great solace and help to many poor Indians who need costly medical treatment. However, the number of applicants are so high that many deserving poor patients are being denied assistance possibly due to acute shortage of funds available. It is necessary that the Government constitutes a new fund for charity to help such needy patients to a larger extent. Citizens and corporates may be encouraged to donate into that fund, it will be befitting that such a fund be constituted in the name of India's pride, Mother Teresa, who is a global symbol of love, peace and charity. Global donors will also be enthused to help the poor in the name of mother.

13.05 hrs.

**DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 2007-08 AND DEMANDS FOR EXCESS GRANTS (GENERAL), 2005-06—*contd.***

[*English*]

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): Mr, Deputy Speaker, Sir, the hon. Finance Minister has sought authorization and has brought the Supplementary Demands for Grants for 2007-2008 which includes 42 Grants and one Appropriation worth Rs. 33290.87 crore.

These proposals involve the net cash outgo aggregating to Rs. 11,869.60 crore. The gross additional expenditure is met by savings of the Ministries/Department, enhanced receipts and recoveries aggregating to Rs. 21,420.82 crore.

Sir, Rs. 11,257 crore is sought for and it is met by the issue of the PSU oil bonds and to cover the losses arising from the selling of petrol and diesel below prevailing global rates. Due to the hike in the limit of the stabilisation fund scheme the Ministry sought Rs. 4,500 crore towards interest payment liability. To counter the impact of the appreciation of 'rupee' against the 'dollar', it is a part of the package worth Rs. 5,500 crore for exporters, and it is observed that the losses are being incurred on the Oil Marketing Companies to the tune of Rs. 50,000 crore.

Sir, the NDA Member, while initiating his speech on the Supplementary Demands for Grants, has claimed that the reform process was initiated during the NDA regime. Nothing can be farther from the truth because the world knows and every Indian knows that the reforms process in India had been formally launched in the year 1991. However, informally it was initiated earlier.

Sir, we have been criticised for resurrection of the sort of Administrated Price Mechanism. Sir, as you know, spiralling fuel prices have been having a very adverse impact on our economy. If we do not provide any cushion to accommodate the price rise, then ultimately the poor people and the vulnerable section of our society would

[Shri Adhir Chowdhury]

be affected. We cannot do away with the subsidy regime overnight. Still two per cent of our GDP is being spent on subsidy in terms of fuel, fertiliser and food because still we are suffering from food and energy security. So, this Government has been devising various innovative measures and proactive measures to accommodate the subsidy segment of our economy and to subdue inflation.

Sir, we are in a situation which is unprecedented where we are witnessing large influx of funds, appreciation of 'rupee' and the high interest regime which have been making a dent on our export growth and on interest-related segment. Naturally, it will decelerate the consumer segment. So, it is an imperative for this Government to revive the consumer segment to keep the momentum in our industrial output.

We have already taken advantage of our huge forex reserves, which have touched the robust amount of 286 billion dollars. We borrowed five billion dollars of forex reserve for local infrastructure development. But still, we have a deficiency and bottleneck of infrastructure.

The most salient feature of our economy is that during the tenure of Mr. Chidambaram for the last three years, we have been registering the annual growth of our economy to the tune of 8.6 per cent, and in the current fiscal, it has gone to 9.2 per cent. The target of 10th Five Year plan has already been achieved. Now, we are going to achieve more success in our economy. We are already resorting to the dictum faster and inclusive growth. Over the years, we have habituated of hearing only poverty alleviation programme. But the approach of inclusive growth does not confine to only poverty alleviation. More so, it relates to distributive justice for fuelling our savings and investment rates, which would help to generate more employment, quality of education, quality of health etc. Therefore, we cannot relent ourselves to see the significant growth of our economy.

Sir, in August, 2007, a surplus amount was registered. It was Rs. 26,070 crore. The surplus amount of our economy always reflects the lower gross fiscal deficit, which is now Rs. 81,200 crore as compared to Rs. 86,461 crore earlier. The gross tax revenue witnesses 24 per cent increase. The buoyancy of our tax regime is attributed to the robust growth of our economy and better tax compliance. This is the first time in the economic history of India that the collection of direct taxes has surpassed the amount collected from indirect taxes.

Sir, Direct Tax has already registered an increase of 85 per cent, and we are very much nearing to the developed countries, insofar as the tax compliance is concerned. That is why the entire credit should go to the Finance Ministry because by providing better tax administration, the number of tax compliance has been growing up.

MR. DEPUTY SPEAKER: Please conclude now. We have to accommodate others also.

SHRI ADHIR CHOWDHURY: Sir, I know that there is a paucity of time. Within two to three minutes, I am concluding.

Sir, I would like to draw the attention of the hon. Finance Minister to the fact that the Public Distribution System, which is the chief fulcrum of providing food security to the vulnerable people of our country, has not been working to the manner it deserves.

Sir, the entire PDS in West Bengal has virtually collapsed and already food riots have been taking place. Due to lack of adequate infrastructure, the Food Supply Department of the State Government cannot maintain the required stock. However, the State Government is purchasing APL rice at the rate of Rs. 830. Next day, they are selling the same APL rice to the distributor at the rate of Rs. 870 per quintal, and naturally they are deriving the benefit of Rs. 40 per quintal. When it goes to the distribution level, to the MPR rate, it accounts to Rs. 890 per quintal. Similarly, in the case of APL wheat, at the rate of Rs. 610 per quintal the FCI is taking and then delivering to the Food Supply Department.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI ADHIR CHOWDHURY: The Food Supply Department is taking at the rate of Rs. 645 per quintal of wheat. Insofar as distribution is concerned, it goes up to Rs. 655 per quintal. So, I would request the hon. Finance Minister and the Government also to look into this. A number of starvation deaths have already occurred in West Bengal. The entire PDS has collapsed. The problem is that there is no dearth of money but the problem is that percolation, the trickle down effect, which is the *mantra* of our economy, is not being realized. Rather, evaporation of the fund has been taking place. So, I would request the Government to take note of this.

With these words, I am concluding my speech.

MR. DEPUTY SPEAKER: Now, I would request Shri B.K. Deo to speak only for five minutes.

SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, only five minutes' time is very less.

Thank you Deputy Speaker, Sir.

Sir, I rise to oppose the Budget. Though the Finance Minister in his last speech had clearly said that the growth of GDP has improved from 7.5 per cent in 2004-05 to 9 per cent, according to advanced estimates, according to quick estimates, it is 9.2 per cent in 2006-07. The average growth rate is 8.6 which was the target of the Tenth Plan. Of that, eight per cent has been achieved. There is growth in manufacturing and in all these sectors. That is fine.

Here, I would like to say that the mainstay of our economy today is agriculture. Manufacturing sector and service sector play a very important role in the GDP. But at the same time, the most important thing and the mainstay of our economy where most of the people depend upon is agriculture and for that we are supposed to achieve a growth rate of 4.4 per cent but we have reached only 2.3 per cent. So, how do we expect the growth rate? At the same time and in the same vein, the UPA Government says that they have irrigated 2,40,000 hectares and they are going to irrigate additional 4,40,000 hectares, including 90,000 hectares from AIBP. But I do not know what the achievement is because if you go through the State record, it shows that this achievement is also not 50 per cent. Your achievement in the flagship programme in certain Congress-ruled States has not crossed 30 to 35 per cent.

So, I would like to say that this sector has been completely neglected and inflation has not been controlled in the country which should be around 4.4 per cent. It has already crossed 5.4 per cent. I would like to give the statistics about the price of foodgrains, like our friend from the other side was saying about food security for the poor people and all that. It is not there. I would like to quote the prices per KG during the NDA Government in May 2004. Take the cost of wheat. It was Rs. 9 per KG.

Now its price is Rs. 15. The price of *atta* has increased from Rs. 10 to Rs. 17. The price of *maida* has

increased from Rs. 12 to Rs. 17. The price of bread has increased from Rs. 8 to Rs. 12. The price of sugar has increased from Rs. 14 to Rs. 15. The price of *dalda* has increased from Rs. 40 to Rs. 45 per kg. The price of mustard oil has increased from Rs. 40 per litre to Rs. 60 per litre which is the price now in 2006-2007. The price of *arhar dal* has increased. Every consumer item which the *aam aadmi* requires is not available to him. It is because you have not been able to control the inflation rates. You have gone on record here saying that agriculture and the production of wheat and rice has stagnated. Your tall promises in Bharat Nirman which was supposed to have reached the poorest of the poor of the agriculturists at the rural level have not been fulfilled; the benefits have not reached to this level. These are only made in speeches and on paper. But in actual fact, in actual action they have not reached the ground level.

Here, I would like to tell regarding micro finance. It is in a very poor shape. I will mention about the Centre's reform package. The Centre's response assumes every significance as the Reserve Bank of India has recently constituted an internal working group under the chairmanship of Shri V.S. Das, Executive Director, RBI in order to examine the recommendations of the Radhakrishnan Expert Group on agricultural indebtedness. This Committee's report has not been accepted by the RBI. The starvation deaths are taking place. The migration is taking place. There are so many adversaries attached to the agriculture during drought and flood and it is being affected badly.

Here, I would like to mention that when the Government announces the procurement price of wheat at Rs. 1,000 quintal, why could it not increase the procurement price of paddy at Rs. 1,000? We have more rice eaters than those consume wheat or *atta*. More population is involved in the North-East, Eastern region and Southern region of the country are rice-eaters. The mainstay of agriculture is paddy. Therefore, to protect the farmers the credit policy should be properly done. The interest rates should be reduced to four percent. The M.S. Swaminathan Committee has given a suggestion that to give food security to the country and to protect the farmers, the interest rates should be at four percent and it should be waived to the farmers from the drought-affected and flood-affected areas. I am not saying this from anywhere else but from the lecture given by Shri P. Sainath which was organised by BPST, Lok Sabha Secretariat as part of Lecture Series organised by them

[Shri Bikram Keshari Deo]

which was a very enlightening one. It was on protection of farmers.

But the actual fact is that the farmers are committing suicides. The suicides are taking place. This is a matter of concern. The farmer households are concerned. This needs to be taken into account very seriously. If you want the country to surge ahead this has to be looked into.

Sir, I now come to the mining sector which is very important. Our natural resources are to be exploited. As per the last Economic Survey report, it has been seen that the downfall in the mining sector has affected the revenue earnings. It is to be looked into.

With these few words, I conclude.

SHRI SUDHANGSHU SEAL (Calcutta-North West):

Thank you, Mr. Deputy Speaker, Sir, for the opportunity given. First of all, I would like to say that I accept that proposal given by the hon. Minister of Finance on the Demands for Excess Grants. While supporting this, I would like to draw the kind attention of the hon. Minister of Finance to two-three points. As the earlier speaker has said, the GDP growth is nearly 10 per cent. But in agricultural sector we are not getting the desired result.

As you know, Sir, 70 per cent of our population lives in rural sectors. I think, we can upgrade rural sector, agriculture sector, if the Government is serious to introduce certain measures. Let me give this example. Agricultural products are all perishable items, but we do not have the required infrastructure to preserve these perishable items. So, we need to have cold storage in all the districts and villages, which we do not have. Nearly 30 per cent of the total produce we get from the growers is destroyed every day only because of lack of preservation facilities.

There is a very big market for our products—domestically as well as globally. We can export and we are doing it also, but for the last two to three years, we have been asking the hon. Minister that infrastructure facilities should be provided to export these products. Global market is such a big market that we can send all our items. It is our experience that we are sending our vegetables, fruits, flowers and even potatoes. We are sending potatoes by having refrigerated containers from other countries. Even after 60 years of Independence, we do not have our own refrigerated containers. So, it was our specific proposal that we should have our own refrigerated containers.

Regarding the agricultural products that we are producing, the time has come when we need to have value-added products from our fruits and vegetables. We can have a plenty of value added products from them. For that purpose, they have already taken up a number of food processing units in West Bengal. I understand that in other States also, everybody is trying. There is a tremendous possibility of export if we can extend some help and cooperation to these manufacturing units. Then, they can do very well and grab the global market.

It is our experience that when the new entrepreneurs are approaching the banks, they are not getting so much of support from the banks. Since this is a new subject and they are new entrepreneurs, banks are reluctant to give finance to them. I would request the hon. Finance Minister to give necessary instructions to the banks so that these types of new industries can get some special favour.

The UPA Government is committed to look after the poor people. In the last Budget, I had told that the artisans, carpenters and car-repairing mechanics need to have good tools, hands-tools. The excise duty is 12 per cent on these hand-tools. On other items, the Finance Minister has reduced it to 4 per cent. So, I would request the hon. Minister to consider this. If the artisans get good tools, then it would definitely inspire them to produce good material. It is our experience in the global market that our products, including whatever is produced by the self-help groups, are acceptable. They require this type of small tools.

This rural sector gets the facilities through rural banks. What is the actual position of the rural banks? The rural banks are not getting any facility if you compare them with the nationalised banks, while they are making all the demands. Even the Government is not considering the direction of the Supreme Court ruling. I would request hon. Finance Minister that the problems that these Grameen Banks are facing for years together, should be looked into and solved.

There is a report, and the Finance Minister has already seen it, that every 30 minutes, one farmer is committing suicide in India. It is really a matter of shame for us if we are not serious about and do not give special care to agriculture sector, even after 60 years of Independence. Our GDP growth is good. The achievements of our services sector and engineering sector are really remarkable.



I would like to congratulate Shri Chidambaram for this, but erosion is continuing in the agriculture sector. Therefore, you will have to address this problem. This will definitely create more employment, and it would serve the Common Minimum Programme of the UPA Government.

With these few words, I thank you for the opportunity given to me to speak on this issue.

MR. DEPUTY SPEAKER: The next speaker is Shri Shailendra Kumar. I would request him to conclude his speech within five minutes.

*[Translation]*

SHRI SHAILENDRA KUMAR (Chail): Mr. Deputy Speaker Sir, I would like to thank you for giving me the opportunity to participate in the discussion on Demands for Supplementary Grants 2007-08 taking place in the House. This is a matter of grave concern that 83 crore 60 lakh people in the country do not even earn Rs. 20 per day to sustain their lives. Irrespective of whatever economic growth we have achieved, there is a large number of poor persons in the country and they are a distressed lot, hence we should pay special attention towards them. We have not been able to achieve cent percent literacy in the country. Though the number of children dropping out of primary education has declined, however attention has remained confined to make a person that much literate only that he could only put his signature. I was having a look at the figures and found that no arrangement has been made for feeding the infants. Besides, we have to make more efforts to bring down infant mortality rate. Though it has been said that arrangement of drinking water will be made for everyone in the entire country but till today it has not been done. Even today many rural regions particularly the scheduled castes and scheduled tribes colonies and slums are without lighting arrangement. It's a serious problem for the country and a matter of concern for the Government. I hope the hon'ble Minister would certainly make provision for this in this budget.

As far as the question of energy is concerned, it has become a challenge for the Government. We have a limited oil reserve, as a result of continual raise in prices of oil, problems arise time and again. Today we are over exploiting the exhaustable energy resources and it is a challenge before us to boost the production of bio-gas, solar energy and power from agricultural wastes. We have

to think seriously on this issue also. We are heading towards 11th Five Year Plan. The UPA Government is committed to eradicate poverty from the country within a period of 5 years. However, what we find is that poor are becoming poorer. There are many people who work as daily wage labourers. We have to make arrangement for them also. Rampant tax evasion throughout the country is causing great loss to the revenue. Efforts have been made to prepare profiles of tax payers to check the said tax evasion. Though 60 years have elapsed since we achieved independence, however, inequality has increased during the last 15 years and we have failed to remove inequality. Therefore we should seriously think over this issue. If we compare our country with America we will find that there is no shortage of wealthy person in our country. Secondly, even today, in rural areas people are very poor. Presently, people earning less than Rs. 12 per day are considered living below the poverty line. Many people are such that if they do not work, they do not get two square meals. We should take care of them also. A large section of the society is still deprived of the fruits of development. Main villages are developed but small parts having slums and SC and ST population have remained deprived of benefit of development. Today, if we see the Business community Index then we will find that China occupies 57th position. India is in 31st position while prior to this it was ahead of China. Hence we should make effort to ensure that India remains ahead of China.

Mr. Deputy Speaker, Sir, I would like to remind you that even though the number of multi millionaires is increasing in our country but our Finance Minister has asked for more money through Supplementary Demands. Hence, I request the hon'ble Finance Minister to pay special attention towards rural areas, particularly agriculture sector. The country can progress only if the things of daily use are provided to the people belonging to the SCs, STs, Minority Community and slum dwellers thereby improving their standard of living.

*[English]*

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Mr. Deputy-Speaker, Sir, I rise to support the Supplementary Demands for Grants (General) for 2007-08 presented by the hon. Finance Minister. While supporting it, I have a few suggestions to make for the kind consideration of the hon. Finance Minister.

The achievements of the UPA Government are noteworthy. So far as the direct tax collections are

[Shrimati Jhansi Lakshmi Botcha]

concerned, it has recorded a growth of over 43.9 per cent from 1st April, 2007 to 15th November, 2007. The net tax collections stood at Rs. 1,40,373 crore. I am happy to note that the Income Tax Department has already issued over 30 lakh refunds in the first seven months of this fiscal involving a total amount of Rs. 18.448 crore. As on 2th November, 2007, India's exports increased by 19 per cent. All these are indicators for the higher economic growth.

Under the Indira Awas Yojana, the unit cost of a dwelling unit has gone up due to increase in the price of raw materials like cement, steel. Therefore, I would request the Government to increase the budget accordingly. As has already been requested by the hon. Member, Shri Rahul Gandhi, the NREGP has to be extended and implemented throughout the country. The list of works under NREGP needs to be increased. For example, work on developing animal fodder plots, construction of *dhobi ghats*, revamping and facelift of burial grounds, etc. There is a demand from the public in my constituency and I think from other constituencies also that the duration of NREGP has to be extended to 150 days instead of 100 days. No doubt, the job scheme for 100 days has effectively checked migration of population from rural areas to urban areas. Under the NREGP, we are able to create durable assets, assured right to work, and assured food, better sanitation facilities. Under the NREGP, if any donor wants to give financial assistance for creating permanent infrastructure like school buildings, anganwadi buildings, roads, drains, etc., it should be welcomed and encouraged.

We are spending a lot of money on health under the Rural Health Mission. Here also we should create permanent infrastructure like primary health centres, primary health sub-centres wherein we can provide a room to a member of the para-medical staff for her accommodation. In the case of emergency, she would be accessible to the villagers.

So far as the mid-day meal scheme is concerned, it should be provided to the school going children up to 10th class. What is happening is in a family if there are two boys who are studying in the 7th class and 9th class, the boy from the 7th class is covered under the mid-day meal scheme, and the other boy who is in the 9th class is being deprived of it. Here also permanent kitchen building and other infrastructure can be created under the Sarva Shiksha Abhiyan. After the retirement of

teachers, those posts are not being filled up. There are vidya volunteers who are coming forward to teach students. They should be encouraged vigorously. There is a need to widen the scope of vocational education by including subjects like music, art, dance, yoga, physical fitness, mental ability, Indian culture and tradition. Additional allocation under the SSA could be stepped up.

Regarding the agriculture sector, cost of the portable oil engines needs to be reduced. In this connection I wrote a letter to the hon. Agriculture Minister. He was kind enough to assure that it would be implemented. I think it needs to be implemented as early as possible because it will help the small and marginal farmers to a great extent to irrigate dry lands by drawing water from small ponds for growing cash crops like vegetables, fruits, etc.

Making of vermicompost requires low investment and gives high returns. Vermicompost can be utilised in horticulture, pisciculture and other agriculture-related areas. It will also strengthen the rotation of crops pattern and the yield would be more.

Additional allotment of funds for National Vector Borne Disease Control Programme and for Integrated Disease Surveillance Control Programme is a welcome step. This will help in controlling the diseases and will help the R&D effort. In this connection, I want to remind the Government that I have already made a request to open an Institute of Vector Borne Diseases Control and Research at Vizianagaram which would take care of tribal population in Andhra Pradesh as well as neighbouring States like Orissa, Chhattisgarh and Madhya Pradesh. I would once again urge upon the Government to kindly consider setting up that centre in the State of Andhra Pradesh as it will be useful to the adjacent States also.

So far as tax evasions by cine artistes are concerned, the Income Tax Department should not show any leniency in collecting tax dues from them. I understand that there has been a huge Central excise duty evasion by a Gutkha factory. The Department should deal with it firmly to collect the dues.

With these words I conclude and support the Supplementary Demands for Grants.

[*Translation*]

DR. RAMKRISHNA KUSMARIA (Khajuraho): Mr. Deputy Speaker, Sir, it has been said—

"Sarve Bhawantu Sukhinah, Sarve Santu Niramayah, Sarve Bhadrani Pashyantu, Ma Kashchit Dukhbhagbhawet."

Sir, while evaluating the performance of the present Government, I find that the Government has failed to provide facilities and comfort to the people. Today, people are perturbed because of price rise. Inflation is on the rise and the life of the common man is getting miserable. Formerly, gas was available in every village, but now people are facing scarcity and have started asking us whether we can provide them gas from our quota? It is a complete reversal of the situation. The Government shall have to pay attention to it. We have the vision of 'Ramrajya' and have formed the Government for the welfare of the people. Defining the Ramrajya it has been said—

"Daihit, Daivit Bhotic Tapa, Ram Raj Nahi Kahu Vayapa". However, devastation is caused due to excess rainfall, floods and drought. Rainfall has not occurred in Tikamgarh, Chhatarpur, Khajuraho of my parliamentary constituency and Damoh, Panna, Sagar, Rewa, Satna districts of the adjacent Rewa commissioner and some areas of Uttar Pradesh for the last four years. Famine has occurred there. Ponds and rivers of that area have dried up. There is no fodder. The seeds that were sown have not germinated. There is no question of sowing new crops. There is exodus. Entire villages are being deserted. Despite that no central team has visited the area. The hon'ble Chief Minister, Shivraj ji is providing assistance to the people of the State within his limited resources, however, till now our Minister of Agriculture did not make any attempt to visit that area and see the situation for himself.

I would like to invite the hon'ble Minister to visit the area along with a central team and get the area surveyed. The situation there is very critical. Farmers are left with nothing. They have sown the seeds in the fields. But these did not germinate. There are no means of irrigation. All the sources of irrigation have dried up. In such a situation, the farmers have nothing to do. I would like to submit that at least the loans of the farmers should be waived. There is no power supply, however, fat electricity bills are given to the people. It is on account of this that the people are disturbed. Motors and tractors of the people are being confiscated from their houses. I fail to understand the policy of the Government regarding the upliftment of the poor. The price of tractor has doubled and tripled and cars are getting cheaper. It is the country

of farmers. It is an agrarian country. The Government should pay attention towards this fact. However, the Government are not paying attention in this direction. So, the situation arising on account of this will have to be addressed seriously.

Sir, the funds allocated under the employment guarantee programme are being bungled and embezzled by the government officials. No work is being properly done. There is a need to monitor it. The people's representatives are not consulted. The collectors are arbitrarily distributing the funds. The Government will have to monitor this as well. I would like to submit one more thing. During the regime of hon'ble Shri Atal Bihari Vajpayee many works were done in BSNL, however, after that there is no further addition in the volume of works done in BSNL. No new tower has been installed. Materials worth crores of rupees are being stolen from the godowns of Bhopal Telecom Circle. Action is being taken against 30-40 officers. They have been removed from there. Despite that there is rampant corruption in that telecom circle and no action is being taken to check it. They are enjoying the protection of the higher authority.

Sir, I would like to submit that today people are disturbed due to poverty. There is rampant unemployment. Job opportunity is not available. The price rise is soaring leading to further increase in poverty. There is no provision in the Demands for Grants to bridge the gap between the rich and the poor people. The Government also seems to have no intension of solving the problem of unemployment and alleviate poverty prevailing all over the country. So I would like to submit that—

"Jinhe roti ki jarurat thi, roti na mili;  
Jinhe boti ki jarurat thi boti na mili;  
Kya tumhari siyasi takriron ko chatein;  
Nange ko langoti na mili."

Sir, such is the situation prevailing in the country. You may go and see for yourself. I would like to submit that Khajuraho and Orcha in my area are not only national but international tourist spots. If tourism is treated as industry and is localized and publicized, it will provide employment to the local people; job opportunities will be generated and their financial condition will improve. The roads are in a bad shape. There is no proper transport facility. These are tourist places, but there is no good transport facility for Khajuraho. The Railways is laying Lalitpur-Singrauli railway line. But the forest department is creating hurdles. It is creating hurdles in the way of

[Dr. Ramkrishna Kusmaria]

developmental works. Hurdles are also being created in telecom works. There is a need to streamline the process. While extending my thanks to you, I would like to submit that severe drought condition is occurring in my parliamentary constituency and in Bundelkhand area of Uttar Pradesh and Madhya Pradesh and in some parts of Rewan region as there has been no rainfall in these areas for the last four years. The situation there is very critical. The people are migrating from this area. So, the loans of the farmers should be waived. Their electricity bills should be waived. Fodder should be provided for cattle. Drinking water shall have to be transported in those areas so that people may get potable water. The Government should make arrangements for the same, as there are no other means because all the rivers-rivulets and ponds have dried up. I would like to request time and again that the Government should pay special attention to this issue.

[English]

MR. DEPUTY-SPEAKER: Before I request the next hon. Member to speak, I would like to make a request. I have a long list of hon. Members who want to speak, with me. I would request those hon. Members who want to lay their written speeches, can do so and they would form part of the proceedings.

Now, I request Shri Mahtab to speak, only for about five minutes.

[Translation]

\*SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, I seek your permission to lay some written suggestions on the table of the House regarding the General Budget. We all know that the entire country is managed from the tax given by the taxpayers of the country. Time and again the Government amends the tax rate and also increases it and it remains the policy of the Government to see how more and more tax can be extracted from the countrymen. The taxpayers have to hire C.A.s and lawyers to work out their tax liability and deposit it in the income tax or other tax departments. The plight of the taxpayers in these offices is indescribable. On the one hand whereas the taxpayer pays tax, on the other he is also insulted. Taxpayers started paying the taxes since the country got independence but neither did they get any respect for their valuable contribution nor could we provide them any social security.

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\*The speech was laid on the Table.

Many suggestions have come up in the course of discussion and I would not like to repeat them. I would like to give a suggestion to the hon'ble Minister of Finance that the Government should formulate scheme so that the taxpayers command respect in government departments from the government officials. For example, the highest taxpayer of any State can be honoured by including him or her in the government committee at the State level and this should be extended to district and subdivision level. The highest taxpayers should be honoured in the programmes of 15th August and 26th January, so that, it may work as a source of inspiration for the rest of the countrymen. If any taxpayer dies or becomes handicapped due to any reason, then the Government should take his or her responsibility and provide social security to them. For example, insurance cover can be provided to all the taxpayers in proportion to their tax contribution for the coming years. Special facilities should be provided to the taxpayers in the hospitals as well.

I hold the opinion that unless every citizen of the country gives his or her contribution in the economy of the country, the country cannot develop to the desired extend. Thus, a scheme should be devised, so that, the people may voluntarily contribute to the development of the country. It will on the one hand infuse a sense of patriotism among the citizens and on the other hand, everybody right from the Prime Minister to the common man will be able to make contribution for the development of the country.

[English]

SHRI B. MAHTAB (Cuttack): Sir, I am the first speaker from my Party.

[Translation]

MR. DEPUTY-SPEAKER: The problem is that. I have to get the discussion on Additional Demands for Grants (General) concluded by 2.15 p.m. because the hon'ble Minister has to give reply at 2.15 p.m.

[English]

SHRI B. MAHTAB: Okay, Sir. I will try to be as brief as possible.

To a question relating to the external debt of our country, the reply given by the Government was that

nearly it has increased by 23 per cent. This is the situation by the end of March 2007. This was the reply which was given. The increase is within the last one year and the money is for getting infrastructure development.

We are not opposed to it. But the actual spending in a time-bound manner is what is required and transparency. Sometime back, the Finance Minister while delivering a memorial lecture in the Harvard University on 18th October last year, he had said:

"That the challenge of development in a democracy will become less formidable as the economy cruises on a high growth path. There is no dispute on that. India is rich because of its native entrepreneurial talent. It is poor because many policy and procedural hurdles stand in the way."

My query is this. The Finance Minister has found out the problem. What stops him from finding out the remedy? When the cause is known, accordingly the medicine is to be applied. He has been fortunate enough to deliver four Budgets continuously. I would like to understand because while dwelling on—not all the issues—3-4 major issues which are of concern today, there is a mismatch between the skills of a young population and the nature of jobs that is available, and that is required to be filled up.

I understand that there is a proposal to spend around Rs.31,000 crore for skill development. We will be happy if the Finance Minister while replying to the Supplementary Demands for Grants can throw some light on this project of spending Rs.31,000 crore on skill development.

But in the 10th Plan, I would like to remind the Government, under the Centrally Sponsored Scheme of vocationalization of secondary education, the allotment was Rs.350 crore. How do you meet the demand? Where do you get this money? The credibility of skill development in our overall strategy is that we get our skill development act in a right perspective. We will be harnessing the skill—the skill of young persons and the skill of rural India, so that it gives us a demographic dividend. If we do not get these, we would be facing a demographic disaster.

It is time to stop talking about two Indias, which we invariably hear—one is Urban India and the other is the Rural Bharat. But a lot of changes have taken place in between during the last 16-17 years specifically because

of the economic policy of our country. Today, the cities are unable to accept, absorb and employ unskilled workers. Rural economy has to play an even more significant role in transitioning workers from agriculture into more productive parts of the economy. For them there is a need to have more tax breaks, more simplified regulations and less corruption at the State and district levels. The idea of faster economic growth in urban India rather than in rural India needs to be corrected.

The second myth is that rural India is still an agriculture economy. As of 2006, agriculture accounted for just over half of rural economic activities. It is around 66 per cent. Services on the other hand now account for 28 per cent in the rural India which was 21 per cent in 1981. Manufacturing, utilities and construction activities have nearly doubled their share in the rural economy to 18 per cent in 2000 which was around 10 per cent in 1971. So, the income gap of urban India and rural India is also getting bridged. These are new developments which are taking place. Accordingly, the budgetary provisions also should be made.

Another abysmal story is affordable urban housing. Infrastructure facilities in urban areas are equally atrocious. Only 15 per cent of the urban households have drinking water, electricity and latrines in their premises. Less than 25 per cent of them have sanitation facility system. The Housing and Urban Poverty Alleviation Ministry, it is their daughter, which shows that by 2012 the urban housing requirement will be more than 25 million units of which 97 per cent will be of the poor category, below poverty line. Therefore, there is a need to look into this aspect as it is of very serious concern.

In the area of rural electrification only six per cent of the targeted, below poverty line, household have been electrified. We have been hearing from the Minister in charge of energy, repeatedly proclaiming very high sounding words but what is the ground reality. During last two years hardly two per cent of the targeted BPL households have been electrified. In the first two years against a target of creating additional irrigation capacity of 10 million hectares only 2.6 million hectares has been achieved. Only 5 per cent coverage has been achieved in covering the drinking water quality affected habitations.

I, now, come to the Bharat Nirman. Lack of transparency, accountability and authenticity of data are other problems that plague Bharat Nirman initiative. The Prime Minister has described Bharat Nirman as a new

[Shri B. Mahtab]

deal to rural India but it is actually a raw deal to rural India. There is a need for reality check. For four successive years the economy has out-performed official forecast convincingly. But I am of the opinion that high GDP growth has been largely consumer-demand driven. Restriction on spending will impact industry and check the pace of growth.

14.00 hrs.

There is a need to look into the high interest rates. It continues to erode spending.

Recently, I came across an editorial in a Hindi newspaper. It has criticised the scaling down of import of cooking gas. The rural areas and semi-urban areas where the majority of the middle income group people reside, are getting affected and because of this, in rural and semi-urban areas, cooking gas is not being supplied to. I do not know who has advised those oil companies to do that. I would request the Government to re-consider it. These amenities should be provided as per demand. A number of people do not want subsidy on cooking gas. Why can you not make this available?

With these words, I conclude.

*[Translation]*

SHRI ALOK KUMAR MEHTA (Samastipur): Mr. Deputy Speaker, Sir, I would like to thank you for giving me an opportunity to speak on the Supplementary Demands for Grants 2007-08. I support it and along with it I would like to thank and congratulate the hon'ble Minister of Finance, Shri Chidambaramji, the Prime Minister of the country, Shri Manmohan Singh ji. ...*(Interruptions)*.

MR. DEPUTY SPEAKER: The congratulatory message can be laid on the table.

SHRI ALOK KUMAR MEHTA: I would also like to congratulate UPA Chairperson, Shrimati Sonia Gandhi and Shri Lalu Prasad ji. I am congratulating Shri Lalu Prasad ji because the Railways have turned out to be a big stake in these budgets and in the economic development of the country during the last three years. The pace of development of the country has become faster through schemes like the Bharat Nirman Yojana, in education sector the Sarva Shiksha Abhiyan, the Mid-Day-Meal Scheme; the Total Sanitation Campaign, the Pradhan Mantri Sampooma Rozgar Yojana, the Indira Awas Yojana,

the Jawahar Lal Nehru Urban Renewal Mission, the Rajiv Gandhi Vidyutikaran Yojana etc. and the trend of sustainable development has been achieved. I would like to congratulate that the present UPA Government has been successful in maintaining the growth rate of 8 to 9 per cent, which is a very big achievement.

Sir, the speakers preceding me have discussed the budget related issues in detail. I agree to many things related to the public welfare and want that allocation for agricultural sector should be increased. I have always raised these issues in my speeches. I would also like to draw the attention of the hon'ble Minister of Finance towards the fruits and vegetables along with the foodgrains worth around Rs. 50 thousand crores which get destroyed every year, either perishing in the fields of the farmers or by way of not fetching any remunerative prices to them because no support price is available for this sector. If arrangement for fixing a support price in this sector could not be done, then at least the Union Government should make decentralized arrangement for their processing in villages for the sake of value addition.

Sir, recently it was stated that production of synthetic milk has begun. Pure milk is being sold in villages at a rate of Rs. 6-7 per litre, whereas in sweets prepared from synthetic milk are being sold in big cities like Delhi. These kind of things should be banned. The benefit of sustainable development and growth rate should reach the villages and the schemes for their decentralization should be promoted. There are many voluntary organizations in the country and the constitution of self-help groups has also been mooted here. These groups are being set up in every village. There is a need to strengthen that through cooperative institutions and self-help groups, there is also a need to financially strengthen them and they are required to be imparted high quality modern training.

There is a need to make funds available to them to make them self-reliant and to ensure that they achieve all round development, besides witnessing a financial consolidation. Recently, a colleague from the opposition had made a remark about America. The number of the rich is increasing in the country, it is good, but the gap between the rich and the poor should not get widened. There is a need to pay attention to this.

Quantitative development in respect of drinking water has taken place in the country, but I would like to say that there is a need for qualitative growth as well in

those areas where arsenic and fluoride like substances are found, so that the spread of diseases could be checked. ...(*Interruptions*).

There is a need of appropriate reforms in the model of cooperation so that the benefit of developing economy could reach more than fifty per cent of the people and upto the villages. For the last several years, the socialist values have been violated by the various governments and efforts are being made to mould it in a capitalist pattern. Therefore, I would like to request the hon'ble Minister of Finance that the cooperative institutions of the country, based on socialist principles, should be encouraged and various kinds of assistance should be extended to them.

I would like to bring to your notice some matters related to Bihar. Irregularities on a large scale are being committed in the BPL list across the country, but it is being done on a much larger scale in Bihar. Till date, no correct list has been prepared over there. As per the provisions, it was to be put up in the Panchayat Bhawans, but till now no list has been displayed over there. As such, the money sent over there under the Indira Awas Yojana has not been utilized. Job cards have not been prepared; therefore, implementation of the Employment Guarantee Scheme has not taken place in Bihar. There is gross irregularity in Bihar. ...(*Interruptions*). The name of a Minister figures in the BPL list. ...(*Interruptions*).

[*English*]

MR. DEPUTY SPEAKER: Please sit down now.

[*Translation*]

SHRI ALOK KUMAR MEHTA: Implementation of the Rajiv Gandhi Vidyutikaran Yojana has not even started in the Samastipur district. ...(*Interruptions*). It has not even been inaugurated. Bihar Electricity Board is its implementing agency. ...(*Interruptions*). I would like to submit that Indo-Nepal high dam project should be executed. ...(*Interruptions*). We people along with Shri Lalu Prasad ji had collectively handed over a memorandum to the hon'ble Prime Minister for starting an atomic energy plant. As such, it may please be covered in the agenda. ... (*Interruptions*). Emphasis should be given on afforestation, water management and non-conventional energy. In Bihar CD ratio is mere 33 per cent whereas the national average is 65 per cent. Assistance under the Special Indira Awas Yojana along with other sorts of

assistance may be given to those people in Bihar this year who are affected by floods and heavy rain and also by waterlogging which adversely affected agricultural areas.

[*English*]

MR. DEPUTY-SPEAKER: Now, nothing will go on record.

...(*Interruptions*) \*

MR. DEPUTY-SPEAKER: Please take your seat. Nothing is being recorded now.

...(*Interruptions*) \*

SHRI K. FRANCIS GEORGE (Idukki): Sir, I rise to support the Supplementary Demands for Grants (General). I would just like to invite the attention of the hon. Finance Minister to two aspects. The National Savings Scheme has been very much in vogue in our country. It was earlier a very popular scheme. But since 13.02.2006 there has not been any revision of interest in the National savings, while the banks have several times revised the interest rates of their deposit schemes. Practically the National Savings Scheme has now become very unpopular and there has been massive withdrawal of saving funds which had been with the post offices. Ten per cent of maturity bond was available to the monthly schemes, but that has now been stopped. In case of Kerala, in 2007-08 the net collection over all these months has been Rs. 2600 crore. So, heavy withdrawal is going to affect the Plan expenditure of the State because this fund which is being collected under the national savings is being given as a grant to the States.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): It is not a grant. It is a loan.

SHRI K. FRANCIS GEORGE: Maybe, it is a loan. Even that loan will not be available to the States and so, this is going to affect the Plan expenditure of the State. I would request the hon. Finance Minister to reconsider this point.

In the case of cooperative sector, the Cooperative Society Banks were exempted from paying tax under section 80(p) of the Income Tax Act and this has been

[Shri K. Francis George]

withdrawn in the Budget, 2006-07. It seriously affects the cooperative sector. The Kerala Assembly has passed a unanimous resolution and the Chief Minister has written to the Finance Minister on this but no decision has been taken about this so far.

Sir, the Government gives exemption from income tax to depositors in scheduled banks. This facility has been extended to the Cooperative banks, especially the Urban Cooperative Banks, the Primary Credit Societies and the Cooperative Banks. In the case of Kerala, only the Kerala State Cooperative Bank is the Scheduled Bank. So, this adversely affects the deposit position of the Urban and Primary Credit Cooperative Society Banks and results in serious deposit erosion. So, these policies of the Central Governments cuts at the very root of the cooperative system of our country. This is not the case of Kerala only. It is so in all the States.

I would also like to invite the attention of the hon. Finance Minister to his announcement in his Budget, 2007-08. He had announced in it that a part of our foreign exchange reserves would be used to fund infrastructure. Months after that announcement, it seems that nothing has been done on that point. In fact, everyday, all sections of the House have been demanding for more roads and more investment in various other infrastructure facilities to be developed in our country. Even today morning, we had a discussion with the hon. Minister for Surface Transport but he says that there are no funds. So, I would request the hon. Finance Minister to make an announcement on what special purpose vehicle has been formed about spending for this from a vast kitty of foreign exchange of 261 billions. Now we are faced with a much more fund flow and with our monetary policy, a difficult management, the issue has become how to manage these funds.

I would request the hon. Finance Minister to kindly enlighten us about this matter. In fact, due to the massive fund flow now, our currency rate has become unbalanced, rupee has appreciated and our exports have become very unattractive. Now how did this mismatch has occurred? Our neighbour, China, has got more foreign exchange reserves. In fact, it has got about 1.43 trillions compared to us but, for over a decade, their currency has been stable. So, I would request the hon. Finance Minister to make better use of our foreign exchange reserves for the development of our infrastructure and also to make a favourable announcement about the cooperative sector.

SHRI S.K. KHARVENTHAN (Palani): Mr. Deputy-Speaker, Sir, I want to bring to the kind notice of our hon. Finance Minister the pathetic situation of hosiery industries and garment industries in Tiruppur, Tamil Nadu. Tiruppur is the knitwear hub of India. In the year 1968, there were only 250 hosiery units running there. Now, it has increased to 5,000 units. There are 700 bleaching units and 3,000 job-work units are functioning there. During the year 1966, hosiery export was only worth Rs. 13 lakh. In the year 1981, it reached Rs. 350 crore and in the year 1991, it rose to Rs. 600 crore. Now, Tiruppur is having more than 1,000 textile exporters and its revenue reached Rs. 11,000 crore. But this year, the revenue may decline by ten per cent. Nearly 4.50 lakh employees are engaged in hosiery manufacturing units. Due to decrease in dollar rate, the industry is on the verge of collapse. As per the Indian rupees, dollar rate is reduced by Rs. 5, i.e. at the rate of eleven per cent. The hosiery export units are getting orders from abroad at the rate of dollars but due to steep fall in dollar rate, the exports have started declining. Now, the exports have declined to 18.23 per cent. This is the worst export performance year in the history of hosiery industry in Tiruppur. If the present trend continues, the job loss in the textile and knitwear units in Tiruppur may run into lakhs.

The industry players need intervention of our Government's support to solve the current crisis. At the instance of hon. Minister, Shri E.V.K.S. Elangovan, our hon. Finance Minister called a meeting of all the stakeholders and announced a package of Rs. 1,400 crore. But this is not enough to solve the problem. The industry players need the intervention of our Government and the Government has to return all State duties imposed on export items and to increase the duty drawback rates. Moreover, they want the introduction of Dual Exchange Rate System to pave way to get a favourable rate in export trade and also interest rate to be reduced to six per cent.

Our hon. Finance Minister who hails from Tamil Nadu is well aware of the problems being faced by hosiery industry in Tiruppur. Hence, I would request the hon. Finance Minister to intervene to save the hosiery industry and save the life of nearly five to six lakh employees serving in Tiruppur.

With these words, I may please be permitted to lay the remaining portion of my speech.



\*Sir, after the assumption of UPA Government at the Centre during 2004, this Government has allocated huge funds for the upliftment of poor agriculturists, rural artisans and education.

Total allocation for education has risen to Rs. 32352 crore in 2007-2008, an increase by 34% over the previous year. For providing universal elementary education, an education cess of 2% on major central taxes was introduced by our Government. An additional education cess of 1% on major Central Taxes has been introduced in 2007-2008 for funding secondary and higher education. During 2007-2008, Rs. 23,142 crore is allocated for school education. Till November 2006, nearly 1.81 lakh new schools had been opened and 7.38 lakh teachers had been appointed. 1.5 lakh school building and 5.8 lakh additional classrooms had been constructed. 1.52 lakh drinking water facilities had been created and 2 lakh toilets had been constructed. Free textbooks were distributed to over 5.78 crore children annually. SSA has improved the enrolment ratio in schools to 96% but the drop out ratio continues to be high. To arrest the drop out ratio, our Government has introduced National Meanscum-Merit Scholarship Scheme. Through this scheme, nearly 1 lakh students are getting Rs. 6,000 per year for studying IX to XII Stds. Our Government has planned to open 1000 new schools under Kendriya Vidyalaya System and 700 more schools under Jawahar Navodaya Vidyalaya System during Xlth Five Year Plan. The UPA Government has launched the National Cooked Mid Day Meal Programme for all the children studying in Government and Government Aided Schools. It covers 12 crore children studying in 9-1/2 lakh schools. For Mid-day Meal Programme, plan outlay has increased to Rs. 7,324 crore in 2007-2008. Even though Government of India has allocated huge funds for Mid-day Meal Scheme, most of the schools in rural areas are not having kitchen sheds and even not having cooking vessels. They are preparing the foods in open places and serving the meals to children without any proper care and it affects the health of the students. For the improvement of higher education, UPA Government is awarding 350 scholarships annually for Engineering Education and 150 scholarships for Medical Education. Rajiv Gandhi National Fellowship Scheme was launched for funding 2000 fellowships annually. Through Prime Minister's Merit Scholarship Scheme to provide scholarships to 5000 students belonging to the family of armed forces personnel. For the past 3 years, our Government has sincerely concentrated to improve the

education among the minorities. 2180 new residential Kasturba Gandhi Balika Vidyalaya Schools have been sanctioned over the last three years for providing free residential education upto Class VIII to girls belonging to predominantly to the minority communities or weaker sections of the society. Throughout the country, all the banking institutions were directed to provide Education Loan to all the students studying in India and abroad. Here I want to mention certain hardships being faced by the rural students. The students belonging to rural areas are asked to approach the banks located in their areas. But the bankers are denying to give loan on the ground that the banks run by single person are exempted from the scheme and directed to approach nearby banks situated in Taluk Headquarters. The banks in Taluk Headquarters are not allowing the students to enter into the Bank. I request the Finance Minister to issue suitable directions to the banking authorities to solve this problem.

After assumption of UPA Government in the Centre during 2004, our Hon'ble Finance Minister, Shri P. Chidambaram and his team have taken a lot of effective and bold steps to strengthen the banker-borrower relationship by providing banking services to the farmers, students and rural artisans and Self-Help Groups. Our Hon'ble Finance Minister has aimed to develop the mindset of Branch Managers serving in both Public and Private Sector Banks towards agricultural credit by providing them with adequate sanctioning power and authority. The total ground level credit flow for agriculture and allied activities has increased from Rs. 46,268 crore in 1999-2000 to Rs. 86,981 crore in 2003-2004 and further increased to Rs. 1,25,309 crore in 2004-2005 and Rs. 1,41,000 crore in 2005-2006. Nearly 58.3 lakh new farmers have been financed by all the banks. Commercial Banks have provided Rs. 14 crore as advances to 4,074 farmers to enable them to redeem their debts from money lenders. An amount of Rs. 2,939 crore was provided as debt relief by all agencies to farmers in distress, farmers in arrears and under One Time Settlement upto November 20, 2005.

Another achievement of this Government and our Hon'ble Finance Minister, Shri P. Chidambaram is Self Help Groups (SHG) and Banks Linkage Programme. Under this programme, our Hon'ble Finance Minister has given operational freedom to finance the Self Help Groups based on Grading and without any subsidy. During 2003-2004 Banks advanced only Rs. 1,855.53 crore to 3,61,731 SHGs but during 2004-2005 nearly Rs. 2,994.25 crore of rupees allocated to 5,39,365 SHGs cumulatively it is

[Shri S.K. Kharventhan]

Rs. 6,898.46 crore. As on 31-12-2005 nearly 18.29 lakh SHGs had availed cumulatively credit from banks to the extent of Rs. 9,6376.76 crore. Our Hon'ble Finance Minister has toured throughout the country and personally visited to large number of banks and advised the Branch Managers to solve the credit needs of the lower sections of the society and to provide financial services to the unreached and needy poor in the rural society. With these words, I am concluding my Speech and supporting the Supplementary Demands for Grants.\*

[Translation]

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Deputy Speaker, Sir, approval of the House on Supplementary Demands for Grants has been sought. The Government make plans, every time discussion is held here, approval is given, this sequence of events is going on for the last so many years, but it does not seem that its benefit has reached the common man, the poor, the SC, ST, backward de-notified nomadic tribes living in rural and far flung areas of the country. In Supplementary Demands, I have read that:—

[English]

"Settlement of claims of duty drawback to deemed export and reimbursement of Central Sales Tax of Rs. 600 crore and terminal excise duty for Special Economic Zone of Rs. 300 crore."

[Translation]

I doubt whether this benefit is given to the farmers, the poor or all these concessions are meant for big businessmen only. At present, there are 15 crore de-notified nomadic tribes in the country. Are the Government having any scheme for them; have the Government made any provision for them so far?

The hon'ble Minister of Finance is a very competent person. Besides, the hon'ble Prime Minister and the Deputy Chairman of the Planning Commission, Shri Montek Singh Ahluwalia are also renowned economists. I was thinking that a change will come in 3-4 years. Three and a half years have elapsed since this Government was formed but nothing has changed. Earlier, the Congress party and its Government had given the slogan of 'Garibi Hatao' to the country, but they were not able to eradicate poverty. Later, they gave the slogan of 'Aam Aadmi' (common man) because the campaign for eradication of

poverty could bring only bad reputation. Therefore, another slogan of 'Aam Aadmi' was put forth. But, now these people are talking of 'Bharat Nirman'. Many schemes have been covered under this programme.

At present, every year Rs. two crore are given to each MP under the MPLADS fund. I have demanded many a time that this amount should be raised to Rs. 5 crore. But till date, the Government have not paid any attention towards it. MLAs in the State of Maharashtra are given Rs. one crore and in Madhya Pradesh Rs. two crore every year, though their area is much less. Parliamentary constituencies of MPs cover many, say 6 Legislative Assembly seats and in some parliamentary constituencies there are even nine Legislative Assembly constituencies covered under it.

MR. DEPUTY SPEAKER: In Punjab also this figure is nine.

SHRI HARIBHAU RATHOD: Therefore, I request that this amount should be increased. The Government formulates several schemes to provide food, clothing, shelter, education and medical facilities to the poor people. I feel that the Government instead of formulating small schemes should make provision to provide Rs. 1500/- per month to every poor permanently. It will help in removing poverty from the country. I request that the Government should consider this issue seriously and make provision to ensure that corruption does not creep into the distribution of money and poor people could get full payment on time. The gap between the poor and the rich is increasing in the country. It is being said that people have lot of black money. If the Government, by formulating some scheme take the initiative of converting that black money into the white money by imposing some tax then a lot of black money would be disclosed and such money could be mobilized for developmental work. I don't think we have any other provision better than this. Hence it is requested that my suggestion may be considered seriously.

I have given two-three suggestions for removal of poverty, however, if you have any other provision better than this then you should definitely consider that. With these, I conclude my speech.

\*SHRI VIRENDRA KUMAR (Sagar): Sir, while discussing the demands for supplementary grants I would like to say that due to wide disparity in income of the people in the rural and urban areas, the gap has been

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\*The speech was laid on the Table.

widening in social, economic and education fields and the influence of urbanites has been increasing in the jobs and major industries. The rural people by migrating to cities are only increasing the number of labourers. There is a need to increase the number of rural employment oriented small and cottage industries to reduce this inequality. Several states of the country have received comparatively less rainfall over the last 3-4 years which has created the problem of livelihood and employment before the farmers. The soyabean crop has been damaged in Sagar, Damoh, Panna, Chattarpur, Tikamgarh, Katni, Satna etc. districts falling under Bundelkhand region of Madhya Pradesh and in the absence of rain the farmers are not able to sow wheat and gram. Hence I request the Government to launch employment oriented programmes in all those areas of the country where the farmers are facing problems including all these districts falling under Bundelkhand region of Madhya Pradesh by providing special package. The Union Government, by completing all formalities of Bina river project of Sagar, Madhya Pradesh and Chandia Dam at the earliest should make provision to provide financial assistance so that farmers could get relief. In several states of the country an amount of Rs. 1 crore is being provided to each MLA as development fund for a Legislative Assembly Territory. An amount of Rs. 2 crore being provided to M.Ps every year is very less which should be increased to atleast rupees 5 crores. Funds should also be allocated for the construction of the building for Kendriya Vidyalaya No. 3 at Sagar.

*[English]*

PROF. M. RAMADASS (Pondicherry): Mr. Deputy-Speaker, Sir, I rise to support the second batch of Supplementary Demands for Grants for 2007-08 which entails our request, the authorization of the Parliament to incur a gross additional expenditure of Rs. 33,290.87 crore of which the cash outflow will be Rs. 11,869.60 crore.

Sir, one of the important and salient features of the Supplementary Budgets moved by the hon. Minister is that out of the total outflow, at least 49 per cent of it will go for the Plan outlay and 51 per cent will go for the non-Plan outlay.

51 per cent will go for the Non-Plan outlay. This is remarkably a reversible trend in the sense that in the fiscal history of India, we always see the overwhelming importance of the Non-Plan Expenditure which does not create assets for promoting growth and justice. But here

we find a distinctly different trend where the hon. Finance Minister has taken recourse to the Plan outlay. Possibly because of this very pragmatic approach of the present UPA Government as well as the hon. Finance Minister that the Indian economy today is registering a growth of 9.2 per cent which is something unprecedented in the annals of the Indian economic history. During this corresponding period when the rest of the countries in the world or the world economy as a whole is moving at the rate of 3 to 5 per cent which we once described as the Hindu rate of growth—by Raj Krishna—now, when the world economy is in that syndrome of Hindu rate of growth, the Indian economy is moving at the rate of 9.2 per cent growth rate. Therefore, we must compliment the Government for this pragmatic approach. I should also compliment the hon. Finance Minister for taking timely monetary measures by making use of the qualitative restrictions on the money supply. He was able to moderate the inflationary forces in the country.

Then the fourth important aspect of this Budget is that despite the outgo of Rs. 11,869 crore or so, the hon. Finance Minister will be ending up with the limits of fiscal deficit as well as the revenue deficit. The promise given by the UPA Government earlier that the revenue deficit would be wiped out to zero is nearing the achievement. Fiscal deficit also would be around 3 per cent. Therefore, for all these innovative measures, which are required for a big country like India to leap forward, we should appreciate the hon. Finance Minister. But when I go into the various break-ups of the expenditure, I thought that I can say a few words about each one of them. In the case of Agriculture, out of the Rs. 11,000 and odd crore, the Minister is allocating a total amount of Rs.867.94 crore which, I think, would not be sufficient to meet the present challenges faced by the Indian agriculture. Therefore, there should have been a greater amount. What is more worrying is that for all the seven Union Territories in India including the two Union Territories with State Legislatures, including my own Constituency, the Union Territory of Puducherry, the hon. Finance Minister has allocated only Rs.one crore to be shared by the seven Union Territories. For a territory like Puducherry and for the problems that we face in that territory, even this Rs.one crore may not be sufficient. Therefore, the hon. Finance Minister must do something about it.

In the Ministry of Culture, the hon. Minister has allotted some Chairs for Jawaharlal Nehru University. I would request him that on the model of this, he should set up a Chair on Dr. Ambedkar as well as a Chair on

[Prof. M. Ramadass]

the Chintanaichirpi Singaravelar who was the first communist of India, in the country a less known communist but a widely recognised communist all over the world. Therefore, a Chair on Dr. Ambedkar and a Chair on Singaravelar must be established in the Puducherry Central University. I hope the hon. Finance Minister would be able to do it.

With regard to transfer to States and Union Territories, the hon. Finance Minister made a provision of Rs.4,500 crore. But the reports available with the Ministry of Programme Implementation show that in many of the States, the finances given by the Central Government have not yet been utilised. About Rs.4,000 crores are yet to be utilised and the Utilisation Certificates are yet to be received by the Central Government. Under the circumstances, the hon. Finance Minister should be able to probe as to why the amount has not been utilised and what steps can be taken before we give more and more money to the State Governments.

In the Ministry of Social Justice and Empowerment, the scholarship scheme gets an amount of Rs.200 crore. But I would request the hon. Finance Minister to consider one thing. The Ministry of Social Justice and Empowerment has evolved a new scheme for the construction of schools for the Scheduled Caste boys and girls. This scheme must find enough or adequate financial resources from the Government.

With this, I would like to take one minute more of your time to make once again my repeated request to the hon. Finance Minister to recognise Puducherry as a B-1 city. Sir, I want to appeal to your sense of justice—nothing more and nothing less. Both the Ministry of Home Affairs and the Standing Committee on Home Affairs have recommended that Puducherry is a dynamic city which qualifies to be recognised as city of B-1 status. You are keeping it as a C class city which is equivalent to a village in Andaman and Nicobar Islands. The Ministry of Home Affairs would not have recommended this case, if they had not been convinced about the qualification of Puducherry as city of B-2 status. Hon. Finance Ministry is harping upon the criteria that the population should be 5 lakhs.

MR. DEPUTY-SPEAKER: Thank you.

PROF. M. RAMADASS: One minute more please. You will be helping our Union Territory. I would like to tell him that equality must be ensured. If you say that 5 lakh

population must be there, the same Finance Ministry has recognized Panaji, the population of which is only 1.75 lakhs. You have recognized Port Blair, the population of which is only 0.75 lakhs only. Therefore, there is no reason why Puducherry city should not be given the same status with a population of 2.5 lakhs. On the ground that Panaji and Port Blair have already been recognized, this status should be given to Puducherry also. By doing this, you will go into the heart of the people of Puducherry who have been clamouring for it. I have given them the assurance, on behalf of UPA, that Puducherry will soon get the B-2 status. There is no financial implication or anything of that sort. When the Committees have also recommended, I do not know why the Finance Ministry is standing in the way. We should take a pro-people policy, as far as this is concerned.

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, we are discussing the Supplementary Demands for Grants for 2007-2008 and the Demands for Grants in Excess for 2005-2006. When we are discussing these Demands, this is an opportunity to discuss the economic condition of the country. Hon. Prime Minister and hon. Finance Minister are in charge of the financial management of this country for quite a good time. After 17 years of economic reforms, uninterrupted reforms, one should say, we must analyse the results. What is the result that we have achieved during these 17 years. The theory of trickle down effect of rapid growth automatically reaching the marginalized and the poor has proved to be totally wrong. Despite reforms and record of GDP growth, India ranks pretty low on the wide range of indicators, ranging from human development index, corruption, index of economic freedom and other business indicators. This is a world report. World economists have analysed the economic condition of our country and they have given this report that I am just referring to. An economist of British Weekly has ranked India at the bottom of 15 emerging markets. The four indicators used in the process are current account deficit, fiscal deficit, rise in bank credit and inflation are the most relevant. According to the World Bank data, India is ranked at 120 in doing business.

It nestles between Bhutan which ranks 119 and Honduras which ranks 121. We are just between Bhutan and Honduras, two small countries. That is the position. That is the remark we have got from the World Bank.

Sir, also in 'starting a business', it ranks 111. In 'dealing with licences' India ranks 134, which is actually worse than the 133 the previous year. In fact, though its

overall ranking has gone up from 132 to 120, it scores worse on most parameters. It has been given a boost because of 'trading across borders' where it has improved its rank from 142 to 79. But India does not figure amongst the top 10 countries that have improved their position. This is the remarks made by different economists of the World Bank. They have categorised us in such a position.

In India, the number of procedures for licence or for any business is 20 against 14 for the OECD and 11 for Singapore. The number of days taken was 224 against 153 and 102 respectively for other countries that I have mentioned just now.

The situation has reached such a farcical stage that a Division Bench of the Bombay High Court has also remarked regarding our position. The Division Bench of the Bombay High Court has also ruled that baksheesh or speed money is a tax-deductible expenditure. The assumption is that bribery is necessary to get anything done. That is the remark from the Bombay High Court about this Government. This is the economic condition of the country. This is the remark of the world economists and this is the remark of judiciary.

With the shrinking land resources and corporatisation of scarce natural resources, the unskilled rural people are slowly excluded from the economic growth. Strategic intervention is needed to stop this urban-rural divide. Now, people are rushing to urban areas because the rural economy is coming down. They are not getting employment in rural areas. The entire agriculture sector is neglected by the Government. For this purpose, the rural people are coming to urban areas for job, for employment, for their livelihood. The Government should take steps just to see how to take care of agriculture economy so that rural people can manage their affairs in their rural areas and there will be no necessity for them to come to urban areas.

Unless we promote agriculture more as a business, we cannot hope to include our marginalised farmers in the main stream economic development of the country. Agriculture has been mostly neglected during the past 60 years. The 2001 Census has shown that we have achieved only 36.7 per cent only of our irrigation potential. Before Independence, irrigation was 17 to 18 per cent. Within these 60 years, during the most populist reforms period, we have achieved only 20 per cent additional irrigation. If irrigation is not provided for the agriculture sector, agriculture cannot be very much remunerative for

them; it cannot give them good crops. So, always they will be depending mostly on nature. That is why, the agriculture sector is not surviving in our country. As per the Sensex index, somebody may be the richest person of the world. We may be proud of that thing because it is the magic of the Sensex index. But, actually the poor people are not getting comforts, amenities and their minimum food requirements. The number of below poverty line people is more in our country.

So, I would request the hon. Finance Minister to consider all these things. About external credit, many things have been told in this House; I do not want to repeat it. I must also draw the attention of the hon. Finance Minister that our external debt is rising.

So, we must take care. I am not against taking loan. I am for taking loan if it is spent on infrastructure. You must have a balance. You are asking the State Governments not to go in for more loans. You are not helping the poor States.

There is existence of regional imbalance in this country. I would like to make a request to the hon. Finance Minister to consider all these things so that the entire country would prosper simultaneously. Otherwise, the regional imbalance will only increase.

My last point pertains to my State. My State has requested—Orissa is facing a severe economic crisis—for the waiver of debt but the Central Government is not considering it. What is the source of the State? I would just like to attract the attention of the hon. Finance Minister to one important thing. This Parliament is a national Parliament, and we are discussing these things here but we are not looking at the economic condition of the States. We have made the laws in such a way, and it is just like a story—the State will feed the cow and the Centre will get the milk.

We have the Mineral Conservation and Development Act. Mineral resource belongs to the Centre and the States have no say in that. The States have no other resource. The State Governments are not getting adequate money from the Finance Commission, nor Plan allocation and also from the Centre through the Budget.

The hon. Finance Minister should consider the economic condition of the States, and the poor State like Orissa should be provided with adequate funds. I also would like to make a request to the hon. Finance Minister

[Shri Braja Kishore Tripathy]

that the waiver of debt sought by the Orissa Government should be considered favourably.

[*Translation*]

\*SHRI SUKDEO PASWAN (Araria): Hon'ble Deputy Speaker, Sir, I thank you for granting me permission to speak on the Demands for Supplementary Grants. Though the number of farmers has been the largest in the country but even then there is no improvement in their plight. It is sowing season of wheat, potato, maize etc. for farmers. The cost of DAP is Rs. 475/- per sack however the farmers are getting DAP at a rate between Rs. 750/- to Rs. 800/- per sack. Arbitrary prices are charged from farmers for supply of fertilizers like potash and urea. The Union Minister of Chemicals and Fertilizers says that there will be no increase in the prices of fertilizers and we are supplying sufficient quantity of fertilizers to Bihar, which is not true. Through the Deputy Speaker, Sir, I request the Government of India to make such arrangement so as to ensure that fertilizers are supplied to farmers at reasonable prices.

The farmers are not getting the price which the Union Government have fixed for paddy. They are compelled to sell it at Rs. 500/- as it is only after selling paddy that the farmers could cultivate wheat. Even the price of Jute produced by farmers has declined. Few months back the farmers were getting between Rs. 1300/- to Rs. 1500/- per quintal now that price has been reduced to Rs. 650/- to Rs. 700/- per quintal. In such a situation it becomes difficult for farmers to survive as they do their farming by taking loan from Kisan Bank and are unable to repay the amount. Even after the lapse of 60 years, the people of scheduled castes, scheduled tribes are still backward in educational, social and economic field. An amount of merely Rs. 25,000/- is given under Indira Awas Yojana from which rupees five to seven thousand is taken away as bribe. 80 percent houses under Indira Awas Yojana could not be constructed. Hence, I request the Union Government that this amount should be increased to at least Rs. 50,000/-.

A minimum of two boarding schools in every block should be run for the children of poor people belonging to scheduled castes and scheduled tribes community from class I upto degree level by the Central Government. Education in these schools should be according to CBSE curriculum so that they can rise at par with the children

of higher category people of the society. Even after 60 years of achieving independence, SC and ST people are having neither land nor houses to live. Recently, the Government has given one acre of land to some people on lease however the people of some influential castes of society are claiming their right on that land. Hence, I request the Union Government to make such arrangement or instruct the State Government to fix the time limit so that those poor people could get their land.

An amount of Rs. 2 crore is given to MPs for local area development while to MLAs, at some places Rs. 1 crore and at some places Rs. 2 crores, is allocated. Therefore, I request that atleast six crores should be given to each MP. A Lok Sabha constituency consists of six assembly constituencies or somewhere 16 assembly constituencies, hence an amount of rupees six crores should be provided for local area development so that backward regions can be developed.

I thank you for giving me permission to speak.

[*Translation*]

SHRI HARIBHAU JAWALE (Jalgaon): Mr. Deputy Speaker, Sir, without discussing the Demands for Supplementary Grants 2007-2008, I would rather like to put forth my 5-6 demands, through you, before the hon'ble Finance Minister. I represent the Jalgaon Parliamentary Constituency of Maharashtra where wheat is cultivated in atleast 60 thousand hectares of land. However, Jalgaon district has not been included in the National Food Security Mission. Therefore, through you, I would request him to include Jalgaon district in the said mission. Jalgaon district supplies the maximum quantum of banana all over the country. Banana is produced in abundance in this district but due to adverse weather conditions, banana crop gets damaged. Therefore, my request is that banana crop should be included under the crop insurance scheme, which is being launched by the Government.

Sir, the hon'ble. Finance Minister is an excellent Minister. He has two kinds of funds. One is meant for the development of cities and one is for the development of villages. I request that agro-based industries should be set up in rural areas from the funds meant for the rural region. A food processing industry should also be set up in Jalgaon district as has been demanded. Further, a banana park should also be set up there. Since he wants that the G.D.P. should increase in agriculture sector. If agro-based industries are set up in rural areas then it

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\*The speech was laid on the Table.

will provide employment to the educated unemployed people and will also help in achieving the aim of 'Bharat Nirman'. There is short supply of chemical fertilizers all over the country and the water soluble fertilizer which we are importing are available everywhere in the country. I am unable to understand as to why there is no subsidy on water soluble fertilizers which is available throughout the country and are not in short supply even. Even if the farmers want to use such fertilizers, they are unable to purchase as they are costlier. Hence, my request is that subsidy should be given on water soluble fertilizers which are proving useful for drip irrigation.

Mr. Deputy Speaker, Sir, through you, I would like to tell the Finance Minister that the rate of GDP, which is 9% but is less than 2.5% in agriculture, should be increased. If he wants that the GDP should increase, then farmers should get justice. Through you, I request the Government that if it extends its full support to the farmers of the country, then we can definitely move forward in the direction of 'Bharat Nirman'.

\*SHRI HANSRAJ G. AHIR (Chandrapur): Sir, I rise to speak on the Supplementary Demands for the year 2007-08. The Ministry of Finance is placing its demands in the House for contingent expenditure. Today, people have lost faith in the UPA Government and are feeling harassed under the UPA regime. Farmers are committing suicide in various States of the country. Farmers can prosper only when they get price of their agricultural produce commensurate with the cost price of their crops. The UPA Government promised to bring growth rate to 4% but due to negligence of agriculture sector, the growth rate of agriculture remained 2 to 2.5% only. Farmers should get minimum support price. They should not be exploited in the wake of public distribution system. Government procures foodgrains from the market for distribution under the PDS system. The Government should pay remunerative prices to the farmers for their crops as well. This will enhance investment in the agriculture sector and in future, we would be able to ensure food security and then we don't have to run National Food Security Mission as well.

I would also like to draw the attention of the hon'ble Minister towards an important issue. When the prices of vegetables particularly tomatoes, potatoes, onions etc. increase, the Government itself bears the burden to control the prices. However, for the past few months, the prices of cement, steel are sky-rocketing but the Government

has failed to control it. Cement valued at Rs. 5000/- is manufactured from limestone costing Rs. 50/- only. The prices of cement are constantly increasing due to profiteering. It has been observed that the prices of cement are not being reduced by the cement manufacturers despite the fact that they are selling the cement after mixing fly ash available free of cost near Thermal Power Plants and in this way they are cheating the people and the Government are unable to control it. Due to price rise not only the Government projects are suffering but the common man is also unable to fulfil his dream of constructing a house. Hence, I would like to demand that the Government take effective steps immediately to control the prices of cement and iron, the necessary building materials.

The Government has presented demands worth Rs. 33290.89 crores through Demands for Supplementary Grants. It reflects that the budget estimate is proving to be wrong. The Government is giving heavy exemption to industries for 10 years through SEZs. There is apprehension that it will adversely affect the small scale industries. The small scale industries may not be able to compete. Today, many regions of the country, where farmers are committing suicide, are far from development. There, the Government should give concessions on tax on the pattern of SEZs for Providing employment at local level through setting up of industries in these regions. The Government has given tax relief to north-eastern states and earthquake affected areas like Bhuj. Vidharba region is also an undeveloped, tribal dominated area. There is abundant mineral wealth in the mines there. Hence, I demand that tax-relief should be given to establish new industries in this region. The Government should make announcement regarding exemption on taxes for helping the farmers of Vidarbha who are committing suicide and help them become prosperous by providing them employment.

\*SHRI GANESH SINGH (Satna): Sir, economic growth rate of the country is being highlighted but till I see improvement in the economic condition of all the sections of society, I will consider this economic growth to be the lopsided growth causing increasing economic inequality. A large section of the population is struggling for livelihood and housing. Though the Government figures shows that the percentage of poor people has declined but in reality the number of poor people is on the rise constantly. The UPA Government has failed to bring any substantial change in the states through Bharat Nirman. The percentage of area under irrigation has increased at a

[Shri Ganesh Singh]

snail's pace. The farmers are becoming poor day by day and the small and marginal farmers are reeling under the debt burden and are forced to commit suicide. The farmers of the country are not getting reasonable price for their crop while the foodgrains are imported from other countries at a higher price. The contribution of agriculture in the economy has reduced to 19% from 21% during the last three years. The culture of 'farm' cultivation is on the rise in the country due to which the number of small farmers is decreasing. Earlier 70% of the population were engaged in agriculture but now this percentage is also decreasing. Prices are sky rocketing. The Government has failed to check price rise. The unemployment is comparatively increasing. The NDA Government was successful in generating one crore jobs per year. However, the UPA Government is only showcasing Employment Guarantee Scheme but the fact is that the people are not getting even minimum wages under it. The figures shows that the people are getting Rs. 25/- to Rs. 30/- as wages under NREGS Scheme then how can it be claimed that the Annual Income of the people is increasing. The figures reflect that per capita income is increasing while in reality it is decreasing.

Even today basic amenities are not available in rural areas due to which people from rural areas are migrating to cities. As a result of this, the percentage of population is increasing in cities thereby leading to widening inequality. The Government jobs are decreasing day by day and the people are getting jobs in private Sector. More than 80% of jobs are in cities therefore unless employment opportunities are generated in rural areas till then we cannot reduce inequality. There is a need to provide facilities for technical education in rural areas.

Lastly, I can say that the country is going through a mad scramble of growth aloof of the consequence of future.

[English]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Mr. Deputy-Speaker, Sir, I thank all the hon. Members, who participated in this debate on the Supplementary Demands for Grants, and I am grateful to them for the many valuable suggestions they have made.

As my colleague explained when presenting the Demands, the bulk of the money that we are asking from Parliament, goes to the States. For example,

transfers to the States and Union Territories; Rs. 4,500 crore goes by way of a cash transfers to the States; Rs. 565 crore is provided as Grants-in-Aid to the State Plans for agriculture; Rs. 198.75 crore additional funds is for the National Food Security Mission, which is really a benefit to the States.

Therefore, what we are doing now is in order to help the States fulfill the many goals and targets that they have set for themselves. At the same time, there are some unexpected obligations that we have to assume. For example, in order to support the Market Stabilization Scheme, we have increased the limit substantially, and that entails an additional interest liability of Rs. 4,500 crore.

We have also gone to the help of our exporters, and I will have something more to say to at the end of my reply. We have provided export-related subsidies of Rs. 900 crore. We have reimbursed losses of the National Agricultural Marketing Federation (NAFED) under the price support operations of mustard for Rs. 200 crore. Each one of these are an unavoidable expenditure, an expenditure that is intended to meet a liability, which is unavoidable; and I would, therefore, seek the support of this House for these expenditures.

I also wish to remind the Members that in the Budget Speech, I had announced the Aam Aadmi Bima Yojna. I had set apart money for that Yojna, and today, we are transferring Rs. 1,500 crore for creating a Corpus Fund for implementing the Aam Aadmi Bima Yojna. It was launched on the 2nd October, 2007, and it is my hope that in a period of 12 months from 2nd October, 2007 to 2nd October, 2008, the LIC will be able to enroll one crore rural landless households under the Aam Aadmi Bima Yojna.

Likewise, the hon. Members will recall that I had offered an interest free loan of Rs.2.5 crore to every I.T.I. There are 1,396 I.T.I.s in this country. All of them are with one State Government or another, and I offered to provide Rs. 2.5 crore interest free loan to upgrade each I.T.I. I said, we will take up 300 this year, and I have set apart Rs. 750 crore. That money is being transferred so that 300 I.T.I.s can be upgraded this year.

Sir, we are also, as part of our commitment to revitalise Public Sector Corporations, providing Rs.562.94 crore for the restructuring plan of Hindustan Copper Limited. Therefore, I am grateful to the hon. Members for



the broad support they have given to these Supplementary Demands. I would request them to vote them at the time of voting.

Some issues were raised. Some issues of larger interests and some issues of special interests to the States were raised. Let me in the space of the next five or seven minutes try to answer the main issues.

The best way to help the farmer is to give him a remunerative price. Whatever else we do can only be in support of the main purpose, namely a farmer should get a remunerative price. But when you give the farmer a remunerative price, it also means that consumer would have to pay a little more. The subsidy bill is rising every year. So, even if we increase the subsidy bill, the remunerative price for the farmer will indeed be reflected in some higher price to be paid by the consumer. Each one of us is torn between producer and consumer. When we talk to the farmer, we say we support your case for higher price. When we talk to the consumer we say we support your claim for lower price. I mean this is something which we know. It happens to us everyday. Nevertheless, the UPA Government has consciously decided to give higher prices to our farmers. Let us look at the numbers.

In 1998-99, the MSP of wheat was Rs.550. In the first year of the NDA Government, they raised it to Rs.580. Six years later, they increased it by Rs.10 a year and ended with Rs.630. In five years, they increased the MSP for wheat from Rs.580 to Rs.630. In the four years of the UPA Government, we have raised it from Rs.630 to Rs.850. Now, for the next year, we have announced Rs. 1,000 for wheat.

Now what does this mean? If you procure wheat at Rs. 1,000 a quintal, the cost of procurement of a kilo is Rs.10. If you procure wheat at Rs.10, it cannot be sold in the retail market at Rs.10. There is a wholesaler margin. There is a retailer margin. There is a transport cost. There is conversion into flour. So, it will reflect in some price rise and that is why we subsidise food. But the fact is that the farmers, who were getting Rs.630 a quintal in the last year of the NDA Government, will get Rs. 1,000 in the next Rabi season.

Likewise, it is for paddy. When the NDA Government left office, the MSP for paddy graded was Rs.580 a quintal. It had risen from Rs.520 to Rs.580. We have raised it from Rs.580 to Rs.775 per quintal this year.

There is a demand for more price. But the moment you concede the demand, it will be reflected in consumer prices. Therefore, whenever we make the demand and whenever we take the decision, whatever decision we take, we must keep in mind that higher price for producers is justified. But it will be reflected in some higher prices for consumers.

Sir, agriculture continues to occupy the pride of place in our scheme of things. We intend to take a number of new initiatives for the agricultural sector. Since a number of Members have spoken about the agricultural sector, let me very quickly list some of the new initiatives that have been taken.

Research priorities will shift towards evolving a cropping system to suit agro-climatic conditions and towards enhancing yield potential in rain-fed areas.

14.55 hrs.

[SHRI BALASAHEB VIKHE PATIL *in the Chair*]

Public expenditure on agricultural research will increase from 0.7 per cent of the agricultural GDP to one per cent during the Eleventh Plan Period.

In irrigation focus will be to complete the ongoing projects by increasing allocation under AIBP. In groundwater exploitation, priority would be in areas of abundant availability like Assam, Bihar, Chhattisgarh, Orissa, Jharkhand, parts of Uttar Pradesh and West Bengal. The new National Rainfed Authority will focus on the problems and potentials of the rainfed areas and harmonise Central Government efforts and other expert advice to facilitate States to integrate these in their own agricultural plans. The new Food Security Mission will attempt to reduce the yield gaps and aim at increasing foodgrains production by at least 20 million tonnes—10 for paddy, 8 for wheat and two for pulses.

The total outlay in the Eleventh Plan at constant prices as central GBS is tentatively earmarked at Rs. 54,701 crore as against the Tenth Plan outlay at 2001-2002 prices of Rs. 20,513 crore. In addition, Rs. 25,000 crore as Central assistance to States through Rashtriya Krishi Vikas Yojana will be provided. Further, for irrigation, total outlay proposed is Rs. 1,82,000 crore under State Plan, Rs. 45,415 crore for AIBP and Rs. 4,470 crore under Central Plan. So, the total allocation for irrigation in the Eleventh Plan is Rs. 2,31,935 crore.

[Shri P. Chidambaram]

The question is this. Will these moneys be well-spent? Will they be spent efficiently? Will they be spent without leakage? Will they be spent for the benefit of the people or for the benefit for the contractors? I say this with great regret, meaning no disrespect to any State. Unfortunately, the entire system is contractor-driven, not beneficiary-driven. We provide so much money, you vote that money, the money goes to the States, but at the end of the day are we getting full value for the money? Increasingly, this is the only question I ask myself every morning. Yes, this year also I will collect more revenue than budgeted and I will give more money to the States than originally promised. But, at the end of the day, is my conscience satisfied that the money is well-spent? I think our collective conscience must assert itself to answer this. An amount of Rs. 2,31,935 crore for irrigation alone is there in the Eleventh Plan. At the end of the Eleventh Plan are we getting full value for that money? If we get full value for that money, the entire landscape of agriculture in this country will change.

Sir, let us at least promise ourselves today that in the Eleventh Plan we will ensure, whatever happens in other sectors, at least the money given for irrigation is well-spent and beneficiary-driven rather than contractor-driven.

Sir, for agricultural research, in 2003-2004 the total amount was Rs. 1,435 crore and in 2007-2008 it is Rs. 2,458 crore. I do not want to read the intermediate numbers. A thousand crore of rupees more has been given for agricultural research. For research and development in other departments, other than defence, it was Rs. 5,338 crore in 2003-2004; stepping up each year, in the current year it is Rs. 10,338 crore. Money is being provided for research. I am not saying that this is enough. We need to spend far more on R&D. But this is all that I can afford to spend today. But from Rs. 5,338 crore, it has risen to Rs. 10,338 crore.  
...(Interruptions)

SHRI SUDHANGSHU SEAL: What is the planning for preservation of fruits and vegetables? ...*(Interruptions)*

SHRI P. CHIDAMBARAM: Sir, there was some question about what are we doing about enhancing the skills of people. We have launched the new Skill Development Initiative. It is a major programme. The scheme aims to deliver short-term training courses for skills in demand. Some 5,114 ITIs and ITCs that are already affiliated to the National Council for Vocational Training will provide the training.

15.00 hrs.

A mechanism for empanelment of other vocational training providers will be evolved by an apex committee. The minimum age limit for admission is 15 years. The following training fee structure has been proposed. Rs. 1,000 for a module having duration of 150 hours and there is a scale of fee structure. Women and SC/ST candidates will get 25 per cent discount. The DGE&T, Directorate General of Employment and Training in the Ministry of Labour will appoint independent assessing bodies who will prepare a database of assessors and hire them for assessment. An apex committee has been formed at the national level and an apex committee at each State level for managing the programme. The outcomes are that we expect to train one million young people in the Eleventh Plan period and we have provided Rs. 550 crore for this project and an advance of Rs. 3 lakh will be paid to each Government ITI for starting the training courses. This is an ambitious programme, but we are trying to make it even bigger, even more ambitious. Hopefully, in course of time, I will be able to come back to this House to say whether we can make it an even more ambitious programme.

Some questions about flood management have been asked. Planning Commission had approved an outlay of Rs. 4,619 crore for the State sector to protect an additional 19.3 lakh hectares. This was in the Tenth Plan period. The Eleventh Plan period will also have a flood management programme and adequate money will be allocated for flood management.

A question was asked about how much barren or wasteland has been converted to agricultural land. According to the figures furnished to me by the Ministry of Agriculture, under that Ministry, the National Watershed Development Project, River Valley Project, Watershed Development Project for Shifting Cultivation, Reclamation of Alkaline Soil, Watershed Development Fund Programme, an externally-aided programme, a total of 187.73 lakh hectares have been made cultivable land. The Ministry of Rural Development has reported that under DPAP, Desert Development, Integrated Watershed Development Project, an externally-aided project, 320 lakh hectares have now been made cultivable land.

Growth rate of agriculture is still very sluggish. In fact, it is one of the reasons why there is rural poverty. If the growth rate in agriculture was equal to the growth rate in industry and services, incomes in the rural areas

will also be nearly equal to incomes in urban areas. In 2005-06, it was 6 per cent and in 2006-07, it was 2.7 per cent. We think that the average will be around 3.2 per cent. This year, it is likely to touch 4 per cent, but the average will be 3.2 per cent. But this is not good. The average must be 4 per cent and in some of the years, we must aim at 5 to 5.5 per cent growth. For this, massive investment has to take place. While all other investments will help, the real investment that will help—I am sorry to go back to this point—is investment in irrigation. If you take water to the farmer, the farmer will find a way to grow something on his land and everything else will fall in place. So, my appeal to all State Government is to please implement the irrigation projects efficiently and within time.

Sir, some questions were asked about LPG connections and prices of petrol and diesel. Well, I can read the figures of what was done in regard to diesel and petrol. That is perhaps not very important. Today, the crude prices are nearly \$ 100 a barrel and when the NDA was in office, it was about \$ 23-24 a barrel. I mean, we are lucky in terms of growth rate, but we are not lucky in terms of crude prices. I wish crude prices were \$ 25 a barrel, and then the whole Budget will be a very different kind of a Budget. But wrestling with such huge crude prices, we have still kept the price to the consumers at a lower level thanks to huge subsidies.

There was some complaint about LPG connections. I do not know the reason for it. The number of domestic LPG connections in 2003-2004 was seven crore 69 lakh connections, and in 2006-2007 it is nine crore 42 lakh connections. It is not as though connections have come down. Actually, the connections are increasing. Maybe, there are some local shortages of LPG supply. I will ask the Ministry of Petroleum to look at it. There is no question of cutting down LPG connections. In 2007, so far we have added 27 lakh new connections to the existing nine crore 42 lakh connections. ...(*Interruptions*)

SHRI B. MAHTAB: There was a talk of reducing the import of cooking gas.

SHRI P. CHIDAMBARAM: Somebody else mentioned that LPG connections are not being given, and it is not correct. We are giving LPG connections.

There was some question about hand-tools. There is no excise duty on agricultural hand-tools, but there is an excise duty of 16 per cent on industrial hand-tools. But

65 per cent of that is CENVATed. Therefore, the effective excise duty that is paid is only 35 per cent because 65 per cent is CENVATable. If I did not have an excise duty on the final product, then the CENVAT accumulation will not be adjustable. But now that you have mentioned that perhaps 16 per cent is too high, I am willing to look at it.

SHRI SUDHANGSHU SEAL: Thank you, Sir.

SHRI P. CHIDAMBARAM: Bharat Nirman is an ambitious and a serious programme. I again do not want to get into an argument, but Bharat Nirman is not a simple slogan. Bharat Nirman is a target-based programme. I can tell you what we are achieving every year. I have already given you the irrigation potential for the current year under Bharat Nirman. The goal is to create 28.5 lakh hectares in the Bharat Nirman. The target potential under AIBP is 15 lakh hectares, which is expected to be achieved.

As regards drinking water, we have connected 1,07,152 habitations against the target of 73,120 habitations last year. As regards rural roads, in the current year the target is to connect 20,071 habitations by constructing 43,990 kms. of roads. The number of habitations covered up to September are 2,613, and 8,738 kms. of roads have been constructed. As regards rural housing, up to September 2007, 6.31 lakh houses have been constructed, and 6.68 lakh houses are under construction. As regards rural electrification, up to October 26, 2007, 43,572 villages have been electrified, and 14,92,384 BPL households have been given electricity connection. As regards telephones, it is needless to say that we are far ahead of the target.

Why do we have a target-driven Bharat Nirman programme? It is because these are quantifiable and these are measurable. They take goods or services to the rural people. While there is a large proportion still denied of goods and services, no one can place his hand on his heart and say that nobody is getting any goods and services. More and more people are getting goods and services. Still, I agree that there is a very large number that is denied the basic goods and services. The attempt is that as growth becomes more inclusive and as more revenues are generated, we will be able to apply these revenues in order to make these goods and services reach more and more people in rural India.

States are not starved of cash. Let me repeat it once again. As on 21 November 2007, the treasury

[Shri P. Chidambaram]

holdings of States is Rs. 28,173 crore. So, money is available; States must spend the money efficiently.

Finally, a lot of reference was made to the difficulties being faced by some sections, especially exporters as a result of the rupee appreciation. I want to place this in context. The rupee appreciated 9.7 per cent against the US dollar between April 3, 2007 and November 20, 2007. On year-on-year basis, between October, 2006 and October, 2007, the appreciation of the rupee against the US dollar has been 15.1 per cent. One of the reasons is the US dollar has depreciated for their own reasons.

The rupee appreciation has been less relative to other hard currencies. For example, against U.K. Pound, in the current fiscal year, it is only 5.6 per cent; against the Japanese Yen, it is only 2.5 per cent; and against the Euro, there has been no appreciation at all this year.

In many ways, the appreciation of the rupee reflects the strength of our economy going forward. You will recall that when the rupee declined, people were criticizing that we were not able to protect the rupee and the value of the rupee was declining. That criticism we bore stoically. Today, the criticism is rupee is appreciating. That criticism also, I bear stoically. There are upsides and downsides to rupee appreciation.

In many ways, the appreciation of the rupee reflects the strength of our economy. The rupee appreciation has a positive side in terms of lower production costs in sectors involving imported raw material and intermediates, lower oil import bill and lower cost of external debt servicing. Nevertheless, the sharp appreciation of the rupee over the last several months has put pressure on the export sectors, particularly those with low import intensity such as textiles, handicrafts, leather and marine products. Government is sensitive to the pressures on these sectors, and is conscious of the need to offer support to export sectors to prevent job losses and to give time to these sectors to make a smooth adjustment to the changing economic scenario.

Towards this end, Government had offered two packages of support to exporters from this financial year. The first package was in July, 2007. The July, 2007 package included:

Accelerated reimbursement of Terminal Excise Duty and Central Sales Tax dues to exporters;

Government decided to provide a subvention in the rate of interest on these credits by two per cent on the outstanding balances for the period 1st April, 2007 to 31st December, 2007. This dispensation was made available to nine sectors including textiles, leather, handicrafts and marine products; and to all exporters for all products from the SME sector;

Upward revision of duty drawback or DEPB rates.

Service tax (refund or exemption) for exports in respect of four services.

The total financial relief on account of the above measures was estimated at around Rs. 1,400 crore. In October, 2007, the Government offered a second package of support and this included:

Service Tax (refund or exemption) on three more services;

Provision to pay interest on EEFC accounts of exporters on outstanding balances subject to a maximum of US \$ 1 million;

The period for interest subvention on pre-shipment and post-shipment credit extended from 31.12.2007 to 31.3.2008; Four more sectors were added to the earlier list of export sectors eligible for interest subvention under pre-shipment and post-shipment credit. These were jute and carpets, cashew, coffee and tea, solvent extraction and deoiled cake, and plastics and linolen;

a. The coverage under Vishesh Krishi and Gram Udyog Yojana, a scheme aimed at promoting export of agriculture and village industry products, was expanded to include additional products and the budget allocation was doubled from Rs. 300 to Rs. 600 crore.

Sir, in my discussions with exporters and the concerned Ministries, I find that it is necessary to offer some more support to exporters. Therefore, I am happy to announce the following package today in order to support our export sector.

Leather, handicrafts, marine products and textile sectors are particularly hard hit by the appreciation of the rupee in view of their low import intensity and large

value added features. The export industry and industry associations have met the Prime Minister, my colleague the Commerce Minister and me. I have also had extensive meetings with them. Based on these meetings, we are now offering the following further support to exporters:

Additional subvention of two per cent (in addition to the two per cent already offered earlier) in pre-shipment and post-shipment credit to the following sectors:

- (a) Leather and leather manufactures
- (b) Marine products
- (c) All categories of textiles under the existing scheme including RMG and carpets but excluding man-made fibre
- (d) Handicrafts

The total subvention will be subject to the condition that the interest rate after subvention will not fall below seven per cent, which is the rate that we give to the agriculture sector. The period of validity is 1st of November, 2007 to 31st March, 2008.

The Term of credit is 180 days for pre-shipment and 90 days for post-shipment, excepting the carpet sector for which the term would be 270 days for pre-shipment and 90 days for post-shipment.

Service tax will be exempted for exporters under three more services:

- Storage and warehousing services
- Specialised cleaning services including fumigation and disinfection
- Business exhibition services

The allocation for reimbursement of Terminal Excise Duty and Central Sales Tax has been increased from Rs.300 crore to Rs.600 crore for which provision has been made in the second Supplementary Demand.

Presently, six per cent interest is paid for delay in reimbursement of drawback claims beyond 30 days. For payment within 30 days, no interest is payable. The

interest is payable for delay from the date of approval to the date of payment, if delayed beyond 30 days.

Government have decided to extend a similar provision of payment of interest for delays in payment of Terminal Excise Duty and Central Sales Tax.

Customs duty on PSF and PFY is being reduced from the current 7.5 per cent to five per cent, and on other man-made fibres from ten per cent to five per cent.

Customs duty on intermediates for PSF and PFY, namely, polyester chips, DMT, PTA and MEG would also be reduced from 7.5 per cent to five per cent and on paraxylene, which is a raw material for PTA, from two per cent to nil.

There is no change in Customs duty for nylon chips, nylon yarn, caprolactum, rayon grade wood pulp and acrylonitrile. Notification will be issued shortly.

The respective Councils for exports of the textile sector have requested a further revision of drawback rates. They have been asked to submit relevant data to a Drawback Committee which would study the proposal and make its recommendations to the Government. A decision on the matter will be taken based on the Drawback Committee's recommendations.

Sir, I hope that with this third package, exporters will get some relief in the remainder of the current financial year. With these words, I request that the Supplementary Demands be voted.

MR. CHAIRMAN: The question is:

"That the respective supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2008, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 3, 5, 9 to 12, 14, 17 to 19, 31 to 33, 35,46, 51,52, 56 to 59, 61, 63, 64, 66, 67, 70, 78, 80, 86, 87, 90, 91, 93, 99, 100 and 102."

*Supplementary Demands for Grants—Second Batch (General) for  
2007-2008 submitted to the Vote of Lok Sabha*

No. & Title of Demand		Amount of Demand for Grant submitted to the Vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
1	Department of Agriculture and Cooperation	1067,95,00,000	—
2	Department of Agricultural Research and Education	1,00,000	96,00,00,000
3	Department of Animal Husbandry, Dairying and Fisheries	3,00,000	—
5	Atomic Energy	1,00,000	2,00,000
9	Ministry of Civil Aviation	548,01,00,000	—
10	Ministry of Coal	127,19,00,000	—
11	Department of Commerce	900,01,00,000	29,78,00,000
12	Department of Industrial Policy and Promotion	—	5,00,00,000
14	Department of Telecommunications	—	1,00,000
17	Department of Consumer Affairs	2,00,000	—
18	Department of Food and Public Distribution	278,86,00,000	—
19	Ministry of Culture	34,96,00,000	—
31	Ministry of External Affairs	100,01,00,000	—
32	Department of Economic Affairs	1,00,000	—
33	Payments to Financial Institutions	—	1500,00,00,000
35	Transfers to State and Union territory Governments	7763,28,00,000	—
46	Department of Health and Family Welfare	280,51,00,000	2,30,00,000
51	Cabinet	74,00,00,000	—
52	Police	1,00,000	—
56	Department of School Education and Literacy	2,00,000	—

	1	2	3
57	Department of Higher Education	1,00,000	—
58	Ministry of Information and Broadcasting	4,92,00,000	1,00,000
59	Ministry of Labour and Employment	4,00,000	750,00,00,000
61	Law and Justice	2,00,000	—
63	Ministry of Mines	585,34,00,000	1,00,000
64	Ministry of Minority Affairs	1,00,000	—
66	Ministry of Overseas Indian Affairs	1,00,000	—
67	Ministry of Panchayati Raj	1,00,000	—
70	Ministry of Petroleum and Natural Gas	11256,93,00,000	—
78	Department of Rural Development	1,00,000	—
80	Department of Drinking Water Supply	1,00,000	—
86	Ministry of Micro, Small and Medium Enterprises (Previously—Ministry of Small Scale Industries)	4,05,00,000	—
87	Ministry of Social Justice and Empowerment	200,01,00,000	—
90	Ministry of Steel	4,27,00,000	—
91	Ministry of Textiles	1454,03,00,000	1,00,000
93	Ministry of Tribal Affairs	1,00,000	—
99	Department of Urban Development	—	142,02,00,000
100	Public Works	—	45,00,00,000
102	Ministry of Water Resources	1,00,000	—
	<b>Total</b>	<b>24684,58,00,000</b>	<b>2570,16,00,000</b>

*The motion was adopted.*

MR. CHAIRMAN: I shall now put the Demands for Excess Grants (General) for 2005-06 to the vote of the House.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order

Paper be granted to the President of India, out of the Consolidated Fund of India, to make good the excess on the respective grants during the year ended the 31st day of March, 2006, in respect of the heads of Demands entered in the second column thereof against Demand Nos.8, 14, 25, 61, 96 and 99."

*Demands for Excess Grants (Excluding Railways) for 2005-2006  
submitted to the Vote of Lok Sabha*

No. and Title of Demand		Amount of Demand submitted to the Vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
8	Department of Fertilisers	167,44,04,796	—
14	Department of Posts	97,64,56,000	—
25	Defence Services—Air Force	42,75,63,997	—
61	Ministry of Labour and Employment	17,26,98,810	—
96	Chandigarh	—	28,34,562
99	Lakshadweep	3,58,58,028	—
Total		328,69,81,631	28,34,562

*The motion was adopted.*

15.21 hrs.

**APPROPRIATION (NO. 4) BILL, 2007\***

*[English]*

MR. CHAIRMAN: Shri P. Chidambaram—Item No.25.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to move for leave to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08.

MR. CHAIRMAN: The question is:

“That leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08.”

*The motion was adopted.*

SHRI P. CHIDAMBARAM: I introduce\*\* the Bill.

SHRI P. CHIDAMBARAM: I beg to move:

“That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08, be taken into consideration.”

MR. CHAIRMAN: The question is:

“That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08, be taken into consideration.”

*The motion was adopted.*

MR. CHAIRMAN: Now, the House shall take up clause-by-clause consideration of the Bill.

The question is:

“That clauses 2 and 3 stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule was added to the Bill.*

*Clause 1, the Enacting Formula and the long Title were added to the Bill.*

\*Published in the Gazette of India Extraordinary, Part-II, Section 2 dated 29.11.2007

\*\*Introduced with the recommendations of the President.



SHRI P. CHIDAMBARAM: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN:

The question is

"That the Bill is passed."

*The motion was adopted.*

*Resolution Re: Approval of Recommendations in Sixth Report of Railway Convention Committee (2004)*

MR. CHAIRMAN: The question is:

"That the Bill to provide for authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 2006 in excess of the amounts granted for those services and for that year, be taken into consideration."

*The motion was adopted.*

15.23 hrs.

### APPROPRIATION (NO. 5) BILL, 2007\*

[English]

MR. CHAIRMAN: Shri P. Chidambaram—Item No. 27.

SHRI P. CHIDAMBARAM: I beg to move for leave to introduce a Bill to provide for authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 2006 in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to provide for authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amount spent on certain services during the financial year ended on the 31st day of March, 2006 in excess of the amounts granted for those services and for that year."

*The motion was adopted.*

SHRI P. CHIDAMBARAM: I introduce\*\* the Bill.

SHRI P. CHIDAMBARAM: I beg to move:

"That the Bill to provide for authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 2006 in excess of the amounts granted for those services and for that year, be taken into consideration."

\*Published in the Gazette of India Extraordinary, Part-II, Section 2 dated 29.11.2007

\*\*Introduced with the recommendations of the President.

MR. CHAIRMAN: Now, the House shall take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule, 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. CHAIRMAN:

The question is

"That the Bill is passed."

*The motion was adopted.*

15.25 hrs.

### DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2007-08\*

AND

### RESOLUTION RE: APPROVAL OF RECOMMENDATIONS IN SIXTH REPORT OF RAILWAY CONVENTION COMMITTEE (2004)

[English]

MR. CHAIRMAN: Now, the House shall take up Items 29 and 30 together. Shri Lalu Prasad.

\*Moved with the recommendation of the President.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, before you call the hon. Minister, I have to inform the House that today we may have to be prepared to sit late in the evening to participate in this discussion. We have arranged dinner for the Members, Secretariat staff of the Parliament and also the staff of the Lok Sabha Secretariat. We have to complete the entire discussion today. I have talked to the Speaker also. Tomorrow, immediately after the Question Hour, the hon. Minister will reply.

*[Translation]*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Get this passed today itself.

*[English]*

It should be passed today.

SHRI PRIYA RANJAN DASMUNSI: If you want to "pass it today, we have no problem.

SHRI LALU PRASAD: I have no problem.

MR. CHAIRMAN: Okay, it is approved by the House.

The hon. Member may now move the Resolution please.

SHRI LALU PRASAD: I beg to move the following Resolution:—

"That this House approves the recommendations contained in Paras 54, 55, 56, 57, 58, 59, 60 and 61 of the Sixth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to the Lok Sabha on 26th April, 2007."

MR. CHAIRMAN: Motions moved:

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2008, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

"That this House approves the recommendations contained in Paras 54, 55, 56, 57, 58, 59, 60 and 61 of the Sixth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to the Lok Sabha on 26th April, 2007."

*Supplementary Demands for Grants (Railways) for 2007-08  
submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Supplementary Demands for Grants submitted to the vote of the House
1	2	3
16.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	600,00,10,000
	Railway Funds	10,000
	<b>Total</b>	<b>600,00,20,000</b>

[*Translation*]

DR. LAXMINARAYAN PANDEY (Mandsaur): Mr. Chairman, Sir, we are discussing Demands for Supplementary Grants of Railways. It is true that the Railways in recent past has made tremendous progress and we are all happy with the scenario of the Railways presented here. However, much is yet to be done. In these Supplementary Demands certain points have been mentioned which have been discussed earlier also. Here, demand has been made regarding those regions of Western Railway like Devas, Laxmibai Nagar, Manglia where goods sheds were required and where there is a need to make more investment. We would certainly support you as we had also placed these demands. However, I would like to draw your attention towards some other things. Certain developments speak volumes about your bold initiatives bringing about a change in the railways which has earned the Department its present position.

Even today, the Railways badly needs good management, the lack of which is undoing all the good work done by the Minister. We do not want that all his good efforts are thwarted in this way, therefore, I would like to draw his attention towards the arbitrary functioning in Railways by citing a few examples in this regard as to how the facilities provided by him are not reaching the people. He is going to introduce a good scheme. There is a proposal for setting up of a East West freight corridor. Certainly it would reduce the time of loading of goods and goods can be transported smoothly. However, I would like to know as to how much amount will be spent on this scheme and what kind of arrangement has been made by the Government? Whether some sort of cooperation is being taken from Japan in this regard? If yes, what will be the extent and nature of assistance proposed to be taken from Japan and the contours of policy to be followed in terms of encouraging the private sector participation? Previously the Railway Minister had made an announcement regarding modernization of the railway stations. The names of railway stations which he has mentioned for modernization include Mumbai, Patna, Howrah, Bhopal, Ahmedabad, Amritsar, Jaipur. However I would like to know the details as to how much amount would be spent over this and what will be the ratio of contribution of private sector and Department of Railways in this? Alongwith this, I would also like to know from the hon'ble Minister whether the Government have fixed any

time limit of a year or two to complete this work or if will complete it in the next five year plan, he is requested to state this in his reply. Further, I would also like to know as to how much time the Government will take to complete the work of freight corridor along with the route of corridor. Though he has given the draft of scheme but there is a need to go into the details so that we can come to know as to how many regions would be benefited from the scheme and by when this will be completed.

I would like to mention one more thing. It has been reported in the newspaper that the railways has implemented a scheme whereby general sleeper class traveller can travel in A/c class if the seats are vacant in A/c class. Consequently, the passengers travelling in A/C class are pushed out and their seats are occupied by the passengers of general sleeper class. This news has been published in 'Rashtriya Sahara' dated 10th October. It has been reported that large number of passengers are getting the benefit of such scheme whereby they have to shell out less money and are able to undertake journey that would have cost them more. However many passengers are such who are not able to travel in the class for which they have paid. They try to plead before TTE to get their seats but the TTE who is unable to do anything simply shows them the reservation chart. All this is happening under the Ticket upgradation scheme of Railway Minister. Hence the hon'ble Minister is requested to see as to why the passengers are not being benefited. It is resulting in huge loss also.

The railways is suffering huge loss due to non-extension of platforms also. The Hon'ble Minister has mentioned about uni-gauge and also that he is going to take up gauge-conversion. Some time back Laluji had inaugurated operation of trains after gauge conversion of Ratlam-Neemuch line in my constituency. At that time he had made an announcement regarding gauge conversion from Ratlam to Akola. Since the work of gauge conversion from Ajmer to Ratlam has already been completed it is requested that this work should be further carried out or else it will remain incomplete. If the gauge conversion work of Ratlam to Akola is not undertaken then we will have no rail connectivity with southern India. Since this route falls enroute, therefore it is requested that this work should be completed at the earliest by formulating some scheme.

The hon'ble Minister has mentioned about management and upgradation of some trains. Some super fast trains have been introduced and super fast charges

[Dr. Laxminarayan Pandey]

are also being levied accordingly. However, a number of such trains stop at every station. The glaring example is the superfast train from Indore to Nizamuddin.

SHRI LALU PRASAD: You give this in writing. I will note down the name and the rest will go into the proceeding. If you give this in writing then we will pay attention and the work will be done on time. Hence, you give your suggestion in writing.

MR. CHAIRMAN: It would be better if you give this in writing, there should be no objection to this.

DR. LAXMINARAYAN PANDEY: I will give in writing also. However, I wish to tell you that the Railway Board officers do not comply with your instructions. The work remains incomplete despite repeated requests. He had announced that such and such train would stop at such and such station. I also met him personally. At that time Shri Ram Kripal Yadav ji was also sitting in his chamber. That train does not stop at that station even today. It appears Lalu ji does not have any say in the Railways.

MR. CHAIRMAN: Only he has a say others do not have any say.

DR. LAXMINARAYAN PANDEY: If the Railway Board dilly-dallies and does not cooperate, it is surprising.

SHRI LALU PRASAD: Pandey ji, where do you want the stoppage?

DR. LAXMINARAYAN PANDEY: Lalu ji, I told you that the train should have a stoppage at Mandsaur. The train plying from Udaipur to Bandra should be given a stoppage at Mandsaur since there is Pashupatinath temple and a big Dargah of Hussain Tekri Sharif in Jawra. The train should stop at both the places; however, this work is not being done. He has proposed the construction of over bridges at other places, a new platform has been constructed in Ratlam under Western Railway, however, over bridge has not been constructed over there. How one would cross from platform no. 5 to platform no. 7? The passengers face a lot of trouble in the absence of an over bridge and danger of an accident is always lurking.

Similarly, absence of a foot over bridge in Mandsaur and Neemach always pose danger of an accident. It is requested that the construction of a foot over bridge should be expedited since the budget has been

sanctioned for the work, however, delay in work results in accidents every now and then. The passengers face a lot of problems in crossing from one platform to another.

Besides, I would like to draw your attention towards catering. The catering services of the Railways are not proper. The private contractors who have been awarded contracts of catering are not providing proper service. The hon. Minister is requested to pay attention to it so that the catering facilities could be improved. As asked by you, I am making other submissions in writing.

The benefits of gauge conversion would accrue to the people of my constituency only when the doubling and electrification of railway lines from Udaipur to Chittaur, Chittaur to Ratlam, Chittaur to Ajmer is completed without any delay. As long as the doubling and electrification of this line is not done there would be no particular benefit of this line. At present the passengers are not getting any special benefits from this line. 10-11 trains used to run on metregauge there, now there are only two trains. The passengers are in trouble. I understand that there is a great need to provide this facility so that the passengers could directly reach Delhi from Ratlam via Ajmer-Jaipur. I have drawn your attention towards certain points. I have already submitted in regard to extension of railway platform, facilities to passengers, toilets, plying new trains on this section. If these trains ply from Udaipur to Ratlam and Ratlam to Indore via Nagda and to Bhopal via Nagda-Ujjain then the passengers would get the benefit of travelling to the capital since at present there is no train from Ratlam to Indore because of metre gauge. There is no connection. The trains plying at present do not have metre gauge and broad gauge connection. There is a gap of two three hours between one train and another. So, it is requested that proper connection may be provided. On one hand so many facilities are being provided to the people, stations are being modernized. Facilities are likely to be provided on the lines of foreign countries, there is dearth of minor facilities on the other hand. I would like him to pay attention towards those facilities. About rest of the issues concerning my constituency, I will give in writing. Lastly, I would again request Laluji to bear in mind the assurance given by him and also try to fulfill it so that the trains may stop there and the people are led to believe that he keeps his words.

\*Sir, I would like to draw your attention towards some of the other important demands and necessities. Gauge

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\*.....\* This part of the speech was laid on the Table.

conversion has taken place between Neemach-Ratlam and Chittaur-Ajmer, however, owing to absence of electrification and doubling of tracks, actual benefits are not accruing to the passengers. So electrification and doubling of the said route should be done. Besides, gauge conversion of Ratlam-Akola railway section should be done. There is a need to ensure proper management in the railways. People who get their seats reserved in AC class are thrown out and the passengers with general class tickets are accommodated in AC class. Ticket Examiner feels helpless. Recently, the issue of manufacturing of passenger coaches, engines and goods wagons was discussed. It should be materialized and new wagons or passenger coaches or engines should be provided expeditiously wherever required.

The difficulties faced by people travelling in AC coaches have been reported by certain newspapers, their difficulties should be removed. Similarly, proper management and safety of passengers who are forcibly thrown out of their reserved coaches should be ensured. Newspapers have widely reported the incident of passengers thrown out of the trains. Comprehensive scheme should be evolved in regard to freight corridor and whether foreign investment would also be invited? What would be the timeframe for completion of the scheme? Similarly, please clarify the role of private investors in modernization of railway stations.

Now, I would like to place certain demands of my parliamentary constituency. More trains should be introduced between Chittaur and Ratlam and stoppage should be provided to all the trains plying presently at Dhodhar, Jawra, Mandsaur, Pipalia and Malhargarh. Train from Neemach to Indore and to Bhopal should be plied via Nagda-Ujjain. The fares of super fast train should not be charged when the train is plying as a local train.

Foot over bridge should be constructed at Mandsaur, Jawra and Neemach and shade should be constructed at the platform. Rack point facility should be provided at Mandsaur. Stoppage should be provided to Jammu Tavi Super fast at Shamgarh (Western Railway). Similarly, Indore-Jodhpur train should be given a stoppage at Suwasra and Intercity Indore-Nizamuddin Express should be given a stoppage at Garoth.

I would like that proper facilities should be provided to passengers and trains should be properly operated and connection on the junction should be well organized.

I would reiterate the Supplementary Demands for Grants of the Railways for the year 2007-08. Foot over bridge should be constructed at Mandsaur, Jawra and Mandsaur station; Bandra-Udaipur train should be given a stoppage at Mandsaur and Jawra stations. Trains to Indore and Bhopal should be plied from Udaipur-Neemach-Ratlam via Nagda Ujjain. The timetable of connecting trains plying at present between Ratlam-Neemach should be fixed accordingly. \*

MR. CHAIRMAN: The hon. Members who wish to lay their speech and suggestions on the table may do so it will be part of the proceedings.

SHRI JAI PRAKASH (Hissar): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants moved by the hon'ble Minister of Railways Lalu Prasad Yadav ji. Our colleagues in opposition also admit that the railway department which was running in loss has now become a profit earning entity under the guidance and leadership of hon'ble Manmohan Singh ji and hon'ble Lalu Prasad ji and for this I would like to extend my thanks to him. Along with this I would also like to extend my thanks to our colleagues in opposition. They have acknowledged that railway is being properly managed. Government should conduct an inquiry into the recent purchase of cranes. I got the information from the railway officers that the said cranes are not functioning properly. If substandard quality material is purchased then it will not be beneficial for railway. Non-increase in passenger fare and construction of two bigger corridors is a progressive and commendable work. Railway-over-bridges, have also been constructed all over the country. Two-three of them are very much important. The national highway no. 71 crosses Delhi-Bhatinda railway line near Jind railway junction and there is traffic jam for upto two hours along railway crossing because two railway lines—one from Jind towards Panipat and second from Jind to Delhi-Bhatinda pass through this crossing. A railway over bridge should be constructed there. Similarly, there is national highway no. 65 in Narwana Hissar to Chandigarh and Sirsa to Chandigarh traffic have to wait for several hours at Narwana railway crossing and people face inconvenience on account of this. Uchana is a religious spot. A railway over bridge should be constructed there. On the one side there is a mandi and on the other side of the track village is located and people have to face difficulties in movement. Previously the hon'ble Minister had announced that there will be no unmanned railway crossing. There are 3-4 unmanned railway crossings in my Parliamentary constituency where roads are to be

[Shri Jai Prakash]

constructed by our State Government. Those roads are not constructed because there is no manned crossing. There is a village called Julani on the way from Jind to Bhatinda. There is a sugar-mill located over there. A railway crossing should be provided there. Haryana Government is ready to construct a road there.

Similarly, there are 6-7 villages in Khedi Masania. There is also an unmanned railway crossing there. It should be made a manned crossing. There is a village along Hissar-Bhatinda rail line. There is an unmanned crossing over there for the last 25 years. Accidents occur there. Unless there is manned crossing, the State Government will not construct a road there. People of remote villages have to cover 30 km. distance instead of four km. Radli village is also located along that track. If manned crossing is set up there the Haryana Government will make a road there. Hon'ble G.M. Saheb had gone to Jind. There is a track from Jind to Panipat. A halt station is to be set up at Sundarpur village. It has been assured by the Railway department that building will be constructed over there. The building has been constructed there. Railway platform has also been constructed but trains do not stop there. Train should stop there. The Chief Minister of Haryana has written a letter to the railway department. Jind is a railway junction. The work of laying of railway line from Jind to Sonipat should be completed at the earliest. Haryana is the first state where work of laying railway line is still going on. The State Government has given half of the amount for laying railway line from Rewari to Rohtak via Jhajjar. Hissar is known as steel city. It has no connectivity from Delhi. The Central Government is taking many measures to decongest NCR. A railway line from Hansi to Rohtak should be constructed. Delhi Rohtak, Hansi and Hissar will be directly connected on account of this. Presently, people have to go via other places. If the Central Government and the Ministry of Railways approve, then Haryana government is ready to bear half of the construction cost. As far the introduction of train is concerned, I repeat in every session that Jind is an important area and district of Haryana that has mention in history. There is no need to lay railway line from Jind to Chandigarh, there is Jind-Narwana-Kurukshetra-Ambala-Chandigarh direct rail line and it will be a great favour of the hon'ble Minister of Railway to the people if a train is introduced having its departure in the morning and return in the evening.

Besides, one train goes to Rohtak from Delhi, if the train is extended to Jind it will be convenient for the

daily passengers travelling from Jind and the area of NCR adjacent to it, as it is difficult for them to stay in Delhi. Thus it will be beneficial for the daily passengers, consumers and purchasers who visit here. A new train should be introduced between Jind and Bias. When the Rail Budget was introduced, your colleague Shri Arvind Sharma had requested in the previous session as well and now on behalf of him I request that stoppage of Shan-e-Punjab in Karnal and Himalayan Queen in Samalka should be provided. Earlier there was stoppage of Jhelam Express at Gharondha but that stoppage was withdrawn by the railway department on the pretext that there is no revenue earning from this. I would like to submit to the Minister of Railways that in democracy, the Government should not talk about profit only because there are many such departments on which resources are spent in the public interest. The daily passengers have to face difficulties in Samalka so stoppage of Jhelam express should be provided at Gharondha.

I want to make a submission to the Minister of Railways, hon'ble Veluji is present here. No new railway line has been laid or new trains introduced in Haryana State for last three years as electrification of rail line from Jind to Bhatinda is yet to be done. The entire country is happy with the railway department, however, the people of Haryana State are not happy with the railways because no unmanned railway crossings has been converted into manned railway crossing and on account of this development of Haryana has got stalled. Five manned crossings are to be set up because when rail accidents occur our State Government does not construct road on that route due to lack of manned crossing. When we write letter to the State Government, in reply to that, the State government tells us to seek written assurance from the railway department of the Central Government that they would set up manned crossing and in that case they will make roads. Industrialization of the country is going on. The roads will be short and will be good. There is a big sugar mill over there and if a manned railway crossing is set up at Dulari near Jind, it will be convenient for the farmers as presently farmers have to cover twenty km. distance to transport their sugarcane. Through you, I would like to submit to the hon'ble Minister that Baroda which is a Jain pilgrim place is located between Jind and Uchiyana where many Jain saints were born. It is located along the rail line from Delhi or Jind to Jakhar. I would like to request the Minister that a halt station should be set up at Baroda. If halt station is set up at Baroda by the Government the State Government will give financial contribution for the construction of platform

over there. I request the hon'ble Minister of Railway that he should do the works mentioned above without bothering about budget to be spent by Railways for this purpose. Through you, I would once again like to request the hon'ble Minister of Railway, that he should introduce three trains, set up manned railway crossings, and get RoB constructed in Haryana State that have not been constructed.

*[English]*

SHRI N.N. KRISHNADAS (Palghat): Sir, as everybody knows, the Indian Railways is on its wheels and is running in the right direction under the leadership of Shri Lalu Prasad.

While everybody is congratulating the Indian Railways for its good performance, we are deeply concerned over the overall development of Indian Railways, like constructing new rail lines, manufacturing new coaches, providing new facilities to the passengers, etc. While we are deeply concerned over the overall development of Indian Railways, I would like to say that it is indeed the development of Indian Railways which is helping the overall development of our nation itself. That is why everybody, including the Members of Parliament, political parties, is deeply concerned over the overall development of Indian Railways.

While we are discussing the Supplementary Demands for Grants, I think, this is the correct time to examine the progress of the on-going projects of Indian Railways provided in the current Budget. I would like to know from the hon. Minister whether any time limit has been fixed for completing the on-going projects. The reason why I am asking this information is because several RoBs are under construction for the past many years, particularly in my State of Kerala.

In our State, twenty RoBs are under construction over the last ten years. In my constituency, the RoBs LC-49, 50 and 159 are there. More than twenty RoBs are under construction in the State for the last ten years. Still their construction is going on. For the last ten years the construction work is going on. I am pointing out certain examples only. Sir, through you, I would like to ask the hon. Minister whether any time limit has been fixed for completing these construction works.

Coming to doubling of lines, the construction work of doubling of Shoranur-Mangalore was started in 1996,

under Palakkad Division of Southern Railway. Even after the completion of twelve years, the construction is still going on. While we are providing adequate funds and take up projects in a particular Budget, should we not fix a time limit for completing the work? So, I would like to know once again whether any time limit would be fixed for completing these projects. Though I am mentioning only a few projects, I would like to have the information for the country as a whole.

Due to time constraint, I am not going into the details. While participating in the debate on the Railway Budget, an apprehension of the people of Kerala was raised regarding the bifurcation of the existing Palakkad Division and creating a new Division in Salem. Now, that issue has been settled amicably. The hon. Prime Minister intervened in it; and the hon. Minister of Railways, Shri Lalu Prasad, also has taken an inspiring step to settle all these things.

Sir, the hon. Prime Minister and the hon. Minister, Shri Lalu Prasad, assured us during that discussion to sort out these issues. While giving the reply on the Railway Budget discussion last time, he assured on the floor of the House itself that a most modern coach factory will be provided in Kerala. Moreover, during the discussion with the hon. Prime Minister, he also assured us and the hon. Minister of Railways also assured us. So, I would like to know from the Ministry of Railways, through you, Sir, what are the steps taken so far to make it a reality.

Sir, I would like to make my third point in this discussion regarding the modernisation of the railway stations. This is also declared in the current Budget itself. Many a time, the hon. Minister, Shri Lalu Prasad, other hon. Ministers of State have mentioned in this august House while replying to a question about the modernization of the railway stations. I would like to know how many railway stations have been taken up and how many railway stations have started its work for the modernization, according to the provisions in the current Budget. So, I would like to ask this important question to the Ministry of Railways.

Sir, I must congratulate the Ministry of Railways that for the first time in the history of Indian Railways, the referendum has taken place under Southern Railways. The referendum took place from 26th to 28th November, 2007 for the approval of the railway unions under the Southern Railways. It was a very long pending demand and somehow now it has been made a reality.

[Shri N.N. Krishnadas]

The fourth point I would like to bring to the kind notice of the Ministry of Railways, through you, Sir is regarding the electrification of on-going projects. Once again, from Shoranur junction to Mangalore, the electrification project has not yet been taken up. So, I would urge upon the Ministry of Railways through you, Sir, that in the coming Budget itself, the electrification project may be taken up.

Now, I come to gauge conversion from Pollachi to Palghat. Now, part of this is settled by setting up a new railway division at Salem. Now, Pollachi area is decided to be incorporated with the existing Palghat Division. So, it is very important to fulfil the on-going project, gauge conversion from Pollachi to Palghat.

Sir, there is a very long-pending demand of Kerala regarding setting up of a new Railway Zone centralised in Kerala. We have submitted our demands before the hon. Prime Minister as well as to the Ministry of Railways which includes the existing Trivandrum Division, the newly set up Salem Division, existing Palghat Division and the part of Konkan Railway also. We constituted the Konkan Railway Corporation for its construction only. The construction is over. Now, for the operation, the existing Konkan Railway area should connect with any existing zone. Now, it has been separated from any of the existing zone. Konkan Railway Corporation started its work because it is constituted for the construction only. Now, the construction is over. So, with part of this Konkan Railway area, you incorporate a new zone with Trivandrum Division, Salem Division, Palghat Division. We can set up a new zone centralised at Kerala.

16.00 hrs.

It should be centralised at Kerala. So, we would urge upon the Government to look into that also.

This one is regarding construction of new railway lines. It is more important. Expansion of the railway facility to new areas is more important. It is more important to consider construction of how many kilometres of the railway line every year is taken up while considering the overall railway development in the country. So, there is a proposal. Surveys are over and everything is ready. Still, we are waiting only for the taking up of the project.

I now come to the new railway line construction from Kollangodu to Trichur. It is only a matter of very few kilometres, round about 50 kilometres is the distance in-

between Kollangodu and Trichur. When we construct this railway line in-between Kollangodu and Trichur, the most important pilgrim centres of South India like Guruvayoor, Palani, Madurai will be well connected. So, in the coming Budget itself, I would urge upon the Government, the hon. Minister, through you, Sir, that these projects may be taken up. This new railway line construction from Kollangodu to Trichur should be taken up.

There is also very long pending demand. It is about the Nilambur-Nanjangodu line. There was a very long-pending proposal from the Railway side itself. There is a proposal for the triangular railway station at Shoranur. The Railway Board itself made a formulation saying that instead of the triangular Railway Station, it is better for making a bulb station. I do not know what is the technicality involved in making out the bulb station. But the proposal came from the railway side itself. Whatever it may be, a triangular station or a bulb station at Shoranur Junction, this should be made out.

One important matter is there regarding certain trains. The hon. Minister of State is very much aware of it. All my colleagues from Tamil Nadu are there. They also may be very much aware of it.

16.03 hrs.

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

There are two important metropolitan cities in South India. One is Coimbatore and the other one is Kochin. Both are most important popular centres of commerce, trade, industry and everything. So, in-between Coimbatore and Kochin, an inter-city express should be introduced very shortly. The High Speed Passenger corridor from Thiruvananthapuram to Mangalore is a lifeline of Kerala. There is a proposal about the High Speed Passenger Corridor from Thiruvananthapuram to Mangalore. I would urge upon the Government to make it a reality very soon.

Finally, I would like to bring to the kind notice of the hon. Minister that while sorting out the issues when setting up the new Railway Division at Salem, there was an agreement. It was a written agreement. All the Members of Parliament from Tamil Nadu and Kerala, all the Ministers and the Railway Board officials were there. One of the important factors is that there would not be any forceful transfer, not even a single employee, from the existing Palakad Division to the Salem Division. This was an agreement between the Railway Ministry and the



Members. It was a written agreement. But unfortunately very recently, a few days back, a written order arrived at the Palakad Divisional Office to transfer more than 300 of the existing employees from the Palakad Division to the Salem Division.

Then, we requested the hon. Railway Minister and now somehow, it has been stayed. But, this is actually quite the violation of the understanding. So, I am requesting Minister of State for Railways to take care of this. This was the violation of the understanding. These are things which I would like to point out. I am concluding now, Sir.

\*DR. PRASANNA KUMAR PATASANI (Bhubaneswar):  
Sir,

It is a matter of great regret and concern to put forth a particular demand for timely implementation to suppress the public agitation. Sir, due to constant demand of mine as well as the Hon'ble members of Orissa the Khurda-Bolangir railway line was sanctioned by the Railway department for quick implementation. In spite of our regular demand the money which has been placed in railway budget is not sufficient enough to cope-up the working pattern and for which the work has been badly delayed and expectedly it similar working pattern will continue then it will take minimum 20 years to complete the works.

Sir, you know also everybody knows Orissa happens to be the Poorest state in compare to others states of our nation India. The constant and deliberate negligence of political leaders and absence of political whims my state Orissa has been over-looked and side lined in all developing matters. We have been suffocated for a raped development of our states only through assurances. But in actual we are suppressed through deliberate and intentional humiliation by the beaurocrates. Orissa is a such a state where many areas as well as many districts constantly deprived of healthy communication due to lack of financial feasibility. For your information Khordha-Bolangir was decided to implement because these areas are flooded with schedule caste, schedule tribe and other sub tribes those who are very poor and these areas are Bolangir, Kandhamal, Phulbani, and Nayagarh district. For the times of independence to till date the people residing in these areas are deprived of better communication, better health, better education and better economic status.

If Khordha-Bolangir rail line will be finished in a quicker time then west will join East, South will join west hence a better communication will start a new age in Orissa. The reach forest affluences and agriculture affluences will be better channelised there by giving a good economic dividend to the growers of these product. Besides this two poor states Bihar and Orissa will be joined through this new line and will help in exchange of financial viability through different trade.

Under this Painful circumstances I do urge to put forth my only demand to place more money through this project for quick implementation because the preliminary works such as acquire of public land and private land have been finished. Hence Hon'ble Minister Railway is duly also honestly requested to consider my appeal and a suitable steps may be initiated to place more money in this project.

Sir, my second submission is for the implementation of Railway over bridges near, "BIR SURENDRA SAI LEVEL CROSSING" and "SAHID NAGAR LEVEL CROSSING". Sir, because of constant demand entire capital city was surveyed by the Railway Department for the construction of overbridges in four level CROSSINGS.

- I. Poonama Level Crossing
- ii. Malgodown Level Crossing
- iii. Sahid Nagar Level Crossing
- iv. Bir Surendra Sia Level Crossing

These four level crossings were finalized because of anticipating a larger population and heavy trafficking to managing the situation. Out of these places only No. I and II have be finished but IIIrd and IVth is to be implemented by the Railway departments. Inspite of frequent and time and again persuasion no action has been taken by the Railway Authorities so far.

Sir, last two areas are thickly populated area due to adequate safety measures few hundreds of innocent lives are being sacrificed between these days. For these pathetic happenings ROAD BLOCKAGE has been a common feature in Bhubaneswar. Hence I do feel it my prime duty to put forth my second demand to place adequate funds for the construction of these overbridges immediately.

[Translation]

SHRI SHAILENDRA KUMAR (Chail): Hon'ble Chairman, Sir, I am thankful to you for giving me an opportunity to speak on the Supplementary Demands for Grants (Railways) for the year 2007-08. This demand is made every year and our popular Minister of Railways had already stated in the budget that he would make the Railways competitive enough to compete with the Airlines and Railways would provide better services than that of Airlines. It is a matter of great happiness. Reduction of ten per cent has been made in rail fares and, at the same time, he had introduced the Tatkal Reservation Scheme bringing Railways the profit of Rs. 200 crores for which I congratulate and extend my thanks to the Minister of Railways. At the same time, it has been seen that there is no concession for our senior citizens in Tatkal Reservation Scheme. Through you I would like to put a demand that the concession should be given to our senior citizens also in Tatkal Reservation Scheme so that they could also get benefit of it. The reports received from the whole divisions about the whole country, indicate better performance. This has also been a factor responsible for increase in the income of Railways. As has been mentioned in the figures of 2006-07, 28 per cent income has been recorded by North East Railways. This is very commendable. A few months ago the hon'ble Minister of Railways had made an announcement that the freight corridor is an ambitious project for Indian Railways in which the amount of about Rs. 18200 crores is proposed to be spent by taking loan from Japan. With this project, I think, the Railways will be able to provide better services. Hon'ble Minister has announced to construct a separate track for freight *carriage*. In my opinion this is a very good project because the freight *carriage* is the main source of income for Railways. If the separate track is constructed for this purpose, I think, all the trains including passenger or other ones running late will arrive on schedule time. There will be a great benefit of it to the passengers.

In the year 2007-08, during the months of 1st April to 30th September Railways has earned the estimated revenues of Rs. 32579 crore and 29 lakh in toto for which I would like to congratulate the hon'ble Minister of Railways. At the same time, Railways has also succeeded in earning the net profit of Rs. 33.28 crore from its telecommunication network of Railtel for which I would also like to congratulate him.

As far as the announcement made by the hon'ble Minister to improve the services of Railways is concerned, he has included 12 States in high speed passengers corridor project aimed at introducing high-speed trains in those states. I want to congratulate him for this. Under this scheme there is a proposal to provide high-speed services to Mumbai, Ahmedabad, Delhi and Amritsar. This is a very good proposal. With this there will be much benefit to the passengers.

Mr. Chairman, Sir, I would say another thing that the co-operation from the private sector is also being sought for the completion of the projects of Railways under which 19 cities have been selected. Through you, I would request the Minister of Railways that if he could also include at least Allahabad, Uttar Pradesh in this project. It would be better if Allahabad also finds place in the world map.

Sir, the Minister of Railways has made one more announcement that the world class railway stations will be constructed in 15 cities of the country. Among them are Delhi, Mumbai, Howrah, Chennai, Lucknow, Patna, Ahmedabad, Mangalore, Secundrabad, Pune, Bhopal, Trivendrum, Jaipur, Bhuvneshwar and Amritsar. If you also include Allahabad in the list I think, it would be better. Every year Magh Mela, Ardh Kumbh Mela and Kumbh Mela are held there and crores of tourists not only from the country but also from the foreign countries visit there. Allahabad has also been a centre of independence struggle. It is also a religious place and has its own historical importance. I think, Allahabad should be added as a 16th city for the said project.

Sir, the Minister of Railways Shri Lalu Prasad has given a green signal to the disinvestments of Railways through RITES which is a praiseworthy step. This step will go a long way in improving the performance of Railways. I think, your next budget to be presented in the coming February or March will naturally be a novel one and election oriented. With these words now I would like to draw the attention towards my own constituency.

Mr. Chairman, Sir, Manohri, Bharvari, Sirathoo and Khaga—these four railway crossings of my parliamentary constituency lie on Mughalsarai-Delhi rail line. These railway crossings are directly connected to the G.T. Road, which is now a four-lane National Highway. So, there is always traffic congestion here. It has been seen that there is a heavy traffic jam up to half an hour or quarter to one hour. At the same time I would make one more

submission that the trolleys, fruit shops, bus stands or taxi stand are often seen along the road passing through the railway crossing due to which the problems of traffic jam and accident are always hovering over there. So, my request is that if the RoBs are at least constructed on the railway crossings of Manohri, Bharvari, Sirathoo and Khaga in my parliamentary constituency in Uttar Pradesh, I think, it will not only solve the problem of the traffic jam but it will also provide connectivity between the two States of Madhya Pradesh and Uttar Pradesh as they lie on the main line connecting G.T Road. Kaushambi is a newly created district and on Yamuna river a bridge is now being constructed there due to which the distance to Khajuraho, a tourist place in Madhya Pradesh will be reduced. The distance between Madhya Pradesh and Uttar Pradesh will also be reduced and the problem of traffic jam will also be resolved.

Sir, Bharvari is a Railway station. It has a crossing. This is also a town area and close to headquarter. About 6 crore rupees have been sanctioned from the funds of Rashtriya Sam Vikas Yojana to construct an overbridge there. Uttar Pradesh Government is also participating in this project. So, I want you to sanction this Rail Over Bridge (RoB) on Bharvari Railway crossing. The construction of this bridge will add to the prestige of headquarter and the distance between the two States will also be reduced. It will also be convenient to the people using the G.T. Road and the main line.

Sir, I would say that among these Bharvari, Khaga, Sirathoo and Manohari Railway stations, particularly the Sirathoo and the Bharvari stations are 10-12 kilometre away from the district headquarter. Now since Kaushambi is a Buddhist tourist place, the Buddhists visit there from Japan, Korea, Indonesia and China, but the place faces the problem of traffic jams. There is no stoppage of important trains on these stations due to which foreign tourists have to face a lot of inconvenience in reaching there. At present, the Minister of State in the Ministry of Railways is sitting here. Through you, I would like to request the hon'ble Minister of State in the Ministry of Railways to provide stoppages of the major important trains at both of these stations to facilitate foreign tourists visiting the place.

Another thing which I have said earlier is that the Delhi-bound trains running from Mughalsarai arrive at right time up to Ghaziabad, but they are always late by quarter to one or one hour till they reach Delhi. Till today, Prayagraj Express has never arrived on right time in Delhi.

That is why I have been late in attending the session of Parliament on several occasions. There is a need to pay special attention towards this.

Sir, Lucknow is the capital of Uttar Pradesh. But, Allahabad is home to a large number of Central offices including the High Court. If you travel the distance from Lucknow to Allahabad in your vehicle, it will take three hours, but being a single rail track, a train takes 6-7 hours in reaching Allahabad from Lucknow. So, nobody prefers travelling at these places by train. So, through you, I would like to make a demand from the hon'ble Minister of Railways to undertake doubling and electrification of the said railway line.

Sir, hon'ble Minister of Railways had announced the construction of Rauja Railway Bridge in district Gazi, Uttar Pradesh. However, the construction has not taken place as on date. It is located on N.H. 29. Hon'ble Minister should take a serious view of it and get it included in his supplementary budget. I think hon. Minister of Railways keeps his word. With these words I conclude.

SHRI BRAJA KISHORE TRIPATHY (Puri): The Minister belongs to your party and the Department is yours so you need not to make a speech.

SHRI RAM KRIPAL YADAV (Patna): Here, Everyone has equal right to expression.

MR. CHAIRMAN: Tripathyji, hon'ble Members are called on the basis of strength and not on the basis of party to, which he belongs.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, I express my gratitude to you for providing me an opportunity to speak on the Supplementary Demands for Grants of the Railways. I rise to speak in support of it. This House should immediately extend its support on this matter. The achievements of the hon'ble Minister during the last three and a half years are unprecedented. I want to congratulate hon'ble Shri Lalu Prasadji for it. All the Ministers of Railways since independence have increased rail fare but failed to provide adequate facilities. Despite that, Railways had been incurring losses and had been a burden on the financial exchequer of the Government of India and had become its white elephant. The Indian Railways has its own importance and serves as lifeline of common man. Even if this network comes to a halt even for a day or any train stops the life falls out of gear and there is a lot of hue and cry. I do not

[Shri Ram Kripal Yadav]

wish to level allegations against anyone, however, owing to the lacunae in the system the Department of Railways which is the lifeline of the country, was running in losses. There was even a proposal to privatize the Department of Railways and preparations to this effect were also made. The erstwhile Government had even appointed a committee which had submitted its report to privatize the Railways. Had Lalu Prasadji not been the Minister of Railways and had the U.P.A. Government not been formed, Railways would have been in private hands. I feel it would have caused a lot of inconvenience to the common people if the Railways had gone in private hands, since private companies work arbitrarily and would have burdened the common man for earning profits, so it is a major achievement.

Through his efficient functioning and with the cooperation of 14 lakh officers and employees, hon'ble Minister of Railways has earned profit to the tune of Rs. 20 thousand crore which is unprecedented. I would like to express gratitude to him for various works performed by him. The work of laying railway line has been undertaken all across the country without any discrimination. ...*(Interruptions)*.

MR. CHAIRMAN: Please speak on your turn.

SHRI RAM KRIPAL YADAV: During their Government the Railways was being sold. ...*(Interruptions)*.

MR. CHAIRMAN: Please do not get provoked. Raise your own points. Ram Kripalji, please do not get provoked.

SHRI RAM KRIPAL YADAV: The Railways was being sold. The Railways would have vanished from the scene. What they can say? I am not getting provoked. I am giving him reply. ...*(Interruptions)*.

MR. CHAIRMAN: You need not give him any reply.

SHRI RAM KRIPAL YADAV: The people of the country know where did the NDA take the railways to and what they were about to do with it ...*(interruptions)*

MR. CHAIRMAN: You need not reply to the running commentary.

SHRI RAM KRIPAL YADAV: Sir, you might have heard the slogan 'Shining India', they were completely destroying the railways in Shining India.

However, the people of the country spare no one and did not spare them either in the last elections. The people of the country gave a chance to the Department of Railways and the hon'ble Minister of Railways and the results are before us. I understand that lot of works have been performed such as this.

I would like to express my gratitude to the hon'ble Minister for his concern not only for the common man but also for lakhs of employees of the Department of Railways who are contributing in the growth of this department and increasing the profits earned by the department. He has not ignored those 14 lakh employees and perhaps given them 70 days bonus for the first time, it is unprecedented. Setting up of railway coach factories did not remain confined only to Bihar. The railway coach factories were put up in Bihar because ever since independence there were no railway coach factories in the remaining post division Bihar. These were required there and he put up railway coach factory, he deserves our applause for it. He has opened railway coach factories at other places too in India. Like the one in Bareilly. Another railway coach factory is proposed in Kerala. An M.O.U. has been signed with the State Government of Kerala. I think it would be a great achievement and he has also performed works in other parts of the country.

I would like to draw your attention towards railway projects for which Centre has to depend on the State Governments. Until the State Government provides land none of the Central projects can be implemented. Even in Bihar with the efforts of hon'ble Minister of Railways a decision has been taken to launch various mega projects on the lines of railway projects in other parts of the country, however, I would like to tell you that investment to the tune of Rs. five thousand crore is being made in various projects. However, it is a matter of concern as to how development would take place.

The State Government there is not cooperating. I would like to tell you that the draft of the projects are awaited, however, decision has been taken, everything has been sanctioned, funds have been released, however, land is not being provided there. Land is neither being provided for ROBs nor for the factories for which funds have been allocated under various projects. I would like to tell you that the cost of the project increases from ten to twenty five per cent if project gets delayed by an year owing to the non-cooperation of the State Government. Hon. Minister of Railways has made investment to the tune of Rs. five thousand crore in various projects of

Bihar, however, the non-cooperation of the State Government there would cause loss to the tune of Rs. one thousand crore to the Government Exchequer and would increase the total cost of the project. Who would bear this additional expenditure of Rs. one thousand crore? The Central Government should fix this responsibility that the loss to the tune of one thousand crore as a result of increase in cost would be borne by the State Government. This action should be taken against any State Government responsible for such a loss. Through you, I would request the hon'ble Prime Minister and hon'ble Minister of Railways that they should come up with a legislation to this effect. The legislation should be to make the Union Government competent to give effect to its projects like acquisition of land for its projects. This matter should be given due consideration and a legislation should definitely be framed whereby the Union Government could acquire land for the implementation of its projects. Differences between parties on political lines are bound to be there since there may be one party's Government in the Centre and there may be another ruling party in State, however, if this kind of a loss would be borne owing to the non-cooperation of the State Government then growth or development in the region would be arrested. The State cannot progress in such a situation.

Sir, through this House I would request the hon'ble Chief Minister of the Government of Bihar to give up his presumptions and political parochialism. The people there are ours as well theirs. We can remain in office only if we have popular support. He has been saying that he would play no politics in issues relating to development, however he is contradicting it in his actions. He says that he would leave no stone unturned when it comes to development. If the State Government would not cooperate with the Union Government in realizing the railway projects then the development in the state would definitely be affected. Our region is backward. There is poverty and unemployment. Hon'ble Minister of Railways Lalu Prasad Yadav ji has provided a grand opportunity. The Department of Railways has done a historical job by setting up not one but four factories over there, but they are not extending cooperation. They are not cooperating, so that, he may become unpopular and the project may not get completed. So there must be a provision of such a law that the Central Government can acquire land on its own to execute any of his projects. It is a matter of concern. It is a national loss. It is not an individual loss. The loss to the financial resource of the Government of India is a national loss.

Similarly a very commendable work has been done in Navi Nagar. A power generation project at a cost of Rs. 5000 crore is being set up in collaboration with Indian Railway and NPC. This decision was taken but now land and water is not being provided over there. The hon'ble Chief Minister has himself said that he will not cooperate and will not release required land and water for the project. It is also a matter of concern. Such type of non-cooperation is being resorted to by the State Government. Attempts are being made to create hurdle in the development process in Bihar. It is certainly a matter of pain and shame for we people. There should be no politics on this issue of development. You are becoming the champion of development. Will you become the champion of development by doing such works? You will work to create hurdles. The State Government is not cooperating and creating hurdles in the way of not only Railway projects but other projects of the Central Government as well. We will have to rise above such things, only then any state can develop.

Sir, I would like to congratulate the hon'ble Minister and extend my thanks to him for this. The House will be glad to know that on account of the efforts made by the hon'ble Minister, the operating ratio of the Indian Railways has become best in the world. This ratio has reached to 78 percent. Probably, it has happened for the first time. For this, I would like to extend my thanks to the hon'ble Minister of Railways. For this achievement, he has been honoured with a shield. This is a historic job done by the railways.

Earlier there was no railway connectivity to Kashmir but now a major project is being implemented there so that the unity and integrity of the country could be strengthened. Such important steps are being taken.

Through you, I would like to extend my thanks to the hon'ble Minister that four Garib Rath trains have been introduced last year for the poor sections of society who had never travelled in A/C coaches. Nearly eight Garib Rath trains are proposed to be introduced this year. Not only this, the hon'ble Minister of Railways take care of the entire country. 150 modern trains have been introduced for the suburbs of Mumbai which is a historic step. Be it Kolkata, Mumbai, Delhi or any other major city, the passengers load in the local trains in big cities remains very high. The steps that have been taken by the hon'ble Minister for these cities which are dependent on the railway, are historic.

[Shri Ram Kripal Yadav]

A few days back, the hon'ble Minister had taken a decision to introduce the Pratham Swatantrata Sangram Express from Barrackpore to Jhansi via Kanpur in the memory of the martyrs of 1857 and it has started running since the 24th of November. Hon'ble Shailendraji was rightly saying that whatever the Minister of Railways announces carried out by him. His announcement is not mere announcement. It is certain that only the Committed Ministers or the Governments act in this way. Just for lipservice, people say many thing but works are not done. Works can be accomplished for the people only when the intention and policy both are good. For this, I would like to extend my thanks to the hon'ble Minister  
*...(Interruptions)*

MR. CHAIRMAN: Now you please conclude.

*...(Interruptions)*

SHRI RAM KRIPAL YADAV: Sir, I am the first speaker  
*...(Interruptions)*

MR. CHAIRMAN: Some other Members of your party will also speak.

*...(Interruptions)*

SHRI RAM KRIPAL YADAV: I am confident that you will provide me opportunity to conclude my speech.  
*...(Interruptions)*

MR. CHAIRMAN: Hon'ble Member, Raghunath Jha want to lay his written speech. You may lay your speech.

*...(Interruptions)*

SHRI RAM KRIPAL YADAV: Mugalsarai to Jhajha is a very important railway line. The volume of traffic on this route has increased to such extent that passenger trains, express train and goods train run on the same track. Unless a third line is laid, there will be no relief to the common people. When a third line is constructed from Mugalsarai to Jhajha, it will be convenient for the passengers as on that line special passenger train will run. The population of Patna is increasing day by day. The number of daily passengers is also increasing. Patna is a capital city. The number of persons coming from outside for doing business and service has increased and on account of this there is disturbance. Through you, I would like to request the hon'ble Minister that a separate passenger train should be introduced to provide relief to

the people of this area because the express trains cannot be disturbed. You might have been aware of this that people often complain that when train passes through Bihar, it slows down to a halting speed. The main reason of this is that there are only two lines and there is heavy traffic load on these lines. So, unless a third line is laid, load on the existing lines will not decrease and neither passenger trains nor goods trains and express trains will run smoothly.

Apart from this Bhagalpur area is very important. The people of that area have to go to Kolkata for some work or the other. The people of that area are facing difficulty on account of this. So, I would like to request that a separate Railway Division should be set up in Bhagalpur so that people may get facility. If that division is set up, the people of Bihar, Jharkhand and also of Deoghar will be benefited. The Minister should certainly pay attention and take some concrete decisions in this regard.

Mr. Chairman, Sir, the Minister of Heavy Industries have set up two factories under the Bharat Wagons that manufacture wagons. But today these factories have become sick units. A few days back the hon'ble Minister of Railway had placed some order with the factories in Muzaffarpur and Mokama. That's how these factories are getting some work order. But, they have become sick units. The Ministry of Heavy Industries has given a proposal to the Railway department that it should take over these factories because only railway related works are done in those factories. I would like to submit to the hon'ble Minister that being efficient and capable, he should take over these factories under his Ministry so that they may function properly, the sick units may be revived and the people working in those factories may earn their livelihood. Jamalpur factory is already operating there, however its modernization and expansion have not yet been done. A few days back when the hon'ble Minister visited there, the people of that area requested him to carry out modernization and expansion of the Jamalpur factory. I would like to request him that he should pay attention in this direction and take necessary steps in this regard. Inter-city train should be run from Dhanbad to Keol. Along with this, I would like to place some more demands before him.

Mr. Chairman, Sir, the survey work for laying the new railway line from Sitamarhi—Bhitta Morh to Jainagar-Ladania-Laukaha-Nirmali has been completed. But the funds required for the construction of the new railway

line has not yet been allocated. Through you, I would like to submit that it is an important project that will connect two districts. It will benefit the poor people of that area. The people of the bordering area along Nepal will also be benefited on account of this. My submission is that funds may be allocated for this important project, the survey work of which has already been completed, so that the aspirations of the local populace could be realized. The development of that area would increase after the laying of this railway track.

Sir, initiative should be taken for sanctioning the laying of a new railway line from Bhaluahi-Koshi -Kshetra-Bheja-Jamalpur on Ghoghradih Kisni Patti railway crossing after conducting a survey thereof. This railway line would be beneficial for the people of the rural area ravaged by the river Koshi. It has been our long-standing demand. I would request him to give it a consideration since the area of North Bihar is a flood prone area affecting the lives of the people on a perennial basis. The people of this area are living in abject state of poverty and do not even get two square meals a day. Laying of railway track would fulfil one long cherished demand of the people and accelerate development of that area.

Sir, my another submission is that the work relating to the gauge conversion of Sakti-Jhanjharpur-Nirmarli and Jhanjharpur to Lokha Bazaar metre gauge lines has not begun as yet. Sanction has been accorded and funds have been allocated. Tenders have also been floated, however, the work on these projects has not begun so far. Rs. 355 crores have been released for these two projects, yet the work has not begun. It is a matter of concern. I would like to ask the hon. Minister that since tenders have been approved and funds released, why the work has not been started? It is requested that the work may be started immediately on these two projects.

Sir, I would also like to draw the attention of the hon. Minister towards my area. The decision regarding doubling of Patna-Gaya railway line was taken long back. The said work, has been completed from Parsa to Nadol, however, it is not being done any further. It was undertaken on a popular long-standing demand. It was sanctioned by the erstwhile Government, however, the work of laying the railway line is not being carried further. I would request him to pay it a consideration and take immediate action. There is Dhanbad division in my constituency where railway staff live in large numbers. There are no proper accommodation facilities for them. The condition of quarters, water supply, roads etc. is

very poor. I would request the hon. Minister to pay attention towards the employees who serve as eyes and ears of the organization and banking on whose contribution the hon. Minister is making strides in the development of the Railways. Itwarpur railway crossing is proposed in my constituency. It has not been constructed as on date. I have written to him many times in this regard. He gave us assurances and issued instructions to the officers also, however, no action has been taken till now. It is requested that immediate action may be taken in this regard. The condition of passenger trains is not satisfactory. Despite his numerous efforts, lights go missing from passenger trains and there is no proper facility of water. There is a need to ensure all these facilities.

Sir, I would like to draw the attention of the hon. Minister towards the catering facility. There is no proper catering arrangement even in the Rajdhani Express which is our prime train. Mr. Chairman, Sir, you would recall when ten-twelve of us were travelling together. We found that the catering facility was not proper and under your leadership we wrote a letter in regard to it. There are not even proper sanitation facilities in the trains. These sanitation facilities are particularly lacking in the trains in which common man, people of the poor sections travel. In some coaches the window-panes remain broken and in others, the gate is found broken. At times, I feel that all the ramshackled coaches are given to Bihar only. These coaches are in a ramshackled condition, so it is requested that this aspect should be paid attention to.

There is one Chiriyatand bridge in North Bihar which is used by the people of that area to commute. The bridge is complete, however, the work of equipping it with a staircase on a side has not begun till date. That bridge is located adjacent to my house. I would like to bring to his attention that it is very necessary to construct a footbridge across the bridge. He has made significant contribution and the Railways have benefited a lot through the Tatkal reservation facility by way of his schemes. He provided cushioned seats for common man, reservation of seats separately for women. These are all major decisions for which he would be remembered in the time to come.

I request that a Garib Rath should be introduced from Jainagar to Delhi via Patna. This is a very popular demand. It would benefit the areas bordering Nepal in North Bihar. They would be connected with the capital. Everyone wants to visit the capital. However, the people of the bordering areas of North Bihar would perhaps have

[Shri Ram Kripal Yadav\*]

never got to visit the capital till date. The introduction of Garib Rath would facilitate the people of the poorer sections in fulfilling their dreams. The policy of the Government should facilitate the fulfilment of everyone's desires.

Sir, he has taken several important steps which have benefited the Railways. The Railways have earned Rs. 200 crore in a year owing to the Tatkal reservation facility introduced by him. Thanks to his policies, the Railways have earned profit to the tune of Rs. 20,000 crore. I express my gratitude to him for according approval to the freight corridor. Freight is the main source of income for the Railways. It is a historic step for which, through you, I express my gratitude to the hon. Minister of Railways in particular and the two hon. Ministers of State who have served as his right and left hands. I would conclude with this conviction that he would take action on the issues raised by me and the forthcoming budget would definitely be a historic budget. ...*(Interruptions)*.

MR. CHAIRMAN: Hon. Member, please take your seat. You have concluded your speech. I have called Shri Mitrasen Yadavji to speak.

SHRI RAM KRIPAL YADAV: It would prove to be a very useful step in the interest of the entire country. With these words, expressing my gratitude to you, I support the Demands for Supplemental Grants of the Railways.

*[English]*

\*SHRI A.K.S. VIJAYAN (Nagapattinam): Sir, I extend my support to the Supplementary Demands for Grants for Railways. First of all I would like to congratulate the Ministry of Railways ably led by Shri Lalu Prasad Yadav and Shri R.Velu for translating in to reality our long dream of creating Salem Division with Salem as its Head Quarters. At this juncture I would like to thank the Hon'ble Chief Minister our leader Dr. Kalaignar Karunanidhi under whose leadership we have been taking up the cause of carving out Salem Division for the past many years.

While welcoming and supporting these Bills to apportion additional grants for the Ministry of Railways, let me bring to your notice some of the important demands pertaining to my constituency and Tamil Nadu.

It is more than one year after your announcing Thiruvārūr-Chennai express train, the train is yet to be

introduced. Hence, I urge upon you to operationalise your announcement.

The Mysore train that used to originate from Nagapattinam is being operated from Mayiladuthurai these days. The purpose of running this train to enable pilgrims visiting Nagore, Velankanni and Nagapattinam will be defeated if early steps are not taken to ensure that this train departs from Nagapattinam. In the interest of travelling public from the neighbouring states also, Railways may initiate measures in this regard.

There was an announcement last year that laying of Thiruvārūr-Nagore-Velankanni railway line would be completed by March, 2007. But the work progresses at a snail's pace. Doubts have also arisen in the minds of the people. Railways may dispel the lingering doubts and may run the trains soon completing the railway line laying works.

The gauge conversion work up to Thiruthuraiipoondi and also Nagapattinam to Velankanni, Thirukuvalai to Ettukudi may be started soon.

In order to fulfil the long felt demand to provide better rail connectivity in the Cauvery Delta region, the linking of Mayiladuthurai with Thiruthuraiipoondi, Muthupet, Aranthangi and Karaikudi must be taken up. I urge upon the Ministry of Railways to allot funds for the same. You may also kindly take up Thiruthuraiipoondi, Agasthiampalli gauge conversion work.

There was just an announcement about the laying of railway lines between Needamangalam, Mannargudi and Pattukkotai. I would like to request you to complete survey work and commence this project soon.

Rock fort Express that used to ply between Tiruchi and Chennai Egmore has been extended up to Thanjavur and Kumbakonam. For want of BG line linking Thiruvārūr with Nagapattinam this chord line link potential could not be utilized fully by the travelling public from our constituency. In order to cater to the needs of the ever increasing pilgrims and tourists this gauge conversion work may be completed soon. This may also help us to run train cars to augment rail services better. At this juncture I would like to impress upon you that you may take up the electrification of railway line between Tiruchirappalli and Nagore a very old railway route right from the British days.

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\*The speech was laid on the Table.



This would greatly benefit both the public from the Southern States of Tamil Nadu and also tourists coming from different parts of the country and also neighbouring states. This would greatly augment the railway's revenue in a big way. Hence you may consider this seriously.

I would like to request the Railways to reconsider its decision to handover to Palghat Division a chunk of railway line linking Pollachi, as the people are greatly agitated about this. You may rescind the move. With this I conclude.

*[Translation]*

\*SHRI GANESH SINGH (Satna): Sir, it is being repeatedly claimed by the hon'ble Minister of Railways that the Indian railways will be made the best railway of the world, whereas, for me it appears to be no better than a beautiful dream. Unless the infrastructure of the railways of the country is improved, the dream of making the Indian Railways one of the best railways in the world will remain unfulfilled. It is a fact that improvement is in progress; however, the process is going on at a snail's pace. The entire system cannot be improved by merely providing facilities at some stations and in some passenger trains of the country. There are five or six categories of railway stations in the country; however, the developmental works are being taken up in only the first and second category of the Railway stations. The condition of the remaining categories of railway stations is very pathetic. There is lack of drinking water, power, foot overbridges, platforms and ticket booking counters at stations. Security arrangement in trains is very poor. Incidents of snatching, theft, robbery and manhandling are reported daily.

General trains have been made super fast trains to increase the fare but the trains have coaches whose life has expired and these ramshackled coaches are being used. There are hundreds of trains like Mahakaushal Express, Rewa-New Delhi Express, Gondwana Express, Sarnath Express, Howrah-Mumbai Express, Pawan Express, Kamayani Express and Sampark Kranti Express which have sub-standard coaches. If these coaches are not replaced, serious accidents may take place at any point of time. The bed-rolls provided in the trains stink. It appears that probably they are never washed. Breakfast and dinner served in passenger trains is of substandard quality. Rats, cockroaches and bugs are commonly found

in coaches. I, myself, had made written complaints regarding all such difficulties while travelling in the Mahakaushal Express, Gondwana Express and Rewa Express, however, no improvement has been carried out in this regard. It appears that nobody pays attention to such complaints. If it were looked into, there would have certainly been improvement brought about in this regard.

Sir, though the hon. Minister of Railways, Shri Lalu Prasad Yadavji is paying attention to railways, however, he is not looking at the smaller problems. So all such problems are increasing. The hon'ble Minister of Railways is encouraging inequality in the railways. He has especially neglected West-Central railway of Madhya Pradesh. Nothing has been given to this area for the last three years, whereas, railway is getting business amounting to rupees seven thousand crore every year from my Lok Sabha constituency.

Sir, I, myself, had led 'Rail Roko' movement for the development of the Chitrakut, Karbi, Manikpur, Majhgavi, Chithara, Khataha, Jaitwar, Sangama, Hati, Kaima, Sakarian, Ramvan, Turki, Lagargawan, Uchehara, Malhar, Madanpur, Dhunwara, Amdara, Pakariya, Jharehi, Khanna Vanjari railway stations of my area, however, till date no concrete decision has been taken in this regard. There is a need to increase the height and length of platforms, construction of waiting rooms and railway foot overbridges and arranging drinking water at various places.

Sir, I have been constantly demanding for the last three years to change the arrival time of Mahakaushal Express originating from Nizamuddin and the train from Rewa to New Delhi to reach Delhi at 9 o'clock in the morning, however, despite giving assurances the timing has not been changed till today. I have been demanding the extension of the Rajkot Express to Satna which terminates at present in Katani Extension of Mahakaushal Express to Satna which presently runs between Nizamuddin and Jabalpur and introduction of a new shuttle train from Maihar to Chitrakut Dham Karvi, but till today, no attention has been paid in this regard. Despite making continuous demand for the electrification of the railway line from Katni to Satna, Manikpur, Allahabad, Satna to Rewa and Manikpur to Jhansi and for doubling of railway line from Manikpur to Jhansi and Satna to Rewa, the said works have not been included in the last three budgets. Similarly, till now no decision has been taken in respect of the demands for construction of railway crossings at Govrad Bharahat Marjat Morh near Logargawan station between Satna and Maihar and at Pipra Umari, Karia Pani Mohalla near Maihar.

[Shri Ganesh Singh]

It is being continuously demanded that reservation quota be provided in first class, A/C class and sleeper class coaches in all the trains halting at Satna railway station because everyday more than ten thousand people travel from the said station. More than 50 lakh people travel every year to Maihar in Satna district and Chitrakut Dham Karvi railway station in Uttar Pradesh because both the stations, Maihar and Chitrakut, are religious places.

The railways have large chunks of unused land. There is unused land on both sides of Satna railway station. I would suggest that the said plots should be used for commercial purposes. The land in front of the district collectorate in Satna, where Dussehra celebration was organized this year, should be permanently given to the Nagar Nigam (Municipal Corporation) or the district administration.

There are no sufficient means of water supply at railway stations. An in-take well and stop dam should be constructed in Satna river and a plant should be set up for water supply.

The entrance of Satna railway station is very narrow. It should be widened and a new platform should be constructed on the Rajendra Nagar side and it should be made operational at the earliest so that the crowd may be diverted, as there is too much rush on the platform at present.

There are constant complaints regarding the quality of foodstuff being provided at the Satna Railway station and there is a need to improve it at the earliest.

New trains should be introduced from Satna to Mumbai, Rewa to Indore and towards South to Bangalore, Hyderabad, Chennai and Kanyakumari.

The rooms of the staff quarters in the Satna railway colony are in a dilapidated condition. There is serious problem of road, water and power. So, some work should be done for the staff as well.

I would like to request the hon'ble Minister of Railways that in the budget provision should be made in the Demands for Grants for solving the problems pointed out by me.

[English]

\*SHRI SANTASRI CHATTERJEE (Serampore): Sir, I beg to lay the following on the Appropriation Bill for Railways for consideration of the Hon'ble Railway Minister.

To judiciously use the surplus land of the Railways to fetch more revenue. Attention is invited for Konnagore Bazar Rail Coop. Society where the land may be released to them.

As assured to chalk out a pilot project for rehabilitation of the Railway hawkers. To direct the authorities to put a stop of atrocities committed against the hawkers by the RPF. The problems of Railway hawkers in West Bengal merit immediate attention of the authorities.

To expedite the decision to develop Dankuni Railway station as a model one.

To pay special attention to the Railway stations of Bandel, Sheoraphati, Serampore, etc. in the Eastern Railway.

To improve the commuters service in Howrah and Sealdah stations. To improve the passengers amenities.

Regularity to be ensured for all trains particularly of Mail, Express and Superfast trains.

Some ROB projects viz. Kamarkundu, Mogra, Rishra, Baidyabati, Uttarpara in the Eastern Railway be taken up on priority basis.

To increase frequency of services in the Howrah-Amta line, construction of road at the Bargachia level crossing discussed on a number of times.

To connect Amta and Bagnan Railway stations in the South Eastern Railway.

To implement Howrah-Seakhara-Champadanga Railway line via Furfurah.

To hold regular meetings of Zonal Users' Committees.

[*Translation*]

\*SHRI BHANWAR SINGH DANGAWAS (Nagaur): Sir, with regard to Supplementary Demands for grants (Railways) in the year 2007-08 I would like to submit that my constituency falls under North West zone of the Railways. No amount has been earmarked under the supplementary demand for grants for this zone. One of the reasons could be that no work has been executed with regard to demands raised by me during the last three years. So, there is no question of making supplementary demand.

Sir, the most important demand is regarding laying new railway line from Pushkar (Ajmer) to Medta city. In this connection I have met the hon. Minister of Railways, Shri Lalu Prasad Yadavji, in Rail Bhawan twice and during my last meeting he had asked me to meet Shri P.K. Sanghi, Executive Director (Works). When I met Shri Sanghi I was told that the survey of that railway line was still in progress and the survey officers had concluded that the railway line was not viable. They have not taken into account the real number of tourists coming to Ajmer and Pushkar. Lakhs of people visit the shrine in Ajmer to offer prayers and attend the animal fair of Pushkar and also go for darshan of the temple, besides taking a holy dip in Pushkar. Moreover, once that railway line is laid, the distance between Bikaner and Jodhpur to Ajmer would be reduced by several kilometres and this region would be directly connected with the western and southern parts of the country. In addition to it, there are markets (mandis) of agricultural products in Bikaner, Nokhamandi and Medta city whose entire products are transported to northern, southern and western parts of the country. For example, the Railways would earn substantial profit in transportation of peanuts, mustard and cumin and facilitate the transportation of hundreds of wagons of fertilizers from the factories.

Therefore, it is requested that this line may be treated viable in the light of above mentioned facts and sanctioned in the next budget.

\*SHRI RAGHUNATH JHA (Bettiah): Sir, I rise to support the demand for supplementary grants of the Railways presented by the hon. Minister of Railways. It is a well known fact that ever since Shri Lalu Prasadji has assumed the charge of this Department under the UPA Government, it has witnessed a turn around in its

fortunes and earned income and profit to the tune of Rs. 20 thousand crore.

Sir, I would like to draw your attention to my region, Bihar.

The work of conversion of Darbhanga-Narkatiya Ganj line via Sitamarhi from metre gauge into broad gauge has been going on for more than 10 years. I demand that it should be completed within the stipulated period.

The work of Sitamarhi-Mujaffarpur railway line has been going on for more than 10 years, it should also be completed without delay.

The survey of new railway line of Motihari-Sitamarhi via Shedhar should be started immediately.

The work of Majipur-Vaishali-Sugauli Railway line is going at snail pace. It should be expedited.

32 railway overbridges have been sanctioned by the R.O.B. department. The work of sanctioned R.O.B.s in Ruxol, Sugauli, Bettiah, Narkatiaganj, Motihari, Mujaffarpur, Hajipur and Dagipur to Chhapra should be completed. Ruxol, Sugauli, Bettiah and Narkatiaganj Stations should be modernised.

The unutilized land near Ruxol, Mujaffarpur, Narkatiaganj and Sitamarhi railway stations should be utilized.

A new train should be introduced from Motihari, Bettiah, Ruxol via Gorakhpur. The passenger train running from Gorakhpur Narkatiaganj to Sonapur and back remains always packed. 5 additional bogies should be attached to this train no. 520.

Train No. 402 which touches Gorakhpur Narkatiaganj at 11.30 a.m. and starts for Gorakhpur at 3.45 p.m. should be extended upto Sugauli since after 7.30 p.m. the next train is at 6.00 a.m. and the people have to wait for nine and a half hours to board the next train.

2557 and 2558 superfast Sapt Kranti Express should be run from Mujaffarpur at 11 O'clock and from New Delhi at 8.40. At present this train is running late by 5 hours. The railway line from Motihari-Bettiah-Narkatiaganj-Gorakhpur should be doubled.

SHRI MITRASEN YADAV (Faizabad): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on

[Shri Mitrasen Yadav]

the budget of an important department. Several important schemes are proposed for this department. So, it would have been better if a review had been presented before us. Be it the scheme of increasing the speed of trains, linking the major cities, addressing the problem of crossing railway lines by constructing overbridges, constructing model railway stations, providing the facility of trains by introducing important trains or the modernisation of the Railways—how can we review all these important schemes? What time limit has been stipulated, what target has been fixed? Such reviews are never presented before us nor do we get to know about the targets we have achieved within the stipulated time limit.

It is true that the Department of Railways has made great strides. The popular Minister of Railways has made the department quite prosperous. It is carrying crores of people from one place to another on a daily basis in the country and earning to the tune of millions of rupees daily which is, undoubtedly, a major achievement. However, the requirements are increasing day by day as a result of which despite so much progress, people expect so much from the railways. What is the difficulty in it. Some of my colleagues were saying that the State Governments do not extend their cooperation towards railway projects. There could be other problems as well. However, if the employees and officers of the Department of Railways become more committed, there would be more improvement. No outside agency can be expected to play such a role, so they will have to make efforts and improvement by themselves.

Privatization of the Railways is being widely discussed. This would be very perilous. Unemployment poses a big threat to the country. Privatisation would increase the magnitude of the problem manifold. It would not be in the interest of the people of the country to privatise any section of the department of Railways. So, I would request the hon. Minister to tread cautiously lest all his good deeds come to a naught by an error of judgement. Thus, privatization is unthinkable.

*[Translation]*

Due to paucity of time, I do not want to repeat what has already been mentioned by my colleagues. However, I would like to mention some problems of my constituency. In my constituency trains run from Lucknow to Patna and Howrah, Some of these trains run via Allahabad, Pratapgarh and some trains run via Sultanpur-Jaunpur

and Mugalsarai. A railway line passes through Barabanki-Faizabad-Jaunpur. Ayodhya is situated on this line. The Government has constructed a bridge at Ghagghar by spending billions of rupees, however, till today neither the doubling nor the electrification work of that line has been undertaken. Consequently, Jammu Tawi-Howrah train never reaches on time and does not maintain good speed due to non-availability of line.

Therefore, I request you that doubling and electrification work of Lucknow to Barabanki-Faizabad-Jaunpur railway line, which is hardly 150 kms, be undertaken to remove any difficulty for reaching Howrah and Patna. If this work is undertaken, then, instead of other lines we could reach the destination at the earliest through this line. The work of converting Ayodhya as a model station which is under consideration of the Government should also be completed. Therefore, I would like to say that if the doubling of Lucknow to Sultanpur-Jaunpur, Mugalsarai-Lucknow to Pratapgarh, Jaunpur-Mugalsarai and Allahabad-Mugalsarai is undertaken, then the distance could be shortened and it would prove beneficial also from the point of revenue.

Sir, the Department of Railways should ensure even development in the country to remove any regional disparity as it gives rise to all kinds of terrorism and naxalism in our country. The regional disparity which is increasing in our country is due to lack of proper implementation of our Five Year Plans. It is due to this only that problems are increasing. If in one state the facilities of education, irrigation, transportation are more, then, in another state these facilities are very less. In Haryana these facilities are more while in Bihar these facilities are much less. Unless these regional disparities are removed, the resentment among the people cannot be mitigated. If this kind of regional disparity is prevailing in any part of the country and if it is not removed then it will result in discontentment among the people.

The Department of Railways is such a department that it should make effort to ensure even development in the country and should not implement any kind of project in a partisan manner. Today, the Department of Railways is associated with poor people. We need Railways for travelling since it is the cheapest means of transport and beneficial for common man. As compared to railways no other cheaper means of transport is available which could prove beneficial for people. It is the only Department which facilitates safe travel. Lakhs of people die daily in road accidents. Railways is the only cheapest means of transport ensuring safe travel for lakhs of people.

Therefore, I would like to say that our aim should be to complete the projects in time so that we would improve our achievements. As you are aware that if we make delay then it increases the cost of project while the projects which are completed in time prove more beneficial for us. The criteria for profit and loss is that if any project is completed in 4 years instead of stipulated 2 years then the cost will escalate to double while if it is completed in time, it will result in saving that extra cost. Hence we should complete the projects in time only.

Sir, the Department of Railways has been facing the shortage of engineers at some places and the technical failure can lead to serious accidents. We should be vigilant in this regard and the manner in which we are increasing the speed of our trains, number of trains, efficiency alongwith that we should also appoint qualified engineers to remove the technical problems. With these suggestions, I would like to submit that Faizabad-Ayodhya which is a religious place be connected to Prayag, Chitrakoot and Trivandrum. Bahaich is known for timber trade. There are lots of forests in northern India. Though a lot of timber trade is done in tarai region but they do not stand to gain out of it. This line should be connected upto southern India. It would prove beneficial for the people working in timber industries. The Government should consider doubling of railway line from Gorakhpur to Ayodhya, Ayodhya to Prayag, Prayag to Chitrakoot and Trivandrum. It would be beneficial for the entire country. With these suggestions, I conclude my speech.

*[English]*

\*SHRI KIREN RIJJU (Arunachal West): Sir, the Hon'ble Railways Minister had declared during the presentation of Railway budget for giving the Status of Boghibeel Bridge and Rangiya-Morkungselek as rational project. The Finance Minister is not seem to be keen to follow your declaration and there was slight confusion to the execution of projects. I had demanded in earlier occasion also about the immediate speeding up of the two projects. I had placed my demands before our meetings with the officials of the Railway Ministry and the Railway Board.

Since Arunachal Pradesh is the only State in the country which is yet to be connected with Railway physically, the quotas of berths given to all the districts should be immediately increased and the computerized

reservation system needs urgent revamp and strengthening. The travel duration of all the trains running from North East and connecting to all the other parts of the country must be curtailed by reducing the numbers of stoppage stations and increasing the speed of the trains.

The Security of all the Trains must be increased because in the past there were incidents of loots, violence, molestations and thefts committed against the people of North-East. There must be adequate measures for railway safety by adopting various scientific measures and vigilance through out the routes.

Finally, I would like to request the Hon'ble Minister to ensure hygiene in the Railway Stations, inside the coach and the food quality must be improved urgently.

*[Translation]*

\*SHRI HARIKEWAL PRASAD (Salempur): Sir, regarding the Demand for Grants for Railways presented in the House by the hon'ble Minister of Railways, I would like to submit that these public funds should be utilized for improving passenger amenities and strengthening the basic infrastructure of Railways. Along with this the hon'ble Minister should pay equal attention to the railway in the whole country, so that, there may not be regional imbalance in terms of Railways and there may not be discrimination against any one. The announcements and the assurances given by the hon'ble Minister during the budget speech or the presentation of Demands for Grants should also be sincerely translated into reality. I would like to remind the hon'ble Minister of Railways that in his second budget speech he had announced that the survey work for laying new railway line from Barhaj Bazar to Faizabad via Doharighat of Ramjanaki marg would be taken up but till date the said work has not been started. Similarly, during the question hour today the hon'ble Minister of Railways stated that shops will be allotted through the Committee to those petty shopkeepers who are running their shops on railway land for a long time and supporting their families. However, in my parliamentary constituency, Divisional Railway manager has issued orders to demolish the shops of petty shopkeepers who have been running their shops on railway land for more than 30 years. After the intervention of the Chairman, Railway Board, all these 403 shopkeepers had submitted application through Street Venders Primary Consumer

[Shri Harikewal Prasad]

Cooperative Society limited to the office of the Divisional Railway Manager, Varanasi and on the basis of which spot inspection was conducted by the officers and the entire formality of allotment was completed. But keeping aside the rules, Divisional Railway Manager passed orders to dispossess those poor shopkeepers whereas the said matter was also brought to the notice of the hon'ble Minister of Railways.

Sir, catering system in Railway has been in bad shape. On the one hand while the quality of food is deteriorating, on the other hand prices are also increasing. The condition of other passenger amenities is also the same. Trains run late by hours, however, no attention is paid towards this problem. Similarly, though new trains are introduced blindly for Bihar but backward and neglected areas remain deprived of this facility. The situation regarding the passenger security is very critical. The incidents of poisoning and dacoity in passenger trains are continuously increasing. Instead of providing security to the passengers, Railway protection force and GRP personnels extort money from the passengers and also rob them whenever they get opportunity. The vigilance department of Railway itself is under suspicion. There are several such vigilance inspectors in North Eastern Railways Gorakhpur who give misleading report to the department after taking bribe. The railway officers are becoming autocratic. Even the replies sent in response to the letters from MPs remain misleading and facts are suppressed and the element of public interest is completely neglected.

Scheduled caste quota has not been filled so far in Railways. Large number of forward class candidate have been recruited on the post of safai Karamchari after taking bribe. Similarly, gross irregularities and discrimination is being committed in the recruitment of Class IV staff and in giving appointment on the compassionate grounds in North Eastern Railway Headquarter, Gorakhpur. Unqualified candidates are being helped by some professionals in passing the examination after taking money. Through you, I would like to make following demands to the hon'ble Minister.

Doubling and electrification of Barabanki Chhapra rail line in North Eastern railway should be done at the earliest. Stoppage of Bihar Sampark Kranti and Garib Rath should be provided at Deoria Railway station in North Eastern Railways about which the hon'ble Minister has given assurance. Computerisation should be done at Bhatani junction of Varanasi Division, engine shed should

be constructed and the railway hospital, which is at present closed should be reopened. Beautification of Bhatpar Rani station should be done and the dilapidated building should be reconstructed.

The computers which have been removed from Salempur station should be re-installed for issuing tickets. The station should be given the shape of a model station while making provision for a rest room as announced in the past. Krishak train should be given a stoppage at Nunkhar station as provided in the past. The stoppage of Intercity Express should be ensured at Kiriharapur and Nunkhar station as given in the past. Babu Dham express and Durg express should be given a stoppage at Salempur and Biltheraroad stations. An over bridge should be constructed on the southern end of Salempur station. A train should be introduced from Barhaj Bazar to Sewan, Chhapra junction and Gorakhpur. The dilapidated rail section on the southern end of Biltheraroad station should be re-constructed and a rest room should be constructed. An Intercity express announced in the past between Gorakhpur-Chhapra should be introduced. The culvert between Biltheraroad and Turtipar stations should be constructed immediately.

\*SHRI K.C. PALLANI SHAMY (Karur): Hon'ble Chairman Sir, Vanakkam, I would like to extend my support to the Supplementary Demands for Grants for Railways and before I could commence my speech, first of all, I would like to place on record my deep gratitude and heartfelt thanks to our leader Dr. Kalaignar Karunanidhi and Thalapathi Mu.Ka. Stalin, the lieutenant of our Dravidian Movement who have enabled me to speak on the floor of this august House now. I would like to congratulate and thank our Hon'ble Ministers for Railways both Shri Lalu Prasad Yadav and Shri R.Velu for ensuring that Indian Railways is functioning as an unparalleled Railways System in the world. There were plans and schemes during the previous regime also. But most of them were not translated in to action. Now, with our Hon'ble Prime Minister Dr. Manmohan Singh at the helm of affairs Railways are planning projects and implement them successfully now. Facilities have been updated to book tickets in advance. Rail reservations can now be made through internet and can be made in Post offices and petrol pumps too. They are functioning efficiently now. It is also appreciable that efforts are on to go in for dedicated freight corridor to move cargo speedily. Projects in this regard have been evolved. We are happy and proud of these pioneering projects which

\* English Translation of the speech originally delivered in Tamil.

will go a long way in giving a pep to our growing economy of our Nation paving way for Economic Development. Railways are performing better now under the able and dynamic stewardship of Shri Lalu and Shri Velu. I would like to put forth two or three demands on behalf of the prople of our state and of my constituency in particular. Our Hon'ble Railway Minister had announced in the last Budget the doubling of the lines between Villupuram and Dindigul. Rs. 250 crores have been earmarked for this 273 Kms. long track. I would like to urge upon the Railways to take up this project with the release of funds in time. This rail route is the life-line of Tamil Nadu and this doubling needs to be completed at the earliest. You may kindly inform this House about the progress of this project and at what stage this project remains as of now.

Nextly I would like to place a demand before you for a project that pertains to my constituency Karur. I request you to go in for electrification of the line between Tiruchirappalli and Erode. This will greatly benefit the rail passengers in this section and hence I urge upon you to consider this project.

Linking Karur with Salem is yet to be completed and remains to be commissioned for the past 8 years. Not even 25 percent of works have been taken up as yet. The reason for the delay is ascribed to be the non-apportioning and non-release of funds. Railways were also saying that they did not get adequate cooperation from the state administration. But that is past. In the last one and a half years, under the leadership of our Chief Minister and our leader Dr. Kalaignar Karunanidhi, the Government of Tamil Nadu has been extending co-operation. Several pending Court Cases in the Namakkal area have been disposed off amicably to pave way for its speedy implementation. The process of land acquisition for the Railways has been speeded up. When the legal entanglements have been sorted out I do not know why there is a delay. I would like to have an explanation from the Minister for Railways as to why there persists a delay. I urge upon you to complete the project as announced by you within ten years. More or less eight years are over now. In the next two years you may kindly take steps to complete this project of linking Karur with Salem. You have just two more years of tenure and hence it is necessary to complete by 2009. Necessary funds may be allocated and released to accomplish the task at the earliest.

Apart from several culverts, a river bridge construction has to be completed for carrying out Salem-Karur Railway

line. I understand that even the floating of tenders and finalizing the same has been done and I hope the works will commence soon. I urge upon you take up this project and complete it on a fast track basis.

I would like to thank you on behalf our leader Dr. Kalaignar Karunanidhi and on behalf of our party Dravida Munnetra Kazhagam and on behalf of the people of Tamil Nadu for the setting up of Salem Railway Division with Salem as its Head Quarters.

Hon'ble Railway Minister has spelt out on several occasions about the linking of Chennai Egmore Railway station with Chennai Central Railway Station. The out-station passengers alighting at these stations think that Chennai Central and Chennai Egmore are very far from one another though they are very near to each other. This was pointed out by our Hon'ble Chief Minister and our leader Dr. Kalaignar Karunanidhi and also by Dr. Maruthuvar Ayya during the Salem Railway Division inaugural function. Hence I request you to go in for providing direct linking of Chennai Central with Chennai Egmore. Not only the people of Tamil Nadu but all the passengers coming from different parts of the country will be greatly benefited by this rail linking of Chennai Central with Chennai Egmore station. This important project may be taken up and completed as early as it can be to bring people closer to the Railways after being enlightened that these stations are nearer than ever before.

17.00 hrs.

I have made repeated requests many a times to introduce a passenger train between Karur and Tiruchi. The office goers, Railway staff, students and the labour class would be greatly benefited with the introduction of a passenger train linking Tiruchi with Karur. The reason assigned for the delay in considering this request is that the lines are inadequate. You are saying that even between Chennai-Tiruchi a maximum stretch remains to be single line. Atleast after doubling up of Railway lines between Villupuram and Dindigul you may take up Tiruchi-Karur railway services augmentation and expansion.

I would like to point out that Karur is an Industrial city as the hub of weaving industry. About Rs.5000 crores worth of woven goods are exported from Karur every year. Thus our town Karur earns foreign exchange in a big way. Hence this important export hub must get a better deal. There is only one train available now to go

to Chennai from Karur. This may kindly be increased atleast by one more train. With this I conclude.

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Mr. Chairman, Sir, I express my gratitude to you for providing me an opportunity to speak on the supplementary demands for grants. I have been expressing my opinion on each Railway Budget presented during the Thirteenth and Fourteenth Lok Sabha. My constituency is Aurangabad, however, I would refer to entire Marathwada. I have raised issues in regard to Marathwada railways several times and with positive results. It began during the tenure of Shri Nitish Kumarji, and Km. Mamtaji and the Government of hon. Atal Bihari Vajpayeeji extended support to the Marathwada region and now the Government of hon. Manmohan Singhji, too, through hon. Minister of Railways Lalu Prasadji has come forward to extend their support. I express my gratitude to them. I extend my felicitations to Lalu Prasadji for the unparalleled job, he has performed by earning for Railways a profit to the tune of Rs. twenty five thousand crore. I would have felicitated him more heartily, had he been here. I also welcome the introduction of the train from Latur-Usmanabad from 7th December. The Railways has a vast network. There are demands from several areas from all the Members, such demands will never diminish, they will continue to increase. However, the number of passengers in trains is swelling, and the traffic is also increasing. The Central Government should give maximum grants for it. Till now the demand has been for Rs. 60,000 crore, if the demand is still higher it is not a big deal.

17.05 hrs.

(SHRI VARKALA RADHAKRISHAN *in the Chair*)

Mr. Chairman, Sir, I have a long pending issue to raise. It is in regard to Marathwada. When States were constituted on linguistic basis in the country then all the districts speaking one particular language were assimilated in one State. Similarly, our Marathwada region which was under the Nizam's rule in Andhra Pradesh was reconstituted after the agitation in 1960 as Maharashtra and we became a part of Maharashtra. We Marathi speaking people are associated with Mumbai and Mumbai is the capital of Maharashtra. We have always been raising this demand and there has been widespread protest in Marathwada that our Nanded division under South Central Railways should be connected under Central Railways from Mudkher and Dhamabad. It is our

long-standing demand. Once a proposal to this effect was to be brought in the Cabinet, however, it was put on the back burner owing to some incident in Bihar. I would request Lalu Prasadji, Veluji and Rathwaji that Marathwada should be removed from the South Central Railways and connected with Central Railways. Since we are linked with Mumbai more than we are with Hyderabad, therefore, our demand for establishing connectivity with Mumbai should be fulfilled.

Mr. Chairman, Sir, I would like to say that out of five railway lines of Marathwada, the first being Mudkhed-Adilabad, second Sikendrabad-Mudkhed-Janakampet-Bodhan, third Akola-Purna, fourth Mirz-Latur and fifth Ahmednagar-Beed-Parlibaiznath, only the work of Mudkhed-Adilabad has been completed. Besides, Mudkhed, Janakpet-Bodhan is on the verge of completion. The work on Akola-Purna railway line may also be completed in the next three-four months. I would like to thank you for expeditious completion of these projects. The work on Miraz-Latur line is also in progress. Shri Laluji is going to inaugurate Latur-Osmanabad project on 7th December, however, Ahmednagar-Beed-Paralibaiznath project about to cost Rs. 428 crore has not yet been started. Till now, only a sum of Rs. 10-15 crore has been released for this project, but even that amount is not being spent. This route is very important and if this project is undertaken, a very big task would be accomplished since, many agitations had been staged for this project. There is no railway link with Beed city of Maharashtra. If this work is completed, the western Maharashtra will get connected to Marathwada. I would like to request the hon'ble Minister to grant Rs. 600 crore in the next year's budget for the five lines of Marathwada, mentioned by me. I would like to facilitate Shri Laluji for earning a profit of Rs. 20 thousand crore for the Railways during his tenure, and request him to grant Rs. 600 crore out of it to Marathwada. If Rs. 600 are granted for this project, the demand of Marathwada would be fulfilled.

Sir, the discussion on supplementary demands is going on in the House and South Central Railway and Central Railway has found no mention in the booklet of supplementary demands. Therefore, I would like to raise the issues related to the railway budget in today's discussion only so that the Minister of Railways may not ignore these issues at the time of preparation of the railway budget, but shall be able to take reference from it.

Besides that, we have another very important demand. I would like to tell Shri Veluji that people from



South come to our state for 'darshan' of Shirdi and people from Maharashtra go to South for 'darshan' of Tirupati. The shrine of Sai Baba is located in our State, we can visit it whenever we wish. But we are attracted to Tirupati also. People from South India, whether it is Andhra Pradesh, Tamil Nadu or Karnadaa, come to Maharashtra for 'darshan' of Shirdi. Similarly, I have spoken many times about laying a route to link Tirupati with Shirdi. Shri Basaiye Bandhu, an ex-MLA of Bhartiya Janta Party had made a demand in this regard many a times and had staged agitation also, but did not succeed. I would like to make this demand on their behalf. Rolegaon-Puntamba line requires Rs. 37 crore. If this amount is spent, then the Shirdi and Tirupati line will get final clearance. Once, MPs, from South had also attended the meeting of South-Central Railways with me. They too had proposed this. But one part of it lies in Central Railways and the other part in South Central Railways. Therefore, the people of Maharashtra demand that they do not want South Central Railways but the Central Railways because injustice is being done to us.

Laluji may visit us. I have welcomed him and I express my gratitude to him. He has done very good work for Marathwada and he is going to inaugurate a railway project in Osmanabad on 7th December. But I would like to say that the people of Maharashtra who go to Shirdi for darshan of Sai Baba, always visit Tirupati and people from South come from Tirupati to Shirdi. Rolegaon-Puntamba is the direct rail route to link these two pilgrim sites. Veluji, as Shri Lal Prasadji has visited, therefore, I am taking one more chance. I would like to request the hon'ble Minister that it will be good if survey work of Rolegaon-Puntamba rail line is conducted. After conducting the survey, this train will start running and all the people would be able to visit these shrines. I had made a request in this regard to him many times, and the people also have made a request to him on the issue.

[English]

MR. CHAIRMAN: There are a number of Members to speak. It may go even upto midnight. We should give a chance for others also to speak.

[Translation]

SHRI CHANDRAKANT KHAIRE: Mr. Chairman, Sir, I am concluding my speech within five minutes. There is single line in Manmad-Munder-Marathwada, which is the

main part of Maharashtra. The doubling and electrification of this line should be carried out so that people can get direct link from Mumbai. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Those who want to speak may submit their written statements so that time can be saved. Whatever you want to say can be put in writing.

[Translation]

SHRI CHANDRAKANT KHAIRE: Sir, I am yet to conclude my speech. ...*(Interruptions)*.

[English]

MR. CHAIRMAN: Shri Khaire, you can also put the requirements concerning your constituency in writing.

[Translation]

SHRI CHANDRAKANT KHAIRE: Sir, there are twelve Members from Shiv Sena. If, the time is not allotted, it would be injustice to Maharashtra. ...*(Interruptions)*. Through you, I would like to submit to the hon'ble Minister of Railways that Sholapur-Jalgaon is an old route. Many freedom fighters had staged agitation for connecting Jalgaon to Sholapur. ...*(Interruptions)*. The train from Khandesh to Western Maharashtra should be introduced. This is a very old demand. The survey of Sholapur-Tulzapur-Dharashur-Osmanabad-Beed-Gebrai-Pardhan-Sambhajinagar-Aurangabad-Sillaur-Ajanta-Jalgaon route should be conducted. If orders for survey are issued, then the survey will get completed in one and a half years. Thereafter, out of the profit of Rs. 20,000 crore earned, for which I have felicitated him, please spend some amount on this project. ...*(Interruptions)* Sir, similar is the case of Jalana-Khamgaon. Orders should be issued for conducting the survey of this route also. Sachkhand Express is not having first class compartment. The people of Sikh community visit that place. Therefore, I would like to request him to introduce A.C. first class in that train also. ...*(Interruptions)* Sir, I would like to request him to introduce two-three new trains. The train to Bangalore starts from Nanded. The Hampi-Express which runs from Nanded to Bangalore should run from Nanded four days a week and on rest of three days, it should run from Aurangabad. This is my submission. I would also like to state about mega block.

[Shri Chandrakant Khaire]

[English]

The work of mega block of Nanded Division which was in progress has now been hampered due to non-availability of funds.

[Translation]

He should allocate funds at any cost. The funds of Rs. five crore only are to be released.

[English]

So additional funds are required to complete the work.

[Translation]

This work of Nanded will also get completed by the time of Gurutagadi Programme.

Sir, the hon'ble Minister had introduced a train to Patna on my request. I felicitate him for Patna. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Brahmananda Panda, you may speak.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record. Shri Panda, you kindly speak now. He will not stop.

...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except the speech of Shri Brahmananda Panda.

...*(Interruptions)*

MR. CHAIRMAN: Mr. Minister, because of your presence, he would not stop.

...*(Interruptions)*

[Translation]

SHRI LALU PRASAD: Mr. Chairman, Sir, I would like to request the hon'ble Members, as it is a

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\*Not recorded.

supplementary and small budget, on which I will give a brief reply, therefore he should speak in brief.

If the demands are put at the time of presentation of regular budget in February, it would prove beneficial because I would be able to take up new schemes at that time only. Therefore, be brief about your segment. I shall call a meeting of the MPs. It would be appropriate to present his suggestions in writing in that meeting. If he gives in writing, I will study them by that time. I have also asked those hon'ble Members who have given long speeches to be brief. Therefore, hon'ble Members should give their suggestions in writing so that we are able to pass this supplementary budget by 8 p.m.

[English]

MR. CHAIRMAN: Those hon. Members who would like to participate in the discussion may kindly follow the suggestion of the hon. Minister. What he has said is perfectly correct. It is a discussion on only Supplementary Demands for Grants, which is for the additional expenditure to be incurred during the current year. He cannot take up any new scheme. You can speak about all these projects when the main Railway Budget is presented. All these matters can come up then. It is only for the additional expenditure to be incurred for on-going projects. So, confine your speech as suggested by the hon. Minister.

...*(Interruptions)*

\*SHRI A. SAI PRATHAP (Rajampet): Sir, I raise to support the Bill Presented by the Honourable Railway Minister Shri Lalu Prasadji.

Sir, I hail from the Backward Region of Rayal Seema of Andhra Pradesh. Sir, I have moved the important needs belong to the area's in Rayala Seema districts. Sir mainly new line which has been discussed here in this August House several times. Sir, new line between KADAPA BANGALORE is one of the important line which is again passes via L.R. Palli Rayachuti Madavapalli Ramasamundran KOLAR BANGLORE (The Lost Estimate) shows Rs. 673.71 crores. Sir Honourable Railway Minister Lalu Prasadji expressed and read in his last Budget Speech that this Kadapa Bangalore line will be considered on priority because the honourable Chief Minister of A.P has given his consent to share 50% of the cost out of the total cost.

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\*The speech was laid on the Table.

Sir, I pray for your kind approval and sanction at the earliest so that this line will touch most backward and naxal affected areas. Again it touches seven assembly segments both in AP and Karnataka state or even more.

Sir, The ROR Factor has crossed 14% above, so please keeping in view above stated facts please bless this line to the Backward area people and the same to be announced today or in the coming Budget for the year 2008-2009 and bless the people who need this facility and awaited since sixty years.

Sir, I again bring to your kind notice that the Gauge Conversion between Pakala Dharma Vanam is again one of the oldest Railway line, Last Budget released only 85 crores. Sir, Kindly release 150 crores in the coming Budget and see that the line is completed in years as promised and as announced in your Last Budget Speech.

Sir, Allot another 127 crores to complete new line work which is running let Erraguntla and Nandyal so that it will be shorter route to Hyderabad and again to many coastal Andhra areas even to Delhi. Sir, ROBs & RUBs to be considered in the state A.P on 50% sharing basis. Sir I pray your kind attention to complete long pending Doubling and Electrification work between Nandalore to Gooty this is one of important line and revenue generating line to the Railways. Sir, EMU & DMU trains to be introduced between Nandalor to Renigunta and DMU from Nandalor to Thadipathri. Sir, you have promised to introduce these passenger trains in your last Budget Speech, so if you consider these trains first time and people will see and enjoy this facility, will all this I once again support the Bill and conclude my speech Sir.

SHRI BRAHMANANDA PANDA (Jagatsinghpur): Mr. Chairman, Sir, I extend my heartiest thanks for giving me this opportunity to participate in the discussion on Supplementary Demands for Grants (Railways) for 2007-08.

I represent the Biju Janata Dal, the regional party of the State of Orissa. The Railways have played an important role in the economic, social and cultural upliftment of this country. No part of the country shall be discriminated against or neglected so far as development of railway infrastructure is concerned.

My State is unique. It has vast mineral resources, excellent tourist sites and skilled human resources. My State is the holy land of Lord Jagánnath, who preaches

the theme of peace, tranquility, universal brotherhood and national integration from the time immemorial. The hon. Minister is dynamic and has taken extensive work throughout the country for the all-round development of different regions of this country:

In this context, I would like to appeal to the hon. Minister of Railways that my State, Orissa, should not be discriminated against so far as the development of railway infrastructure is concerned.

Sir, as you know, the hon. Chief Minister of Orissa, who has initiated an industrial revolution in the State, has recently signed a number of Memoranda of Understanding with different steel plants, power plants and high capacity ports along coast line of Orissa. Orissa, which is a backward State needs appropriate economic push. As the hon. Minister of Railways is crying for the upliftment of the poor, uplift of the Aam admi, upliftment of the Dalits, it is obligatory for him to develop Orissa's rail infrastructure as it is dominated by Scheduled Castes and Scheduled Tribes. In most of the parts of the State, there is no railway network and the tribal people have also not seen the rail revolution and are out of the service network of Indian Railways.

Sir, on different occasions, we have also made representation to the hon. Minister, thereby bringing to his kind notice that many on-going railway projects have not been completed. So, as a result, the State is suffering very much. I would like to know from the hon. Minister as to when these on-going projects are going to be completed since it involves the issues relating to economic prosperity of the people of Orissa. Projects which were initiated in the years of 1992 and 1995 have not yet been completed since there is no sufficient allotment of funds to those projects. That is why, the hon. Chairman of the Standing Committee of Railways as well as Members have expressed their concern in this regard that since Orissa State is a backward State, those projects should be completed on war-footing basis.

Sir, I would like to mention here that doubling of Khurda-Puri railway link is the need of the hour. This matter was highlighted by my leader, hon. Shri Braja Kishore Tripathy on a number of occasions.

Sir, as you know, Puri has become the spiritual centre and attraction for not only Indians but also for the foreigners. As you know, Salabeg, a Muslim and Dasia Bauri, a Scheduled Caste were great devotees of Lord

[Shri Brahmananda Panda]

Jagannath. So, Lord Jagannath stands for universal brotherhood, communism, socialism and he is the real theme of all religions and faith. ...*(Interruptions)*

MR. CHAIRMAN: Now, the hon. Minister has already clarified the position. The Members can make only points. Supplementary Demand for Grants is the discussion and the Government Resolution. So, no project will come under discussion.

...*(Interruptions)*

SHRI BRAHMANANDA PANDA: Sir, Paradip-Haridaspur railway project and second bridge on Mahanadi river bridge, all these important projects have not been completed. So, I would request the hon. Minister to give priority in this regard. So far as other parts of the State are concerned, viz, western Orissa and southern Orissa, those parts are not well connected so far as railway is concerned.

Sir, as we are observing 150th year of Independence, as you know, Veer Surendra Sai has contributed immensely for the Independence of this country. That also includes Jai Raj Guru and Bauxi Jagabandhu Vidyadhar Mahapatra.

Under the circumstances, I would appeal to the hon. Minister that in the name of these great freedom fighters, who have contributed a lot in ousting the Britishers, some super-fast express trains should be introduced from Puri to Delhi and from Sambalpur to Delhi. The entire country should be well connected.

I now come to the Garib Rath. It was the dream of the poor people. A Garib Rath should have been introduced from the State of Orissa. My Chief Minister has demanded that Rs. 2,000 crore should be given to the State of Orissa under the Special Plan for improving railway infrastructure and its development ...*(Interruptions)*

MR. CHAIRMAN: Your Party's time is over. You can give it in writing. We have no time.

SHRI BRAHMANANDA PANDA: Next, frequency of trains is another important issue. I would, therefore, appeal to your highness to consider this. If the hon. Chairman permits me, I shall submit my written demands and lay the written version on the Table of the House. Since you have granted me enough time, I extend my hearty thanks from the innermost corner of my heart.

\*SHRI PRALHAD JOSHI (Dharwad North): Hubli-Dharwad twin city is second largest city in Karnataka next to Bangalore. This city besides being a big trading centre and hub of IT also noted educational centre. Since city is also fast growing in terms of trade and industry, the size of the railway travelling public is also increased. Presently two intercity trains are running between Hubli and Bangalore which starts from Hubli Junction. Dharwad is just 20 km. away from Hubli and the people are consistently demanding the extension of intercity till Dharwad. I have also taken up this matter from GM South Western Railway to Railway Ministry many times. There have been agitations by public. This demand is genuine and well founded. Unfortunately so far the railway has not opened its eyes to this public outcry.

There has been a consistent demand by Railway travelling public in Hubli-Dharwad for new night trains from Hubli to Bangalore and Hubli to Mumbai. The traffic density on these lines has increased considerably. Even after continuous appeal from the public, the railway has not cared to honour this demand and hence people are getting restless.

There is also demand for change of timing of Ranichannamma Express. Since train No. 6590, 6589 is not running in time and hence people are pressing for termination of this train at Miraj instead of Koilapur. The root cause for its running behind the schedule time is unnecessary extension up to Koilapur. For this reason it is many times suggested to SWR to run Ranichannamma at 10 pm from both Bangalore and Hubli.

I also would like to urge upon Government about some of the following matters relating to South Western Railway Hubli.

Hubli-Ankola new-broad gauge Line—This is a dream project capable of ushering in a new era of economic growth of the region is almost on the edge of being approved by G.O.I. In this background, it is requested substantial funds to be earmarked for the works in the financial year.

Maintenance and Cleanliness in trains and railway stations: There are serious complaints from the public about maintenance and running of the many trains relating to SWR. Most of the bogies are very dirty and periodical cleaning is not taken up. For example Morning intercity

train running between Hubli and Bangalore is almost a bundle of many irregularities like the train always running behind the schedule, the nuisance of the hawkers and non-attending of the railway staff to the cries of the passenger. The same is the fate of many other important Express trains like Ranichannamma, Goa Express and other trains running between various destinations. The menace of the passengers rushing into reserved bogies has become a common feature to which the coach conductors and TTs are just mute spectators. That is why the people are complaining. This all happens with their connivance. I have been repeatedly bringing it to the railway authorities but nothing is done to improve the system. I urge upon the Railway Ministry to immediately do something for maintaining cleanliness in the railway bogies and for this to ensure periodical cleaning of the bogies of the trains, which have a long run.

Neglecting of Local MPs by SWR: I would also like to bring it to the notice through you Sir that the SWR authorities are not inviting the local MP for various programmes they organize to mark the launching of various developmental projects. They seem to be not serious about the protocol guidelines issued by the Government from time to time. Even they seem to have no courtesy in intimating about such programmes to local MP and other representatives of the people. Recently I came to know on reading newspaper the General Manager of SWR himself inaugurated many events to which I was not even formally invited leave away requesting for my presence in the function. This sends very wrong signals to the public that the local representatives are not with the developmental activities of the Railways. The serious note of this is to be taken by the Government.

In view of the above, I urge upon the Government to take the serious note of all these demands and set right present inconvenience of the public.

SHRI PRABODH PANDA (Midnapore): Hon. Chairman, Sir, this is a debate on the Supplementary Demands for a certain amount of money. So, the scope is very limited.

MR. CHAIRMAN: There is a very limited scope of this discussion.

SHRI PRABODH PANDA: That is what I am telling. So, there is a very limited scope of having a discussion on this.

At the same time, I must appreciate the hon. Minister's performance that he has tried to put the railways

in the right track. I appreciate his ideas particularly for the benefit of the backward sections of our country in the matter of railways. But the idea is not reflected in different sectors.

First, I am coming to the Supplementary Demands. Though it is limited, yet it is seen that it confines only to five Zonal areas. So, it is discriminatory. The problems of the other Zones have not been taken up for consideration. The South-Eastern Railway, the Eastern Railway have all been left out. Whatever may be the limited scope of the Supplementary Demands, it should not be discriminatory. That is my first point.

Now, I come to the land problems. I generally appreciate and endorse the move taken by the Railways to recover its land from the encroachers. But the fact remains that—Shri Lalu ji and Shri Velu ji are aware of the fact—in the railway lands near different railway stations, a huge population is staying there not right now but the people are staying there for decades together. So, if you take them and put them in the same bracket as encroachers, the problem will not be solved. Thousands of people are staying.

I would like to refer to the Kharagpur railway station. The hon. Minister is aware of the fact that not less than 30,000 panelists are staying in the railway land. They have come from their land and settled there from the very inception of the Kharagpur Railway Junction. If you evict them from the railway land, then another social problem will come up. So, you have to think over it.

I would now refer to the Acts and Bill that have been passed in this House itself with regard to Delhi. In the Delhi Municipal Corporation area, marginal farmers, marginal sections, downtrodden people are staying for decades together. We have passed some sort of a Bill in favour of them. So, the Railways should also think of its matter on par with this. In respect of the poor people who are residing in the railway land for decades together, their problems should be take up for right consideration.

Secondly, about leasing out of the land, I would like to say this. You are leasing out the land for commercial purposes. It is understood.

But, commercial purpose does not mean that poor people will not get the benefit. In Khadakpur railway station, when Shrimati Mamata Banerjee was the Minister, dismantling took place like anything. A promise was given

[Shri Prabodh Panda]

that when the complex will come up, poor people will have a proper place. Now that the complex has come up, but the rent is so much that no poor person or small businessman will this opportunity to take a stall in the complex itself. So, the rates of the Railway built houses should be reviewed. Huge railway shops are lying vacant in Sealdah, but nobody is coming to have them. For taking these railways stalls, lakhs of rupees are required. So, don't put everything in the same bracket. You are for the joint venture, but not for the poor person, not the poor businessman and not even the middle businessman. For hawkers and middle businessmen, should be considered. That is my appeal.

Secondly, it is good that some money has been allocated for building new coaches, second class coaches. But, even in new coaches, for coaches which ply not more than 400 kms., no toilet facility is there. When you manufacture second class coaches, please bear in mind that some coaches should be constructed where the toilet facility should be there.

Sir, I am putting another problem before you. There are some junctions such as Kharagpur. This railway junction is situated in a higher place, while the municipality is located in a lower place. So, no planning is possible there. There is no coordination between the local administration and the Railway Administration. So, this problem can be solved if the Railway Administration and the local municipality administration of this area can be clubbed together. They can be converted into a corporation. Whether Railway is the real authority or the Urban Development Department is the real authority—I don't know. I am putting up this problem now so that, that area can be upgraded to a corporation and the people can be benefited.

Now, I come to point of quarters. Huge quarters of Railwaymen have been dismantled, but no new quarters are coming up. Road, drainage system, lights all are in a bad shape. So, you should take into consideration all these things.

Another point is about doubling. When the full Budget will come, we will put everything before you and I thank Laluji who has approached us with happiness so that we can write to him so that everything may be taken into consider in the Railway Budget. You see that are servay works which are being done for doubling from Kharagpur to Mednipur. You are aware of the situation. You know it better. So, I think in the coming Budget, this part of the

doubling should be taken up. All these things were all that I had to say. For more things that I have to say, I must write to the Railway Minister. With these words, I conclude, Sir.

\*SHRI KHAGEN DAS (Tripura-West): While participating in the discussion on the Supplementary Demands for grants for 2007-08 on Railways, at the outset I would like to say that Indian Railways is the symbol of our National Integration. This basic aspect has not been given due importance in the past 60 years of independence. It is unfortunate that Railway Ministry could not come out from the national outlook for providing desired benefit of this most important mode of communication to the far-flung areas of the country. Had such action been taken on time, many of our present day problems on National Integration would not have arisen.

Here I can cite one glaring example of discrimination.

In North East States, Railways line is less than 1 km. per 100 sq. km. which is less than half of national average. As many as seven States Capitals of North East Region are yet to be connected with rail. The region is most backward in communication and there is a sense of neglect and deprivation amongst the people of the region. The people who are at the helm of affairs at the Centre do not ready to take lesson from the past.

In this connection, I would like to draw the attention of the Hon'ble Railway Minister to the commitments given in the 'National Common Minimum Programme' of the UPA Government. I quote "All North Eastern States will be given special assistance to upgrade and expand infrastructure". I hope the UPA Government must be sincere to its commitment.

Coming to my state Jaipur, the Railway line has come upto Man and construction of railway line upto Agantala is in progress but despite being "National Project" there has been time overrun.

Extension of this line beyond Agantala upto Subroom has been a long standing demand of the people of Tripura. Once Subroom is connected, it would facilitate connection of the North Eastern Region with the Chittagong part of the Bangladesh and with this link in position, Tripura can become the gate way for trade and commerce to other South East Asian countries.

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\*The speech was laid on the Table.

Under BIMSTEC & SAFTA, India has entered into trade agreements with the neighbouring countries which includes Bangladesh. This would ensure substantial flow of goods across international borders in the North Eastern Region and to take care of this growth in traffic. The Agankla-Subroom-Chittagong line has become a necessity.

North East Region including Tripura has been confronting with the anti-national insurgency problems for the three decades. It is admitted fact that backwardness and under-development is one of the root cause of this insurgency problem. Speedy development of modern system of connectivity can bring a sea-change in this region.

The Standing Committee on Railways also recommended that—I quote “The expansion of Rail network in the North Estate Region is imperative for socio-economic developments from strategic relevance.

It may be mentioned here that the North Eastern States are economically must backward. In spite of this, the Left front Government of Tripura has agreed to bear 15% of the total estimated cost of the project.

Rail connectivity can play a vital and pivotal role to remove the cloud of uncertainty and the sense of deprivation prevailing in the minds of the people and therefore considering the paramount importance of this line for the socio-economic development of the backward region and given its strategic importance. The extension of the line up to Subroom must to be immediately taken up.

*[Translation]*

\*SHRI S. MALLIKARJUNAIAH (Tumkur): Sir, Hon'ble Railway Minister has discriminated the state of Karnataka while giving approval to various railway projects, including electrification, gauge conversion and doubling the railway lines. Several railway projects are pending before the Railway Ministry for the last 15-20 years.

Hence, I humbly request the Hon'ble Railway Ministry to consider some of the most important railway projects in this Supplementary Demands for Grants (Railways) 2007-08.

Sir, doubling of the Yaswantpur-Tunkur railway line was announced during the year 1991, when Shri Jafar

\*English Translation of the speech laid on the Table in Kannada.

Sharif Ji was in the helm of affairs. But this work is yet to be completed. The work is going on at a snail's pace and it has created lots of inconvenience to the people. So this work should be completed as early as possible. Despite my repeated requests the Railways has not taken up the electrification work of Tumkur-Yaswantpur railway line. Since Tumkur is only 70 Kms. away from Bangalore the number of travellers in this route has been increasing gradually.

Near Upparahalli in Tumkur a R.O.B should be constructed for the convenience of 50 thousand people living in this part of the city. Both the old and new lay outs of the city are very much crowded.

All the railway stations situated between Yaswantpur-Tumkur-Arasikere should be made 'Model' stations. Gates should be constructed at all the railway crossings. Number of passenger travelling between Banasandra and Tumkur is also increasing. That is why more trains should introduced in this route.

Since good number of school and college going students are commuting all the trains including Express trains should have a stoppage at Karadi station at least for 2 minutes. Necessary instructions should be given to concerned authority.

Apart from this at least 4 more general bogies should be attached to the Karnataka Express trains running between New Delhi and Bangalore city. As far as the ambitious Bangalore Metro Rail Project is concerned the process of work is very slow due to lack of funds. Hence more funds should be released to speed up of this project.

I hope the Hon'ble Railway Minister would consider all these genuine demands of my people and I also urge upon the Railway Minister take necessary steps to complete all this projects without further delay. Hon'ble Railway Minister should consider all these genuine demands of my people.

Once again I urge upon the Hon'ble Railway Minister to complete all these projects without any further delay.

SHRI SANTOSH GANGWAR (Bareilly): Mr. Chairman, Sir, we were hopeful that the hon'ble Minister will remain here because after two months in February he will present a new budget and as the people are talking about, the elections will be held thereafter, so he will bring a populist budget. As the hon'ble Minister was saying and we all

[Shri Santosh Gangwar]

know that this is the budget of the Supplementary Demands for Grants which is a sort of requirement. We do understand that and there is no need to make a comment thereon, so it is necessary to meet the requirement presented in the form of Supplementary Demands for Grants and pass it. But there are still certain things towards which we would like to draw the attention. I think, perhaps the hon'ble Minister might be listening to me while sitting in his room. Mentioning the achievement of Rs. 20 thousand crores of profit, the hon'ble Minister had also mentioned before us last year about the introduction of high speed long distance trains, optimum utilization of resources, co-ordination in organization, mobility, customer oriented market policy, enhancement in budget, reduction in freight charge, low expenses, curtailed expenditure, profitable investment and so on but despite all this, still there are certain things which I can understand very well. As he has said, it is a miracle that we are doing all these things without hiking fares.

We should understand that we have 150-year-old infrastructures and the problems to be faced by us can be well imagined if this infrastructure is not renovated. If we have earned so much profit, then, why the Ministry of Railways sought the assistance of Rs. 8100 crores from the Planning Commission last year and it actually received the assistance of Rs. 6800 crores last year and in this financial year the planning commission has sanctioned rupees 7300 crores while stating that Railways should generate additional amount of Rs. 500 crores by increasing fares. When we are earning profit, then, should we pay attention towards subsidy? Will the Ministry of Railways pay attention towards subsidy and be concerned about it? The Ministry of Railways may accept it or not, but it is a fact that the 75 per cent of its income is earned from the freight carriage. So, it should pay attention to it and when in February we will bring it to their notice, they should explain about it. Apart from it, it is also a fact that the 85 per cent revenue is generated from the carriage of Government goods. So, it is also a factor that has brought Railways in profit. The people of the country, too, understand this thing. Infrastructure in the country has been expanding. Foreign exchange reserve is increasing but the contribution of the NDA Government should also be recognized which had carried out all these works and had expanded the road network all over the country which led to increase in transportation and because of increase in transportation the earning of the Railways also increased. This fact should be accepted.

Now one thing more should be understood. The hon'ble Minister of Railways is talking about the formulation of five-year plan for improvement of railways and rupees three lakh crores are required for the implementation of this five year plan. Rupees three lakh crores would be required for improvement of railways and other things. But, how he would manage such large funds. Accordingly he should proceed with his plan.

It is true that the progress is being made and it is visible all around and its all credit is going to hon'ble Minister. We have no grudge about it. The hon'ble Minister should make more efforts. Today in politics and in the country two and two does not make four, but it makes eight or ten, so, our progress should follow this formula. We should see which country has been in the race regarding railways. We are not talking about other countries except China with which we must compete because its problems are not different from ours. Our problems are similar. But, it is a good thing in China where development, of course, takes place but its Minister of Railways never takes personal credit for the development.

There is a little doubt in respect of difference, therefore I would like to say that if we understand this difference then the hon'ble Minister could keep in mind this fact while presenting his budget. Today, trains are running at a speed of 80 to 100 kms in India.

In China the same train runs at a speed of 200 kms. China aims to run a train with a speed of 300 km. by the year 2020. In India the goods train run at a speed of 25 km per hour while in China the average speed of goods train is 32 km per hour. In the year 2005-06, we were having 2 lakh 22 thousand 379 wagons while China were having 5 lakh, 48 thousand 368 wagons. Indian Railways has 7910 engines while China has 17473 engines. We are ahead of China in one thing. We have carried out 27% electrification of railway track while China has carried out 26% electrification of railway track. In our country, it takes four to five hours in loading-unloading of wagons but in China this procedure is fully mechanized and computerized, it takes only 45 minutes. In our country traffic management is being computerized. Further I would like to say that in China the duration of turn around is one or two days while it is four or five days in India.

Sir, I would like to mention one more important point. China lays 1000 km new railway line every year while we are laying 200 km. railway line every year. China has



laid 6000 km. high speed railway track with a cost of 3.8 billion dollars. I am saying this because in technology we are ahead of China. Still, we are lagging behind in this direction then how can we make progress? We admit that between the year 2020 to 2025 we will be among the first 3-4 countries but for that if we do not pay attention towards this, then how it will be possible?

Sir, I would like to draw your attention towards some points. In his speech delivered in the House, the hon'ble Minister had said that green leafy vegetables of Bihar will be sold in Delhi. Perhaps he might not remember this that is why I am reminding him that in next budget he should pay attention towards this. He had said that here tea will be served in 'Kulhar' and many other work will also be undertaken. He knows better as to what will happen but we have seen McDonald and other things and they are doing well.

Sir, I would like to tell the hon'ble Railway Minister that the people of country trust you and believe that whatever you say will certainly be achieved. There are many such things that if we do not pay attention towards them then it will look as if we are lagging behind in the matter of railways. I would like to know as to how much amount have to be paid to the railway employees after the implementation of Sixth Pay Commission and what impact it will have on the fiscal health of railways at that time? You should pay attention towards this also? It is a known fact that after implementation of every pay Commission the Ministry of Railways take the stock of the situation as what is its financial condition. The population of country is increasing however the number of employees in the railways is decreasing continuously. These figures are correct, it cannot be belied. One can argue that it is the age of mechanization and computerization and that particular work cannot be done manually. However, I would like to ask as to why the number of employees are being reduced for the last 5-7 years in a country where the population is more than 100 crore? While considering this problem, which is associated with the population of country, the hon'ble Minister should see as to how this problem can be solved?

I would like to mention 2-3 small things. Hon'ble Minister had made a statement that training will be imparted to the Chefs of railways. How many people travel in trains? In our country more than 30 crore people are living below the poverty line, how can they afford 5 star facility? It is often reported in the newspapers that the incident of accidents in running train is increasing.

The length of railway track in Uttar Pradesh is 9227 km. There are 21 railway yards, 750 trains, 12 passengers travel daily and strength of GRP staff in the State is six thousands. In this situation, there are 250 such trains which are not properly maintained. They are at the mercy of god. Nobody is bothered about the incidents—accidents occurring in the trains. Today there is a need to pay attention in this regard. I would like to submit to the hon'ble Minister that the people who symbolises Hindustan do not travel in AC-I, AC-II and AC-III tiers rather they travel in general bogies. The number of general bogies has been reduced, therefore, he is compelled to travel in two tier.

The condition of toilets and other passenger amenities in the train leaves much to be desired. I would like that the hon'ble Minister should keep in view all these points while presenting the next budget. I would like to mention two things in this regard—First catering system has been handed over to IRCTC. The contractors and the venders who had been working for years have become jobless on account of closure of this system. The Government should find out the number of such venders at each station who have been working for five, ten years. The Government should pay attention towards them and guide them in right direction. There are considerable number of coolies in the country ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Please conclude.

SHRI SANTOSH GANGWAR: Sir, I will just take two minutes.

MR. CHAIRMAN: There are yet 40 members to speak today.

[*Translation*]

SHRI SANTOSH GANGWAR: The hon'ble Minister always feel concerned about coolies. I want that he should act towards providing assistance to coolies and should issue instructions ...(*Interruptions*).

I would not go into other things. I would like to submit only one thing that all the hon'ble Members tell the hon'ble Minister many problems of their areas. The day we meet the hon'ble Minister we also tell him about the problems of my area. I would like to request that the hon'ble Minister should convey us the follow up action

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taken regarding the problems that we submit in writing to the Minister. During the last budget too I had given something in writing to him, however, we did not get any reply. I will not waste time on those things. I am giving all the details for his information and I want that we should be informed about the action being taken on those issues so that we are in a position to inform the people in our constituency that we had raised this issue. ...*(Interruptions)*

Just now hon'ble Ram Kripalji delivered a long speech. Notable thing is that most of our Minister of Railways are from the same State or the area adjacent to it. Despite that it appears that the problems of that area have not yet been solved. ...*(Interruptions)*. I would like to submit that if the hon'ble Minister rises above State consideration and talk about the entire country then it will appear that railways is going in the right direction and is functioning accordingly. I lay on the Table of the House the main problems of my constituency and hope that I will get reply in this regard.

\*I would like to demand from the hon'ble Minister of Railways that he should take necessary action for the solution of some of the main problems of my area at the earliest.

Coach repairing and crane manufacturing factory of North-eastern railway is located in Ijzatnagar Bareilly (U.P.), which is on the verge of closure due to lack of job order. Earlier more than 1000 staffs used to work here but now their number is continuously declining. This place was found to be quite suitable by railway for setting up of Coach factory but it was on account of political reasons that no decision could be taken. I would like to request that attention should be paid in this direction and announcement should be made for setting up of a suitable factory at the earliest. In this connection, gauge conversion work of railway line from Ijzatnagar workshop to Bareilly should be carried out at the earliest.

Earlier in Summer Satabadi Express was introduced between Delhi-Muradabad-Bareilly-Lucknow. The trains which cannot come to Bareilly should be stopped at Chanheta railway station and Chanheta should be developed as Bareilly Cantt. This demand is being raised for a long time.

Several trains are running between Lucknow-Moradabad via Chanheta-Chandausi. All those trains which

cannot reach Bareilly should be halted at Chanheta railway station and Chanheta should be developed as Bareilly Cantt. It is a long pending demand.

Doubling of Delhi-Muradabad railway line should be taken up on priority basis and should be completed within stipulated time limit.

The proposed gauge conversion of Kathgodam Lalkuan-Bahedi-Kosi-Mathura rail line should be taken up on priority basis and should be completed within stipulated timeframe.

Keeping in view the need of gauge conversion of Bareilly-Pilibhit-Mailani-Lakhimpur-Lucknow line, the work should be completed at the earliest.

Keeping in view the need of RoB (Railway over bridge) at Ijzatnagar, Hartman, Katghar (cremation ground) under Bareilly city the work should be completed on priority basis.

The Bareilly Shayamganj railway station has not been in use and there is encroachment on the vacant land. It is located in the middle of the city. The encroachment should be removed and a commercial complex should be constructed on this spot at the earliest.

Bareilly is a metropolitian city and keeping in view its population, a city booking agency should be set up in the centre of the city.

Tin shed should be erected on platform no. 2 and 4 of Bareilly junction. Passengers have to face difficulties in the absence of Tin shed at platforms.

I am enclosing some other demands that I have received from my parliamentary constituency.

Broad gauge train should be run from Bareilly to Kanpur via Lucknow. The existing train running via Kasganj is a metre gauge train that is not viable in terms of distance, time and money.

It is on account of gauge conversion that all the metre gauge trains are going only up to Mathura. Presently there is no metre gauge train for Agra. So, the number of Bareilly Agra (via Chandausi) passenger trains should be increased on the broad gauge line and along with this express train upto Agra via Chandausi should be made available.

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\*This part of the speech was laid on the Table.

An Intercity Express should be introduced from Bareilly to Lucknow in the morning. Presently, passengers have to travel in sleeper class during the morning time due to non availability of seats in Punjab Duplicate or Kisan express and on account of this TTE extorts money from the passengers by way of giving them threat of penalty of Rs. 250.

There is no stoppage of train no. 3289 going from Rajendra Nagar (ahead of Patna) to Jammu Tawi at Bareilly and after Lucknow the said train runs non stop up to Moradabad. The stoppage of this train should also be provided at Bareilly and its frequency (number of days) should also be increased so that the people of Bareilly may get train upto Jammu Tawi for Vaishano Devi pilgrimage.

Lucknow-Jammu-Tawi super fast express may be introduced from the parliamentary constituency of hon'ble Atal Bihari Vajpayeeji. At present, trains running via Lucknow to Jammu Tawi are usually late by several hours due to which passengers face much inconvenience. There is no train at present which is from Lucknow to Jammu-Tawi.

The passengers travelling from Bareilly to Meerut have to spend sleepless night to catch the only train, Nauchandi Express which runs on this route. As Meerut is an important trade center, therefore, an Express train from Bareilly or Lucknow to Meerut may be introduced for the morning time.

A Janshatabdi and a superfast train from Delhi to Lucknow via Bareilly may also be introduced so that people of Bareilly may reach these places with less fare and time. The frequency of 4115 Allahabad. Haridwar Express running for some days in a week may be increased to make it a daily train so that passengers may have more convenience.

A survey in regard to a new route for linking Bareilly to Kanpur may be conducted. At present, work in regard to gauge conversion between Kanpur and Farrukhabad is going on at very fast pace, while broadgauge line between Bareilly and Meeranpur Katra already exists. If a survey is conducted to connect Meeranpur Katra with Farrukhabad (approximately 75 kms) with a broadgauge railway line in near future, the railways would have huge profits from trade and travel between the biggest commercial markets-Kanpur and Bareilly.

In case the Department of Railways contends that there is a shortage of coaches, it would be pertinent to mention that Triveni Express remains standing at the yard for around 20 hours, Lucknow to Chandigarh Express for 14 hours and Pushpak Express for around 10 hours at Bareilly. Besides, many other trains also remain standing for 10 to 16 hours at Lucknow. If these trains are made to run between Bareilly and Lucknow, the passengers will have convenience and the Railways will also earn revenue.

Sir, I, not only hope, but have full faith that he would take up the said subjects in public interest and would take effective steps for making amendments in the railway budget.

Sir, in respect of 8476, Neelanchal Express Puri/Bhubaneswar which runs from Delhi to Puri via Kanpur-Lucknow, I would like to request that the route of this train should be changed and it should run from Delhi via Kanpur-Lucknow Bareilly to Puri. I put forth the following facts in regard to this submission.

Following establishments of the Government of India are located in Bareilly:—

1. Air Force, Bareilly
2. Army
3. Indian Institute of Veterinary Research
4. Central Ornithology Research Institute
5. Railway Department
6. B.S.F.
7. IFFCO

Many students from Orissa, West Bengal, Bihar etc, study in the Indian Institute of Veterinary Research, Izzatnagar.

Following trains run from Delhi to Bhubaneswar.

1. New Delhi-Puri Express Train No. 2816 via Kanpur-Allahabad
2. New Delhi Puri Express Train No. 8476 via Kanpur-Lucknow
3. New Delhi Puri Express, Purushottam, Train No-2802 via Kanpur-Allahabad

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4. Nizamuddin-Bhubaneswar Express Train No. 8406 via Mathura-Agra.
5. New Delhi-Bhubaneswar Rajdhani Express Train Number 2422 via Kanpur-Mughalsarai
6. Nizamuddin Bhubaneswar Express Train No. 8478 via Mathura-Agra.

None of the said trains run via Bareilly. I would like to make an humble request to you that at least the route of one of the trains i.e. New Delhi-Puri Express, Train number 8476 which runs from New Delhi to Bhubaneswar via Kanpur-Lucknow should be changed and it should be made to run from Kanpur to Bhubaneswar via Bareilly and Lucknow. It would be appropriate and justified as besides the students studying in Bareilly, the people living in towns, townships and villages located between Delhi-Bareilly and Lucknow could also get the facility to undertake a journey upto Puri.

I hope that paying sympathetic consideration to it, the hon'ble Minister will pass orders to change the route of the New Delhi-Puri Neelachal Express —8476 so that it may run from New Delhi to Puri/Bhubaneswar via Bareilly and Lucknow.

I would like to bring to your notice that railway overbridge no. 103 of the northern railway is constructed over the main road for giving an exit to the Mahalla Gadhinath of the Bareilly city under which the people commute to and fro. The bridge is very old and narrow, due to which people face a lot of inconvenience while commuting across it.

The up line on the said bridge was constructed in 1995, and it is 20 feet wide, but the old line is merely 10 feet wide, due to which traffic usually gets halted at this place leading to traffic jam as around 5 lakh citizens this area commute daily through this route. The people of this area have been constantly requesting to make this bridge uniform and also to widen the narrow part of it. On the basis of the letters written by me in this regard the Railway Department took cognizance of the need of this work and for rectifying the said bridge the Divisional Engineer, Bareilly, Uttar Pradesh, sent an estimate of Rs. 15 lakh through his letter no. 024/015 dated 25.01.07 to the Divisional Railway Manager, Muradabad. I would like to request the hon'ble Minister that in view of the public interest and the need of that area he may please issue orders to the concerned officers to get the half part of the said bridge widened.

I would like to draw your attention towards increasing the frequency of train no 2435/2436 New Delhi -Dibrugarh Rajdhani Express train, which runs only twice a week. This train runs only twice a week due to which people travelling on other days face much inconvenience. If its frequency is increased, the people travelling on this route will be benefited and Railways will also earn additional revenue. I would like to request the hon'ble Minister to increase the frequency of this train in public interest.

Efforts for gauge conversion of Bhozipura-Pilibhit-Tanakpur and Pilibhit-Shahjahanpur-Lucknow railway lines in Pilibhit are being made for the last so many years. As a result thereof, the hon'ble Minister of State in the Ministry of Railways Shri R. Veluji had given an assurance to include both the main metregauge line of Pilibhit under the scheme of expanding the broadgauge railway lines and in the last railway budget the Pilibhit-Shahjahanpur-Lucknow and Bhozipura-Pilibhit-Takanpur railway lines had been included under gauge conversion scheme.\*

[English]

MR.CHAIRMAN: Thank you. You have made a well-prepared speech; that is why I extended the time.

Mr. Velu, have you heard him about the comparison between our two neighbours in Railway developments?

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

[Translation]

CHAUDHARY BIJENDRA SINGH (Aligarh): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on the Demands for Supplementary Grants on Railways. As a matter of fact, words fall short to praise this department. Railway line was laid only upto a stretch of 21 kilometres between Mumbai and Pune first time in India 154 years ago, and now the network of rail line is spread upto 64,455 kilometre all over the country. If the performance of the Railways is judged taking the improvement in the ratio of population density to spread of railway line network as yardstick, no other department has made as much progress as Railways. ...*(Interruptions)* This department has presented an ideal by discharging its duty in each of the economic, social, industrial and political spheres in consonance with the culture of this country. ...*(Interruptions)*

[*English*]

MR. CHAIRMAN: I would once again like to request the hon. Members that if they have got a written speech, they can lay it on the Table of the House and it will for part of the proceedings. It will be very helpful because there are 40 Members to speak. It will not be possible to give enough time to them. After all, it is Supplementary Demands for Grants.

[*Translation*]

CHAUDHARY BIJENDRA SINGH: As Gangwar Saheb was saying now, there are no two opinions in accepting that the Railways was started with the laying of railway line in 21 kilometre 154 years ago and now it has been spread upto 64,455 kilometre all over India. The most important thing is that the Railways has 4,97,851 goods wagons and 4,263 passenger coaches as on date. Despite this, if one takes a glance at the figures, one will find that 4100 coaches were manufactured during the tenure of NDA Government from 1998 to 2004, as Gangwar Saheb was saying now.

As far as the tenure of UPA Government i.e. the tenure of Lalu ji is concerned, 1428 coaches were manufactured in the year 2004-05. If the figure is taken as average and we arrive at the total figures for the tenure of 3<sup>1</sup>/<sub>2</sub> years and further for five years, it would be double the achievement made during the previous regime. This has been achieved despite constant hike in prices of iron, diesel and raw-materials. Laluji as a Minister of Railways did not increase the freight charges and passenger fares during his tenures of 3<sup>1</sup>/<sub>2</sub> years despite the facts that the Railways has the limited resources. For this thing the research is on not only in India but also in the whole world as to how UPA has been able to achieve this. What speciality does Laluji has that in spite of constant price rise and having such limited resources and for the development ...(*Interruptions*) I will come to it later on. Listen to me how much land you had sold and how much land we have sold. ...(*Interruptions*)

SHRI SANTOSH GANGWAR: there is a lot of over—loading taking place. ...(*Interruptions*)

CHAUDHARY BIJENDRA SINGH: This is not the moot point. If they take to healthy criticism one cannot take away the credit. But he was not speaking on Supplementary budget, he was criticizing for the sake of criticism. Now the hon'ble Member was talking about the electrification because the price of diesel is increasing. In their tenure a total of 1202 kilometres railway line was electrified. From the year 1998 to 2004 only 400 kilometres of line was electrified while during Lalu's term of office, 224 kilometres railway line had been electrified in 2004-05. If we calculate it in terms of five years, it will be equal to one thousand kilometers. Let's leave it also.

As far as the profit is concerned during their tenure, it was Rs. 1355 crore in 2001-2002, Rs. 1115.6 crore in 2002-03 and Rs. 1099 crore in 2003-04, whereas it went up from Rs. 4380.44 crore in 2005-06 to Rs. 20,000 crore in 2006-07 during our tenure notwithstanding the increase in the all resources and facilities, including rail passenger coaches and electrification ever since the UPA Government has come to power. The question is not as much of what I am saying but what the figures are revealing. Yadavji was saying now that the lots of works were not started because the funds for them were diverted and it reflected. in the total profit. I want to say that it is not so. It was very much in practice during their tenure. A number of projects fail to take-off for one or the other reason. When the budget is allocated for such projects how can it be added to the profit? After budgetary allocation for the sanctioned projects, no change is made in accounting. At the same time, I would like to say one two more things.

Sir, the most important thing to consider is why the profit of Railway went up. The single most important reason that can be attributed to increase in profit now over the past is that during their tenure, the freight policy was not suited to the traders. It had a lot of irregularities. That was the reason why traders preferred their goods to be transported through trucks. When the UPA Government came to power and Lalu ji assumed the Charge of the Ministry of Railways, he brought a change in its policy and impressed upon the traders. With the change in the freight policy, business class people were attracted due to which the freight volumes increased leading to increase in profit. That is precisely the reason that the profit of Railways has now gone up to Rs. 20,000 crores.

Sir, I am concluding my speech in two minutes. This department has done a good job even in political field.

[Chaudhary Bijendra Singh]

UPA Government has also made efforts to establish good and harmonious relations with the neighbouring countries. During the tenure of NDA government, train service was introduced for Pakistan. In our Congress' regime Attari Express was introduced. So the train service has been introduced even during the tenure of UPA Government. Not only this, no other department matches Railways in bringing harmony, love and unity among the people as a vehicle for realizing the dream of unity in diversity' in the country.

Sir, I want to talk about my own constituency. Uttar Pradesh is a vast State of this country. My district Aligarh is situated in this vast State. In the district Aligarh there is Aligarh Muslim university which is famous not only as a national university but also as an international one—Students from approximately 36 countries come here to study. That is why it has its own importance. To add, I would like to say that Mathura is situated adjacent to Aligarh. It is the birth-place of Lord Krishna. Tourists, rulers and administrators from various countries visit there.

When they travel to Aligarh from Mathura, they face a lot of inconvenience. This is a very long pending demand that rail connectivity should be provided between Aligarh and Mathura. Some days ago, on 19th of November when the Lichchhavi Express was passing through Aligarh, a serious accident took place on the railway crossing in which three persons were killed and 18 people were injured. I demand the hon'ble Minister that the compensation of Rs. five lakh may be granted to the next of the kin of the deceased and the ROB be sanctioned at this crossing so that such an accident do not recur.

At the same time, I would also like to say that Aligarh is a very important station. Though, it has been selected for inclusion in the list of important stations for which I would like to thank the hon'ble Minister, but at the same time I would also like to say that there should be stoppages of at least two trains—Vikram-Shila and Lichchhavi Express—at Aligarh because thousand of students from Bihar come to Aligarh ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Mr. Bijendra Singh these are not the matters to be covered under supplementary Demands for Grants.

*[Translation]*

CHAUDHARY BIJENDRA SINGH: Along with this I would like to say that there is no metre gauge line for Kasganj from my constituency. Only Bareilly line exist here Since a very long time. Even after 60 years of country's independence, only one train is running on that line. Population have increased, demand has also increased; despite that neither the number of bogies or the number of trains has increased nor electrification of lines have been carried out. I would like to submit that in view of the present demand, the number of trains or number of bogies should be increased on Aligarh Bareilly route. ...*(Interruptions)*.

SHRI SANTOSH GANGWAR: Often incidents of robbery occur in this train.

CHAUDHARY BIJENDRA SINGH: The incidents of robbery also occur.

Sir, presently we compare ourselves with China, we were comparing the UPA Government with China. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: You need not compare it with China.

*[Translation]*

CHAUDHARY BIJENDRA SINGH: It is not religious mania. Everybody has his or her own religion. You do not spare even Ram then how will you compare it with China? ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Now, nothing will go on recorded.

...*(Interruptions)* \*

MR. CHAIRMAN: Now, Shri Sudhangshu Seal.

...*(Interruptions)*\*

MR. CHAIRMAN: We are not concerned about Chinese comparison.

SHRI SUDHANGSHU SEAL (Calcutta-North West):  
Mr. Chairman, Sir. ...(*Interruptions*)

Sir, let him conclude his speech first. ...(*Interruptions*)

MR. CHAIRMAN: Mr. Bijendra Singh, please cooperate. It is in our interest. You may lay the remaining part of your speech on the Table of the House.

...(*Interruptions*)

[*Translation*]

CHAUDHARY BIJENDRA SINGH: There is need of an overbridge at Hapur crossing. ...(*Interruptions*) Sangam Express train passes through it. ...(*Interruptions*).

[*English*]

MR. CHAIRMAN: It is in your interest that we must conclude the debate as early as possible. You are from the Treasury Benches. You must cooperate.

CHAUDHARY BIJENDRA SINGH: Thank you, Sir. ...(*Interruptions*).

[*Translation*]

\*SHRI CHANDRABHAN SINGH (Damoh): Sir, through you, I would like to submit to the hon'ble Minister of Railways about following points.

The amount that is released every year for the Lalitpur, Singaroli sanctioned railway line has been like a drop in the ocean. The said project was started with Rs. 990 crore in 1997 and this project cannot be completed even in 25 years if only Rs. 40 crore is released every year for the said project and the cost of the project will escalate to Rs. 2000 crore. In this manner, project cannot be completed even in 50 years.

I would like to submit that a time frame should be fixed for the completion of the project and sufficient amount should be allocated every year for the said project.

The survey work in Jabalpur, Damoh, Panna has been completed, however, due to the political reasons, the Ministry of Railways has not made any provision of funds in the current financial year for the said project. If the project is revised, then the distance between Jabalpur

and Damoh will be 100 km. instead of 200 km. and the distance between Damoh and Panna via Katani Satna which has been 300 km., will be less than 150 km. So the funds should be provided in the revised Budget for this purpose in public interest.

The State and Central Government have been asked to provide funds for Damoh, Kundalpur rail link under the new projects on 50:50 percent sharing basis. So, I would like to request that the railway administration should revise it and make provision for providing 100 per cent amount for the project.

The survey work for Damoh, Kundalpur new railway line has been completed. Funds should be provided for this purpose in the current budget by revising it.

The construction work for model station sanctioned for Damoh should be started at the earliest.

The stoppage of Madhya Pradesh Sampark Kranti express, Dayodaya express from Jabalpur to Jaipur and Jabalpur to Jammu should be provided at Patheria station.

A VIP waiting room should be constructed at Damoh station at the earliest.

Stoppage of Chhattisgarh Sampark Kranti express should be provided at Damoh and Sagar.

ATM facility should be provided at Damoh railway station.

Jabalpur-Jammu Tavi Express should be run four days a week instead of one day and the said train should be extended upto Udhampur so as to facilitate the jawans of Jabalpur and Sagar Cantt. to go to Udhampur.

A full rake of AC first class should be attached to Gondwana Express 2412, 2411.

The reservation quota of Damoh railway station should be doubled. The passenger train running between Damoh and Bina should be extended upto Bhopal. Riwanchal and over night trains should be extended upto Indore from Bhopal. Shipra Express should be run daily instead of thrice a week. Rajkot Express should be run thrice a week instead of twice a week.

Stoppage of Vindhyanchal Express should be restored at Ghatara and Sagoni.

Bilaspur Rajdhani should be run upto Raipur via Sagar, Damoh and Katni. It should be renamed as Raipur

[Shri Chandrabhan Singh]

Rajdhani and its stoppage should be provided at Anuppur Vilaspur.

The director of the Panna, Gangu national park has stopped the construction work of Lalitpur-Singoli railway line passing through the national park. A survey for diverting this line via Ajay Garh should be conducted and the construction work should either be started at the earliest or approval should be granted to pass this line through the Gungau national park.

Capacity addition of full rake in place of half rake point should be provided at Damoh Railway goods platform so that arrangement could be made for unloading and loading of full rail wagon of foodgrains and lime stone.

An overbridge has been constructed at Patheriya crossing in Damoh. A foot overbridge should be constructed towards Patheriya road.

Amarkantak Express should be run via Sagar-Bina so that the passengers of Damoh-Sagar may get an additional train facility for Bhopal. So Amarkantak Express should be run via Damoh-Sagar-Bina thrice in a week.

Bhopal-Bilaspur Express reaches Bilaspur at 5 O' clock in the morning and then remains there the whole day. This train should be extended upto Durg. This will benefit the common people and the Ministry of Railway will not have to run a new train on this route.

A new train should be introduced from Jabalpur to Mumbai.

The express train from Jabalpur to Nagpur that runs thrice in a week remains stationed at Nagpur. This should be extended upto Bangalore from Nagpur.

AC-I, II, III and sleeper class quota should be increased in Gondwana Express (M.P.) and Sampark Kranti Express from the Damoh railway station.

Sir, I would like to request the hon'ble Minister to keep in mind the above points in public interest and grant approval in this regard.

*[English]*

MR. CHAIRMAN: People should understand the gravity of the situation while they are standing.

You are from the Treasury Benches, You must cooperate in the smooth transaction of the business, it should not be an endless speech. It is only the Supplementary Demands for Grants being discussed. I can understand Members from Opposition taking some more time, but you have no right to take so much of time. You should rather help in transacting the business. You need not make a comparison with the China.

*...(Interruptions)*

MR. CHAIRMAN: Yes, Mr. Seal, please continue.

SHRI SUDHANGSHU SEAL (Calcutta-North West): Mr. Chairman, Sir, first of all, I stand here to support the Supplementary Demands for Grants (Railways) submitted by the hon. Minister.

While making my submissions, I would like to draw the kind attention of the hon. Railway Minister that during the last Railway Budget, he may remember, there was one proposal moved by us to extend the metro rail from Dumdum railway station to Baranagar railway station. But finally, it was the decision of the Railway Authorities that it would be extended up to Kalighat Temple. Everybody knows that Kalighat Temple is a famous tourist spot. I do not know what is the fate of the survey. I would only request the hon. Minister to complete the survey and start the execution work soon.

Secondly, the hon. Minister must know that during the regime of Kumari Mamata Banerjee, the then Railway Minister, the construction work was started to link with Dumdum Airport. There was a proposal to continue the circular rail.

MR. CHAIRMAN: Please wait.

Hon. Members, now the time is 6 o' clock. If the House agrees, we will have to extend the time of the House.

SOME HON. MEMBERS: Yes, Sir. Agreed.

MR. CHAIRMAN: I am always on this job of extending the time of the House.

18.00 hrs.

The time is extended till the discussion is over. I cannot give any assurance because by seven o' clock, we would not be able to finish it. Hon. Minister, what is the time that is required? Is it one hour or two hours?



THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): The time may be extended till the discussion is over. ...(*Interruptions*)

MR. CHAIRMAN: All right, the time is extended till it is over. There shall be no 'Zero Hour'.

[*Translation*]

SHRI GANESH SINGH (Satna): What will happen to the 'Zero hour'?

[*English*]

MR. CHAIRMAN: This is a discussion on Demands for Grants (Railways). Now, the discussion is free for all. Everybody can speak.

[*Translation*]

SHRI GANESH SINGH: It was not taken up yesterday as well.

[*English*]

MR. CHAIRMAN: I am always here. There is no 'Zero Hour'.

SHRI SUDHANGSHU SEAL: Mr. Chairman, Sir, you will be pleased to note that the Railway Ministers have already declared that all of us will be given dinner. So, the dinner is ready. You can also give company.

Now, what I was telling is this. I was drawing the attention to the bridge which is approaching to Dum Dum Airport. Earlier, the decision was that circular train should be continued up to there. But our specific proposal is that Metro Rail should go up to Dum Dum Airport. In that case, what will happen? The Dum Dum Airport is not used by only West Bengal people. It is an international airport. It will facilitate all the air passengers to avail the Metro Rail service.

Now, as far as Metro Rail is concerned, it is the normal practice that it is done on 50:50 share basis. Fifty per cent should be the share of the State Government and 50 per cent should be the share of the Railway Ministry. Our proposal is this. You know the financial background of all the States. So, if this proportion is changed to 75:25, it would enable us to move up two

or three specific proposals which will ultimately benefit our commuters.

Now, as you know, we are proud of your Department and your services. I am having one specific proposal. In the railways you are using seats, curtains, and combats. If you do 100 per cent of your purchase from the Self-Help Groups, from the khadi, then it would give benefits to thousands of producers. They are all from poor community. They will be benefited and that will help create more jobs. It is a job-oriented sector and it will create more jobs.

Fourthly, this morning during Question Hour, our leader Shri Rupchand Pal raised one vital question that there are some shops; there are some vendors in the railway land. You can remember two or three years back also it was discussed and it was announced by the then Railway Minister that if it is under the co-operative, then they will be legalized and regularized. So, I want the assurance from you that that is being done.

Now, I am talking about one project in my constituency, Calcutta proper. You know, in Calcutta earlier whatever arterial roads were made, they were on North-South linking roads. Now, Calcutta is expanding towards East. So, we need to have a number of East-West corridors. So, there are three railway bridges in my constituency. They are called No. 1, No. 2 and No. 3 bridges. It is under the GM, Eastern Railway. So, I have already discussed with our leader and Standing Committee Chairman, Shri Basudeb Acharia, with all the local MLAs and the Councilors. We all have made the representation, and I have given Rs.8 lakh from my MPLAD Fund for the survey purpose. But what I understand from them is that they require funds to execute that. So, immediately after the survey we want these widening and strengthening and for that purpose, the Government of West Bengal has already given in writing to you that the ROB portion should be met by the Railway.

All the expenses for the extended portion would be borne by the State Government. The Government of West Bengal has already given that assurance in writing to you. So, my earnest request to you is this. Since the traffic is very much congested at this moment in Kolkata, the widening and strengthening of these three bridges will enable the movement of the vehicular in a very speedy way. The work of these three bridges should be taken up immediately. For that the necessary instructions should be given to your departmental officials.

With these few words, I again support your Supplementary Demands.

*[Translation]*

\*SHRI MUNSHI RAM (Bijnor): Mr. Speaker, Sir, while supporting the Supplementary Demands for Grants (Railway) for the year 2007-08, I would like to submit that there is a provision of Rs. 1165 crore especially for railway security in this budget. Alongwith this following expenditure is proposed for the construction of new railway lines.

Rs. 600 crore for Udampur Srinagar Baramula line.  
Rs. 400 crore for Kumar Ghat-Agartala line.

Rs. 125 crore proposed to be spent on the expansion of Badarpur to Beragram line.

A provision of Rs. 75 crore has been made for Lamdig-Silchar Migredisa Ditangtheda line. It is a provision of budgetary assistance and dividend.

Along with this, I would also like to submit that if 30.6 km long Bijnor Hastinapur-Meerut railway line is constructed, the road distance which is 80 km. at present will be shortened to only 40 km. by the railway. However, presently, the officers of the Ministry have not included it under any construction project and have declared it as a non viable route. I can say with firm belief that such report submitted by the officers will prove to be false. This route will be a short route connecting two divisions- Muradabad and Meerut. Along with this, Hastinapur station falling on this route is part of a religious and historical Mahabharat Circuit. On which an important pilgrim place of the Jain religion is also located. So, I would like to demand that the said railway line be constructed in public interest.

My home town is located near Nagina station along the Jammu Tavi. Howrah main railway line. I have been demanding for the last three years for providing at this station stoppage of Amritsar-Saharsa Jan Sewa Express (5209-5210) and Amritsar-Darbhanga Jan Nayak Express (5211-5212) which pass through this station during the day time which have no three tier sleeper coaches at this station. It is essential in public interest. This demand should be fulfilled. Providing a high version from Maujampur Narayan junction to east Maujampur Narayan junction on Gajraula line of Jammu Tavi Howrah main line is essential for this area for which I have been

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\*The speech was laid on the Table.

constantly making demand. I would like to demand that a new train should be introduced between Najibabad and Delhi, originating at 5-6 O' clock in the morning from Najibabad and at 6 O' clock in the evening from Delhi. It has also been demanded by the business, Community and the common people of this area which should be taken seriously. It will be beneficial for the people of this area and profitable for the railways as well.

There is no direct train from district Bijnor and J.P.Nagar or its surrounding area to southern and western part of India whereas lakhs of workers and traders of this area work in the southern and western part of India. Since they have no direct railway service from this area; so, I am demanding for the introduction of a new train for the said area.

A bridge should be constructed each on LXING NO 483 A railway crossing near Najibabad Junction and on LXING no. 471 railway crossing near Nagina railway station along the National Highway no. 74. This national highway no. 74 is the main road that connects the capital of Uttarakhand, Dehradun and the High Court, Nainital and most of the VIP vehicles use this road. Most of the time there is traffic jam along this road. So, the construction of a bridge is essential in public interest.

*[English]*

\*PROF. M. RAMADASS (Pondicherry): Sir, I rise to support the supplementary demands for grants moved by the Hon'ble Minister of Railways. While supporting the grants, I would also like to commence and compliment the splendid work done by the Indian Railways ably directed by Hon'ble Shri Lalu, Hon'ble Shri Velu and Shri Rathwad. We are particularly happy that the Hon'ble Ministers fulfilled the long dream of Division in Tamil Nadu. That initiative amply proves that the UPA Government headed by Dr. Manmohan Singhji ably guided by Madam Sonia Gandhiji is a responsive, receptive and responsible Government.

Railways, no doubt have turned the corner and have become a sound public sector organization thanks to the efforts made by the UPA Government.

While concluding the supplementary grants, I also wish to draw the attention of the Railways to some of the age old problems of the Union Territory of Pudicherry.

Sir, as you know the Union Territory of Pudicherry is directly controlled by the Government of India. But in

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\*The speech was laid on the Table.

terms of Railway development, it is poorly placed. It has peculiar geographic location—spread in far flung areas—Karaika, 160 km away from Pudicherry Tamil Nadu, make 800 km away from Pudicherry in Kerala. Youon 890 km. away from Pudicherry in Andhra Pradesh. Nowhere in the country we find distant locations consisting are Parliamentary constituency. Third fact has to be studied by the Railways. Therefore, two issues have to be solved as far as Pudicherry. is concerned:

Connect the four regions of the Union Territory by Railways-Pudicherry to Kouoital, Pudicherry to Hoble, Pudicherry to Yenam.

Connect Pudicherry to other capital cities of the country and the capital of India by Railways.

The following facilities are immediately required:

Creation of facility in Pudicherry Railway Station so that new trains could be operated and received. It is understood that the GM of Trichy lines submitted a proposal for Rs.7 crores. This may kindly be approved.

Several services between Villupurou- Pudicherry may be perated so that the people of Pudicherry can be extended to various Express Trains provisions Villepecour.

Expedite the broad gauge conversion work between Nogove and Koroikal. Connect Koroikal to Moitoudutuaiv via Tirumallor.

Extend the Koroikal Express from conversion to Pudicherry. A new train from Pudicherry to Mangalore which can cover Pudicherry people to other region of the various territory may be provided.

A new train from A Pudicherry to Bangalore via Viridhaetoloure, Salem, Dhrampur

Present Pudicherry-Chennai Epxress can be piled for all the seven days instead of the present five days.

The Pudicherry-Tirupati Train may be operated in the night to suit the convenience of the devotees of Lord Venkatasuoure.

A new train from Pudicherry to New Delhi.

*[Translation]*

SHRI AFZAL ANSARI (Ghajipur): Mr. Chairman, Sir, in continuation of the discussion held for passing the Supplementary Demands for Grants of the Railways, the

hon'ble Members put forth the vital problems of their constituencies. While associating with them, I would also like to put forth something in this regard. Now the Indian Railways are earning huge profit amounting to crores of rupees. It looks like an amazing achievement and the amazing decisions of the hon'ble Minister of Railways are being appreciated everywhere.

*[English]*

MR. CHAIRMAN: I once again appeal to you to submit written speeches so that the time can be saved. If you are kind enough to submit written statements, much of the time can be saved. After all, it is a discussion on Supplementary Demands and no policy question is there. Only the current year's functioning is discussed.

*[Translation]*

SHRI AFZAL ANSARI: I will take two minutes more. As I said, the decisions of the hon'ble Minister of Railways are getting appreciation whereas there are still some issues on which there is a need to give some serious thinking formulating and such schemes are required to be formulated so that the Railways of India could compete with the Railways of China, as was perceived by the former Minister of Railways of the NDA Government. I would like to say that the Indian Railways is in a better position in various fields. In our country, there are three main points regarding the Railways. The Hon'ble Minister of Railways has a very close observation on each and everything, but there should be some more tightened security arrangement for the passengers travelling in trains. Security is a vital issue. Everyday, somewhere or the other, there is some incident due to which the Railways earn a bad name. Secondly, many measures were taken to prevent Railways accidents yet, there is a need to make them better. Proper responsibility has not been fixed so far in this regard. If responsibility is fixed in this regard there will be minimum accidents. If it happens, our Railways will become a milestone.

Thirdly, if the hon'ble Minister gets punctuality of the trains maintained in every situation, he will have an unassailable reputation not only in the country but also in the whole world. When he had taken charge of the Ministry, some people were casting aspersions on him because of his humble background; Lalu Prasadji has shown his talent by excellent management of the Railways. I have a small issue. Hon'ble Minister of Railways had gone on a visit to Gajipur and made an

[Shri Afzal Ansari]

announcements. Everyday we hear that his decisions, announcements regarding Bihar is not making any headway as the State Government is not making. He had made a small announcement to construct an overbridge at point at Roza on N.H. 29 and N.H. 19 in Gajipur. Today, in Uttar Pradesh, the people of Purvanchal have great expectations from him, I would like to know whether it was merely an announcement or would it be implemented?

Mr. Chairman, Sir, I will conclude my speech by making one more submission. One day, when I was coming to New Delhi Railway Station I came to know about an incident. It is coincidence that Laluji is the Minister of Railways. On 15th August, when the Independence Day was being celebrated, that day one aberrant officer seized the tokens of 50 poor coolies. I do not know what allegations had been levelled against them and why the 50 goods-carrying poor coolies were thrown out of their jobs and compelled to sit idle. It is unfortunate that they all belong to the minority community. Whenever I travel in train, they come together and put their complaints. They expect justice from you. So, they put their issue before a Member like me. With these words I support the Supplementary Demands for Grants.

SHRI RAMESH DUBE (Mirzapur): Mr. Chairman, Sir, speaking on the demand for Supplementary grants, I would like to, first of all thank the hon'ble Minister for the development of the railways. The work in regard to the doubling of the railway line from Varanasi to Allahabad is progressing at a very slow pace. I hope that efforts would be made for an early completion of this project. There is a need to carry out doubling of the railway line from Varanasi to Lucknow via Pratapgarh because the required number of trains are not able to run on this line. There is no train from Varanasi to Kanpur, Allahabad via Janghai. Traders do not get any train in the morning for commuting to Kanpur or for visiting the Allahabad High Court. There is no train from Allahabad to Kolkata via Kanpur, though many people in Eastern Uttar Pradesh live in Kolkata. There is no train for them to commute to and fro. In view of their problems, kindly fulfil their demands.

If a terminal is constructed at Madho Singh Railway station, the passenger rush at Varanasi Station can be reduced. There is no link route on railway stations for commuting to and fro to Parasipur Modh, Sariyanva, Sarai, Kanasarai Chaukhandi-Sewapuri. There is a need to construct an overbridge at Lumbani, Mirzapur route and near Bhadohi and Madhosingh stations. Traffic jams

remain over there for hours together. Hundreds of vehicles remain queued up. The people face much inconvenience.

Bhadohi is known as the city of carpets. As far as carpet export is concerned, Bhadohi is reckoned among one of such cities. One 'Poorva' train used to run from there to New Delhi with people boarding this train at night to reach Delhi in the morning. Now, this train has been discontinued. As such, people are facing much inconvenience. I would like to submit to the hon'ble Minister to reintroduce this train.

There is a need of a shuttle train between Varanasi and Janghai, because many bank employees or employees of the District Head-Quarters commute on this route, but there is no such train on this route which may suit their timings. I would like to submit that there is a need to introduce a train on the lines of the Rajdhani Express from Mumbai to Allahabad so that it may facilitate the setting up of factories in eastern Uttar Pradesh and the common people and traders may be able to commute in time. With these words, I express my gratitude the hon'ble Minister and congratulate him for the progress of work hoping that he would fulfil our demands to some extent.

[English]

\*SHRI A. KRISHNASWAMY (Sriperumbudur): Sir, kindly take necessary steps to complete the requirement from my constituency:

1. LC.10 Pattabiram ROB
2. LC.12 Thiruvuon ROB
3. Nemnilichery New RS
4. Stoppage of Express Trains in Tirumvallur or Avadi
5. Avadi and Gummudipoondi may be the suburban halt stoppage to decrease traffic in Chennai.

18.15 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[Translation]

SHRI KISHAN SINGH SANGWAN (Sonapat): Mr. Deputy Speaker, Sir, discussion on Demands for

Supplementary Grants is going on. For the last ten years, I have been speaking on the railway budget and on Supplementary demands. I have always presented the problems of the State of Haryana before Shri Lalu Prasad and other former Ministers of Railways. But I am sorry to say that Haryana has always been neglected in respect of railways in the railway budget except for one year, in which two projects were sanctioned for Haryana. It seems to me that Haryana does not figure on the railway map. We have not been given any new project or new trains. Haryana surrounds Delhi from three sides and covers a major part of the area of the NCR. The NCR was set up to reduce the rising burden of population and traffic on Delhi by providing facilities in the surrounding areas. But the reverse is happening. Population is increasing continuously. Daily passengers like milkmen, students and employees travel to Delhi and return in the evening. Load in respect of railway commuters is continuously increasing all across the NCR. Express trains coming from other States do not have stoppages over here and new trains are not being introduced thereby increasing the load continuously. Today the situation has become very grim and has emerged as a biggest problem. The daily passengers of the NCR are facing a big problem. We are complaining again and again constantly drawing attention, but without any result. There is a need to pay attention in this regard because the biggest load is of the NCR and no facility is available over there. Neither EMU, nor any local train or any other new train has been introduced in any of the sub-cities of the region. In my area Sonapat, there is double-line track, which extends upto Ambala. Whenever we demand new trains or new stoppages, the Railway Department replies that the tracks are not free. My foremost demand is that this route may be turned into a four-line track as people of Himachal, Punjab, Chandigarh, Jammu-Kashmir travel on this route. This problem can then only be solved. It does not require huge expenses and even if it is so, the Ministry is running in profit, it has earned Rs. 20 thousand crore in a year and moreover, when this step could solve the problem of four States, it must be undertaken.

As I said earlier, two projects had been sanctioned in 15-20 years—Jhajjar-Rewari-Rohtak and Jeend-Gohada-Sonapat during the tenure of Mamataji and Nitishji. Work on Rewari line has begun on the condition that the State Government will contribute 50 per cent share of the total cost of the project. However, for Jeend-Sonapat railway line project Rs. 2,3 or 4 crore are being sanctioned every year and last year Rs. 16 crore were approved in the budget but all that amount lapsed. The file remained

pending with the Railway Board for having a re-estimate and as a result thereof Rs. 16 crore got lapsed and till date work has not begun. But on the other project work has begun, as the 50 per cent contribution has been given. The Department of Railways have started this new trend, which is very dangerous. If any project is sanctioned, 50 per cent contribution from the State Government is asked for. If the State is poor, how can it contribute 50 per cent share? If the Government do not want to pursue any project, it remains pending.

As such, the trend of asking the State Governments to contribute 50 per cent share by the Railways is very dangerous. It should not be so. The Parliament passes Railway budget, therefore, projects should be pursued according to it.

Mr. Deputy Speaker, Sir, the Haryana Government was compelled to make contribution of 50 per cent for the Jeend-Sonapat project. But work on it has still not been commenced as yet. The procedure adopted by the Railway Department is so much technical and delaying that half of the projects remain pending resulting in cost over-run. Then they ask for making a re-estimate. I think that this system would have to be changed. Therefore, I would like to demand that the Jeend-Sonapat railway line project in regard to which the State Government has agreed to contribute 50 per cent share and the survey work etc. of which has been completed should be commenced. I have also raised the demand in regard to four laning.

Secondly, I would like to say that a R.O.B. is being constructed in Gannaur. I have been raising this issue many a time and have also given it in writing. The Railway Board had given in writing that this R.O.B. will be completed by December, 2006. December, 2007 is now approaching. But no progress is being made in this regard. It is stuck in small technical delays. I would like to request the hon'ble Minister to keep some check on the board officers and pull them up. They just fulfil formalities. Whenever an MP or public representative writes a letter to them, generally a negative reply is given. Sometimes, they say that they are not having funds and sometimes make some other excuse and keep on lingering all the work on this or that pretext.

Mr. Deputy Speaker, Sir, keeping in view the shortage of time, I would like to say two-three things about my parliamentary constituency. Huge traffic comes from Ambala and Punjab, but there is no train from Panipat to

[Shri Kishan Singh Sangwan]

Delhi after 10 O'clock in the morning. It is such a big area but after 8 a.m. no train runs from Delhi to Panipat.

All the trains are scheduled to depart in the evening. There must be some arrangements for the time gap which is quite a bit so that the commuters may avail the train facility. I have also demanded that the Sonapat station should be made a model station as it is an industrial city and big district headquarters I have been raising this matter time and again. Once I had come to know that it would be made a model station but later, when I came across the list, its name was missing from it. It is my demand that it may be made a model station. I would not like to say much about stoppage. I have been frequently submitting in this regard in writing and would again submit in writing about the trains for which stoppage is required because a large number of passengers commute from that area. As such, a sympathetic view may be taken about them also. The Railway stations at Ganaur and Bahadurgarh divide these two cities. Due to the station, Ganaur and Bahadurgarh have been divided into two parts. Half of their population resides in each part. I have, time and again, demanded second entry by setting up ticket counters at the other side as well so that people may not have to cover a longer distance.

At last, I would like to say something about freight rates. Sonapat was the large headquarters for loading and unloading. However, it has been wound up for the last several years. I would like this service to be reintroduced so that the goods of the kiln owners, coal and iron could be offloaded at Sonapat instead of Delhi and they could take their goods from there itself. It is my demand and you may sympathetically ponder over these matters. I conclude my speech by speaking this much.

MR. DEPUTY SPEAKER: I would like to tell the hon'ble Members that I have got a list of around 40 members who are to speak. By this way, it would be 12 O' clock. Therefore,

*[English]*

those hon. Members who want to lay their written speeches on the Table can do so.

*[Translation]*

Secondly, I would like that the members who want to speak must speak very briefly and conclude their speeches within 3-4 minutes. Shri Devwrat Singh ji, you may please speak.

SHRI KHARABELA SWAIN (Balasore): Sir, there were 40 members 45 minutes back, even now there are 40 members. Are the names added in the list?

MR. DEPUTY SPEAKER: What should I do !

SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, that day you did not allow me to speak because the speeches were meant for the demand for grants for the Railways. Now, you are telling that there is paucity of time. In this way, how would I be able to put forth my views.

MR. DEPUTY SPEAKER: I would, no doubt, give you time. No one will be disallowed to speak on account of lack of time. All the speakers will be given time for speaking. However, time will have to be adjusted, please. I will definitely give time. First of all, speak the important points in 1-2 minutes. Lay the rest of the speech on the table.

SHRI HANSRAJ G. AHIR (Chandrapur): Sir, Railways is the backbone of the country's development besides being a facilitator for the country's people. The policy of the railways should be oriented towards the uniform and equitable development of all the regions and all the classes of the country and the Budget should also be formulated keeping in view this policy in mind.

Unfortunately, no encouragement has been given to the expansion of railway network and introduction of new trains in the previous three railway budgets presented by the Minister of Railways of the UPA Government. No step has been taken to provide railway services to the poor tribal population living in far-flung tribal dominated area. The facilities at existing railway stations should be increased. Model railway stations should be built. Facilities be provided in areas where they are not available. No expansion of railway facilities is taking place, rather the railway services existing since British era are being strengthened only. New railway line should be laid on priority basis in these areas where there are no rail lines. Railway network should be spread all across the country.

There is no railway service in district Gadchirolli in my constituency. Despite repeated demands, nothing has come out. Railway policy is not in consonance with RoR, what kind of policy it is. No railway line is being laid in this poor tribal dominated district which is lacking in industries despite the fact that the survey work from Badsa to Aarmori Gadchirolli line in this naxalite affected region has been completed. Funds to the tune of Rs. 100 crore

are required for it. The Government of Maharashtra has sent a letter to the Union Government expressing its willingness to provide its share of contribution for this railway line. There should be a budgetary provision for this railway line. This region has reserves of lime stone etc. Survey for laying new railway line from Ballarshaha to Surjagar should be conducted. Delhi-Chennai-Bangalore railway line passes through Chanderpur station. There is a need to add a third railway line on this important route ahead of Nagpur to Ballarshaha so that more trains could ply on this route. I demand that a train be introduced between Ballarshaha to Mumbai and a shuttle train be started between Ballarshaha-Chanderpur to Nagpur. Many stations in my constituency lack PRS service. I demand to provide PRS-VTS facility at all the stations. There is a need to lay a second line from Chanda Fort station to Gondia station alongwith the electrification of this line. There is a need to run more trains on this route and I have made repeated demands for it.

There is goods shed adjoining Chanderpur railway station. There is a need to shift it to another place like Tadaki or at Ghugus. Babupeth overbridge (Chanderpur city) be constructed. Sewagram Express starting from Nagpur upto Mumbai be extended upto Ballarshaha instead of Nagpur.

With these demands, I conclude.

*[English]*

\*SHRI P. KARUNAKARAN (Kasargod): Sir, I support the Supplementary Demands of Railways for the year 2006-07. I also congratulate the Railway Minister and other Minister for running the profitable public undertaking. The share and the contribution of the worker cannot be ignored in making railway a profitable one.

In the last Session of this House railway Minister and the Prime Minister has promised to provide some special package to the State of Kerala especially in the wake of the formation of the Salem Division. We have already given the proposals to the Hon'ble Prime Minister and the Railway Minister.

We reiterate our long-standing demand for the formation of West Coast Zone with head quarter in Kerala. This is the permanent solution for the development of the states. Railway Minister has already declared in the House to set up Coach Factory at Palakkad. The work

of the project has to be expedited and we request you to lay down the foundation stone in the month of December itself. A pre-requisite for the railway development of Keraia is the dedicated high speed passenger corridor from Trivandrum to Mangalore. With regard to the electrification the work of the Shomur-Mangalore is yet not started, this has to be included in the railway project. We have already given proposals for the construction of new railway lines such as Kollankod-Trichur, Tellicherry-Mysore and Nilambur-Nanjangode. Some of the proposals of the previous Railway Budget like the Triangular Railway Station at Shomur should be expedited at the earliest. The trains Cochin-Bangalore and Kannur-Yashwantpur should be made daily. The proposal of work on wagon repairing workshop which was already sanctioned at Nemom Trivandrum should be expedited. As Kerala is the tourist state the trains from Kanyakumari to Goa should be introduced and there is also a need to introduce Calicut-Mangalore, Ernakulam-Coimbatore intercity express.

The Hon'ble Railway Minister Shri Veluji has already agreed to introduce the passenger train from Kannur to Mangalore when he has visited Kasargod in Kerala. This has to be introduced at least in this time.

There are about 65 ROB in Kerala. The work of the 10 ROB's are completed the work of the 10 other ROB's are in different stages. In some cases it is true that the land acquisition is the problem but there are instances where the State Government has completed their portion of the bridge but the remaining portion has to be completed by the Railway. The Backle in Kasargod, Muzappilangad in Kannur, Palakkad in Palakkad District are the example. There is no justification for this undue delay on the part of Railway.

I like to remind in this session also the problems of the railway porters and workers due to the new policy adopted by the Railway. Many of the railway porters are not able to handle the parcels well as the luggage services in the stations. It is true in the case of catering service also. It is entrusted with IRCT where they have given sub contract to other persons. As a result many of the workers working in catering services are unemployed.

With this word I would like to conclude with the hope that the Hon'ble Railway Minister will consider all this favourably.

[Translation]

SHRI DEVWRAT SINGH (Rajnandgaon): Mr. Deputy Speaker, Sir, through you, I would like to congratulate Lalu Prasadji and while supporting the Supplementary Demands for Grants of Railways put up by him in the House, I would like to state that the amount of funds sought through the Demands for Grants should definitely be provided to Lalu Prasadji.

What transpired during the last three and a half years which has led to such transformation of basic infrastructure in the Railways? What are the reasons that such a great transformation of Railways is attributed to none other than the UPA Government and Shri Lalu Prasadji. A discernible positive aspect that has emerged in the services of Railways has been in regard to the most vital issue of corruption. A common person had been under the constant impression that he would not get a seat against unreserved ticket without paying any bribe. I would like to extend my thanks to Shri Laluji through the House for bringing such a great change in the system for giving relief to the common people.

I would like to say through you that he had no magic stick to bring about changes in the Railways. This was just a better management, a better thinking and the most importantly it was always uppermost in the mind of Laluji as to how a common man could be benefited or given relief by the Railways and he made efforts in this direction.

Now, I come straight to my own State Chhattisgarh and through you I would request the hon'ble Minister that Chhattisgarh is a backward State in itself with possibilities of rich mineral reservoirs. In my parliamentary constituency Rajnandgaon, I have conducted a survey on Kota Rail Line via Dhongargarh to Thahragarh-Kavarna. I have requested to get it sanctioned. Definitely it will generate good income for Railways and its benefits will reach the people. At the same time, I request that the Dhongargarh station, where holy temple of Mata Bimleshwari Deviji is located and about 30-40 lakh devotees visit this temple every year, this station should be declared a model station. In Dhongargarh, there is a big railway ground which may be converted into Railway Station and the Chhattisgarh Sampark Kranti Express which reaches Delhi via Raipur-Durg-Bilaspur be renamed as Satnam Sampark Kranti Express after the name of Guru Ghasidas Baba. If it happens, it will generate goodwill towards Railways among the elderly people.

I would like to make one more submission that there is a train named Chhattisgarh Express about which it was stated that it would link the people of Chhattisgarh with North. But, I would like to tell you that our so many people from Chhattisgarh who wish to travel to Punjab and Delhi have to suffer a lot because the train-Chhattisgarh Express runs as a passenger train from the station near Bhopal by stopping at a number of station. So, there should be a check on its frequent stoppages. My other request is that the Department has introduced a number of schemes like Bullet Trains, Communication System, Mobile Services etc. for which the Central government should provide funds by making more and more provisions in the budget. Along with this, I lay some small demands regarding railway stoppage etc.

\*There should be a stoppage at Rajnandgaon of trains like Howrah-Kurla (Mumbai) (Gyaneshwari Express), Bhuvaneshwari-Kurla (Mumbai), Hatiya-Kurla (Mumbai), Howrah-Kurla (Mumbai) and there should be a stoppage at Dhongargarh Railway station of Bilaspur-Nizamuddin (Delhi) and Howrah-Pune Azad Hind Express.

A train should be introduced from Chhattisgarh to Ajmer Pushkar via Raipur-Bilaspur.

Instructions should be issued to extend Chhapra-Durg Sarnath Express up to Gondia.\*

SHRIMATI JAYAPRADA (Rampur): Mr. Deputy-Speaker, Sir, I have to raise certain points in regard to supplementary demands. The hon. Minister of Railways Shri Lalu Prasad ji has done a commendable job for bringing substantial changes in the Indian Railways in a brief period of time ever since Independence and converted the loss making Department of Railways into profits earning to the tune of crores of Rupees. It is gratifying, however, after taking a look at the list of Supplementary Demands for Grants I felt disappointed since nothing has been given to Uttar Pradesh which was very necessary.

Mr. Deputy Speaker, Sir, the pace of the train should commensurate with the facility and safety. However, one finds that the passengers at B-grade stations are not provided the desired facilities. The passengers do not even have any safety at B-grade stations leave aside the facilities. I would like to draw the attention of the House towards the fact that security should be an important

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\*..... \* This part of the speech was laid on the Table.



concern and ironically there is no safety and security arrangement for women in particular while they travel in trains. Incidents of looting are frequent at some stations. There is a need to take some steps for improvement at such stations. I would like to state that the hon. Minister of Railways is making efforts to bring improvement and provide facilities, where these are missing.

Mr. Deputy-Speaker, Sir, there is a need to open computerized reservation offices at B-grade stations. Besides, the Railway proposes to lay some new tracks. There are no repairing and maintenance arrangement for the new railway tracks which have been introduced for Uttar Pradesh. It is a state with highest density of population. If we go there we will find that the railway tracks get submerged under water during floods. As a result the bogies of trains turn turtle and several people get killed. The hon. Minister of Railways has witnessed it during his visits. He is requested to make arrangements of funds for repair of tracks in such condition. It would facilitate passengers. The passengers face a lot of difficulty during night at B-grade stations, which are yet to be electrified. A number of accidents have taken place at those stations. In addition to it, there are no arrangements for drinking water when the trains arrive late. The Ministry of Railways envisages mega projects and proposes tie-ups at international level, however, there are no facilities and safety for common man in trains. I would like to cite an example of my parliamentary constituency, Rampur. On 22nd November, certain persons were injured when a tractor collided with Railway Engine at Kameri-Ghatampur on Rampur-Kathgodam railway route. No assistance was provided to them by the Railways. Leave aside giving any consideration to the dead families, there is no one even to extend them support. No one is bothered about providing compensation to the families of those whose family members have been killed in this accident. Secondly, there is no railway crossing which could ensure safety of the people. The engine was moving without any light indicator and the tractor rammed into it while the engine was going reverse. The hon. Minister is present here. I would request him to announce Rs. two lakh compensation for the families of the deceased and Rupees one lakh for the injured persons so that there could be some means of sustenance for their families and children.

Mr. Deputy-Speaker, Sir, Agra is a famous tourist place thronged by the tourists. I request that a 'Palace on Wheels' train should be introduced from Delhi to Agra. Taj Mahal has earned us international fame. So I request

that a train should be introduced for Agra on the lines of Palace on Wheels for Jaipur. I would like to raise another issue concerning my constituency. It is in regard to safety arrangements and reservation of tickets. There is a single window reservation of tickets in Rampur, which caters to thousands of people. I request that some additional windows should be opened from there to facilitate reservation. In addition to it I request that an additional train from Rampur to Ajmer may be introduced.

SHRI LALU PRASAD: I have done this much.

SHRIMATI JAYAPRADA: Sir, you have extended a lot of cooperation. I have been your fan in the past and even now I admire you. Rampur is a very backward region so there is a great need for development. It is inhabited by Muslim minorities. If an additional train is introduced from Rampur to Ajmer it would facilitate them a lot.

SHRI LALU PRASAD: The former MP Sahiba got the work done. ...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Thank you Madam.

[*Translation*]

Rest of the points you can give in writing.

SHRIMATI JAYAPRADA: I will take only one minute. A large number of students go to Aligarh University from Rampur. Therefore, trains should be given a stoppage at Rampur and I also request for certain additional tracks to be laid for this purpose. I also request that a Rail bus should be operated on Rampur-Muradabad-Bareilly route.

[*English*]

MR. DEPUTY-SPEAKER: You can lay it on the Table of the House.

[*Translation*]

SHRIMATI JAYAPRADA: Mr. Deputy-Speaker, Sir, I thank you very much for providing me an opportunity to speak. I will lay rest of my demands on the Table of the House.

MR. DEPUTY-SPEAKER: Dr. C. Krishnan, there are only two three minutes for you. You raise if you have any particular issue and lay rest of your speech on the Table. If you will lay it on the Table, even then the hon. Minister would read your speech.

[English]

\*SHRI B. MAHTAB (Cuttack): Sir, Chairman of the Standing Committee on Railways has recently said that India's rail network growth is far behind its neighbouring country China. His platitudes regarding China is understandable but what prevents him to impress upon the UPA Government to lay more stress on Railways? Has the Railways any perspective Plan? During last 60 years, India has added about 10 thousand km. of new tracks while China, in the last 50 years has added over 64 thousand km. of rail track, says Mr. Achariya. I fully agree with him and reiterate his view that pace of expansion of country's rail network should match with the rate of growth in freight and passenger traffic and adequate funds should be provided for execution of rail projects in tribal and backward regions.

Government is spending Rs.60 thousand crores for construction of express ways. Why can't it spend at least Rs.25 thousand crore for the much needed expansion of the railway network in a time-bound manner. There are about 200 projects for new lines pending mostly in hilly, tribal and backward regions but there is no budgetary support to execute them. Rather the budgetary support to the Railways has dropped. I would quote Sri Achariya again. He says that the budgetary support to the Railways have dropped from 75 percent during the first five year plan to a mere 24 per cent in the tenth plan. This is reason why the Ministry is depending on internal generation of resources and extra budgetary support. Unless the hilly, tribal and backward areas are not linked with the rail network, how can those areas be developed? They will continue to remain backward for ever if adequate attention is not paid immediately.

Orissa is one of the few States in the country with substantial natural resources, plentiful minerals and long coast line with potential port sites. However, the State has lacked development in the past due to absence of adequate infrastructure. The railway route length in Orissa is 2340 km only. Orissa has an average of only 15.03 kms. Since 2002-2003, the State is undergoing a positive change in industrialization. Number of steel plants, Alumina/Aluminum plants have come up. Arcelor-Mittal is setting up a Steel Plant in Keonjhar with a capacity of 12 MTPA. It is expected that by 2016 the additional generation of traffic shall be 200 million tonnes. 10 independent power plants are being set up to generate

11000 MW of energy. Such rapid industrialization would require special attention for development of infrastructure. In the Port sector, development of Dhamra-Chandbali Port and Gopalpur Port are being developed into all weather ports of international standard. The Railways has sanctioned 6 new BG Rail line, 11 doublings and 2 gauge conversions alongwith electrification projects in order to cater to this traffic. This changing scenario would require heavy investment from Ministry of Railways for completion of the sanctioned projects as well as sanction of new lines, survey and electrification etc. I urge upon the Government to complete all sanctioned projects with 5 years.

There is a need for increased allotment of funds for the railway projects and SPVs for viable railway projects be explored too. The shareholders agreement for Haridaspur-Paradip BG Rail Link has already been finished. Orissa Government is facilitating formation of SPV for Anugul-Dubri-Sukinda Road. Similarly, extension of Nuapada-Gunupur Rail Link to Theruvali be also explored on priority basis.

I would also urge upon the Government to expand the jurisdiction of East Coast as it is necessary for better coordination and facilitation of bulk customer. I would urge to extend the jurisdiction of Sambalpur division to include Jharsuguda-Barsuan-Kiriburu-Rourkela-Nuagaon; Jharsuguda-Himgiri or you can create a new division with the headquarters at Rourkela or Jharsuguda with jurisdiction as mentioned under the East Coast Railways.

I would urge the Ministry to extend the jurisdiction of East Coast Railway and include Banspani to Padapahar section and Bhadrak-Laxman Nath Section in Khurdha Road Division.

Now I refer to one major rail project which needs special attention. Khurda Road to Bolangir project was sanctioned since 1994 with an estimated cost of Rs. 1000 crore within last 12 years hardly Rs.50 crores been spent. Land acquisition has been completed for 36 kms from Khurda and detailed estimate from 36-112 km. been submitted for Rs.316 crores. There is a need to allot adequate funds for this project.

For Haridaspur-Paradeep rail link, it is essential that adequate funds be made available and a time bound programme to commission it by 2011 be ensured as a large number of steel plants in Dubri-Kalinga Nagar Complex as well as Posco and Mittal projects are coming

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\*The speech was laid on the Table.

up. This rail link will be a feeder line for imported coke etc. to the industries in Cuttack, Dhenkanal, Jharsuguda, Sambalpur districts.

The survey report of Talcher-Gopalpur Broad Gauge Rail link was submitted to Ministry of Railways since long and it had indicated a favourable rate of return. The recent thrust of industrialisation with setting up of Steel, Power and Aluminium plants would require a dedicated Railway link between Talcher to Gopalpur for export of raw materials and finished products. I would request the Ministry to consider to increase the frequency of Bhubaneswar-New Delhi Rajdhani Express to seven days a week.

Orissa has only coaching terminal at Bhubaneswar which is landlocked and inhibits expansion. This terminal should be expanded in order to accommodate more number of trains. Similarly proper coaching terminals may be developed at Berhampur, Sambalpur and Koraput.

I welcome the decision of the Govt. to develop a station in between Cuttack and Bhubaneswar into a international standard. My only request is to complete the project in a time bound manner.

Before concluding, I would mention that the Indian Railways surprised everyone by earning a surplus of Rs. 14,700 crore in 2005-06. It went beyond Rs. 20,000 crore the next year and promising to take it to Rs. 21,578 crore in this financial year. But one should understand how this was achieved.

Broadly, permitting overloading following increase in axle loading and the overall growth of the economy, both yielded increased traffic, aided by rationalization of freight rates through classification changes brought the turnaround.

Now a plateau has been reached. Railways future will now depend heavily on the success of PPP schemes more stress be given on Dedicated Freight Corridor and High Speed Passenger Corridor Projects.

The dedicated corridor would increase both traffic and the speed of goods trains, industrial development, particularly on the eastern sector, will generate enough transport demand. For example, steel production will increase. Finished steel from the eastern region will also be transported to other regions. Therefore I urge upon the government to give more stress on completion of the ongoing projects at the earliest.

[*Translation*]

\*SHRI RAMJI LAL SUMAN (Firozabad): Sir, this House is taking up the supplementary Demand for Grants (Railways) for 2007-08. This is the second time when the Minister of Railways has presented the demand in the House after the Rail budget. This is not a good practice and the people preparing the Rail Budget have not proved their wisdom. The Ministry of Railways should farsightedly bring such a budget each year so that the work could be executed with concentration. The straight meaning of the supplementary Demands for Grants is that the budget estimate of the Government was not correct. However, the Expenditure is more essential than demand.

Sir, the Ministry of statistics and Programme Implementation has recently submitted a report about the Ministry of Railways in which it has been stated that the projects are announced by the Ministry of Railways without any substantial assessment. The Ministry has 35 such projects on which no concrete report has been prepared and there is no mention of time frame for the completion of these projects. During the period of October to December, 2006 study was conducted on 284 projects of Railways under the monitoring system. Among them there were 101 projects about which the Ministry of Railways is silent about the time frame for their completion. Even the cost of the projects has not been mentioned. Apart from these, there are 150 such projects on which cost of construction has overrun by 55 per cent. There are 33 such projects which have been delayed by 3 months to 159 months. The amount of Rs. 28,602 crore was estimated for the construction of 174 projects which has now escalated to Rs. 55,266 crore. The report further says that the Ministry of Railways has been launching new projects without completing its old projects due to which department suffers huge losses.

Sir, in Uttar Pradesh, Agra Etawa broad gauge project was started in 1999. The major part of this project falls in my parliamentary constituency Firozabad. Its estimated cost was Rs. 214 crore. After the lapse of about 8 years, even half amount of this project has not been released so far. The pace with which this project is running, it is impossible to forecast the time of its completion. Fixing no target for the completion of a project is a matter of great concern. I expect the Minister of Railways to release the lump sum amount for this project so that it could be completed at the earliest. I would like to give an example

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\*The speech was laid on the Table.

[Shri Ramji Lal Suman]

about the increase in the income of Railways through the freight charges. Railways has announced the incentive schemes for the promotion of goods transportation in various zones and these incentives are being given to the industrial establishments. Reliance industries, oil industries and steel industries have been asked to get maximum transportation of their goods through Railways and they are given commission from 10 to 50 per cent. The relief which is being given to these establishments should be extended to all other establishments so that all the industrial establishments are attracted to vet their goods transported through the Railways. Why few establishments?

In 1999, 400 passengers were killed an accident which occurred at Gayshal station. Two trains were running on the same track in opposite direction and they kept on running for 40 kilometres. Obviously, the lapse might be on the part of the Railways high officials. Today, after 8 years the Ministry of Railways has succeeded in getting six lower level employees convicted with two years' imprisonment, but the higher officials who were suspended at the time have been acquitted and they are still in jobs. So, this attitude of the Ministry of Railways is not fair. It was necessary to punish the high officials in the wake of such a big mishap. Even after all these accidents, the Railways administration is not alert. Recently, on 27th of November, a goods train from Ghaziabad yard ran for 12 kilometres without driver. Its speed was 30 mile per hour and it had crossed so many signals. Luckily, no untoward incident occurred, there can be no other befitting example of the gross negligence on the part of the Railways than this.

CAG has elaborated in its report as to how the Railways has generated its income. In the year 2005-06, an additional amount of Rs. 15000 crore was collected from the passengers and it was highlighted that he has not increased passenger fares. The collection of this amount was made on reservation and cancellation and by imposing charges and surcharges on supper fast trains as well. Ultimately, the burden fell on the passengers, but indirectly. On the other hand the increase in freight charges was made by loading additional 8 to 10 tonnes in a wagon, which is highly risky. Undoubtedly profit accrued with this measure but it will lead to decrease in longevity of the wagons.

Sir, the Minister of Railways belongs to the whole country, he does not belong to only Bihar. There are so many major cities and metropolis where there are no

stoppages of important trains. My parliamentary constituency Firozabad is famous for glass industry in the world. The stoppage of Purva Express, Jodhpur Howort Express, North East Express and Swatantra Senani Express at Firozabad is absolutely necessary. There is no proper facility of public lavatory at this station. There is need to increase the number of reservation counters here. Reservation System is linked with the BSNL due to which people have to face a great problem. It should be linked with the Railways network. I hope that the Railways will pay attention towards the points raised by me on priority basis.

*[English]*

\*SHRI A.V. BELLARMIN (Nagercoil): Sir, thank you for the chance given. First of all I appreciate Hon'ble Ministers Shri Velu and Shri Lalu for the good developments brought about in Indian Railways. I thank them for the announcement made in the Budget of the Coimbatore-Nagercoil Night Express. But agony is the above train has not yet started its journey. Required arrangements shall be made for the early run of the above train. Sir in Southern Railway the much profitable passenger line is Kanyakumari-Chennai line. It is a common experience. The special train announced during festival seasons went full within half an hour from the time of announcement, such a huge rush we experienced all the year in that line. The tracks are utilized more than 180%. Even though the doubling work was not taken up. It is very urgent to make the line double from Villupuram to K. Kumari. Electrifying the line from Villupuram to K.Kumari also shall be taken urgently as this will reduce the running cost, running time and also eco-friendly. Sir K.Kumari you know is the Southern tip of our nation, all trains which halt and start from Trivandrum, Madurai, Tirunelveli shall originate from K.Kumari. The long demand of a night train to Bangalore from Nagercoil should be announced earlier.

Connection to Tuticorin-Mysore Express from Nagercoil, passenger trains to Tirunelveli from Nagercoil in the afternoon and to Nagercoil from Trivandrum in the evening are very long demands. Expansion of Nagercoil, K.Kumari Stations, subways in Nagercoil Vathiyarvilai Suchendrum and Palliyadi, R.O.B. at Putheeri are yet to be sanctioned. Special sanction to be given for a station at Parvathipuram.

Sir, before concluding I raising two more points. A demand for a referral Hospital to the Employees working in Kanyakumari sector at Nagercoil is not yet fulfilled. Please accord a special sanction for that. Also the retrenched workers in the Kanyakumari sector were not given employment even after court orders and directions. Hardly they have four or five years service remains. But instead of giving chance to them the Railway is going for appeal. It is highly injustice. Kindly accommodate them by giving them employment.

Sir, Railway is a prestigious public sector connecting land-scapes, climates and all caste creed, religious people of India. It should be maintained as public sector. All proposals of outsourcing, contracting, privatising should be dropped.

With these words, I extend my support to the Supplementary Demands for Grants.

DR. C. KRISHNAN (Pollachi): Sir, I thank you very much for giving me this opportunity. My Constituency is Pollachi which was previously a part of Madurai Division of Southern Railway. But Salem Division of Railways was formed wantedly, without informing me and without consulting me and without any consultation with the people's representative that part of Pollachi Division has been taken over and attached with Olavelevdu, Palakkad Division.

Sir, we welcome the formation of Salem Division of Railway which has been a long pending demand of Tamilian people. But without any reason, that has been handed over to Kerala. This does not go to Palakkad at any stage.

Previously also it was a part of Coimbatore in Tamil Nadu. Some of the hon. Members from Kerala and Tamil Nadu had signed that paper relating to the transfer of the areas. I do not know they could be authorised to sign such records which relate to transfer of an area to the Palakkad Division, Kerala which was earlier in the Madurai Division, Tamil Nadu. This has very much injured my sentiments. My people are very much disappointed and also are worried about the fact as to how an area in Tamil Nadu can be handed over to another Division in Kerala without consulting the person who has been elected by them. This is a real concern of the people of my area. In protest against this our Chief Shri Vaiko had done a rail roko agitation on 19.09.07 for four to five days and also went round the villages telling everybody

that in no way the local MP was informed about the transfer of that area to Palakkad Division, Kerala. Hunger strike was carried out on 04.10.07. The Party also held a mass rally in Pollachi demanding the area back either to Madurai Division or Salem Division.

Sir, when the Salem Division was formed, my name was not even included in the invitation. This was a mistake committed by the concerned authorities. In that way I was again insulted by the authorities. Here I would like to make a demand to the hon. Railway Minister that the area Pollachi Kinathukadavu that has been transferred to the Kerala Division should be brought back either to Salem Division or Madurai Division.

Sir, for the rest of my demands, I am laying it on the Table of the House.

\*Sir, ever since Independence, in my part of Tamil Nadu, Pollactir, Coimbatore at my constituency no improvement has come part from Computer Reservation done only in Pollacti Station. It is very much needed a computer reservation at Udumalpet station in Coimbatore.

Regarding gauge conversion from existing meter gauge to broad guage this has been a long pending demand of my constituency and an amount of Rs. 1 crore was sanctioned during 2006-2007 for preliminary works for gauge conversion from Dindugal-Palani-Pollacti. Pollachi to Coimbatore and Pollachi to Parghad, Kerala. I should thank the honourable Railway Minister Laluji and and State Minister Thirurvelu for sanctioning Rs. 30 crores towards the above BG conversion. I hope the railway officials are working towards starting the work early. As such till now nothing is visible to the common man, even though about nine months have passed after the budget allotment of Rs. 30 crore this year. Work should be started immediately and the work of BG conversion completed in a very short span of time. This is what is anticipated and eagerly requested by my constituency people.

Very important is enough fund should be sanctioned to complete the BG conversion early regarding road over bridges.

Between Kruathukadavu and Pollacti-Mullupadi rail gate should be facilitated with ROB.

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..\* This part of the speech was laid on the Table.

[Dr. C. Krishnan]

In Pollachi, Kotlur-Valparai rail gate should be immediately widened and ROB should be built.

In Udumalpet, Udumalpet-Dhali Road Rail gate is sanctioned for ROB but no work has been started so far.

An underground passage should be provided between Udumalpet-Dhali Road and Udumalpet-Railway station to facilitate two wheels vehicles to pass through near Rudhrappa Nagar-Udumalpet. In Madathukulam, Udumalpet TK Coimbatore DL

Five trains are crossing, plying towards Palani and Coimbatore via Pollachi are stopping now. These trains should continue to stop at Madathukulam and help my local area people to utilize the train service which is very much the poor mans transportation. The station is in the town panchayat, with the offices and bus stand in 500 feet reach. Main Coimbatore Pollachi Palani NH Road is 600 feet reach.

Kiuthukadava and Pollachi area of Madurai Division of Railways has been attached with Olavakod division in Kerala. This was done while forming the Salem Railway Division.

As an elected representative of Pollachi, I was not informed or consulted regarding this major railway activity in my constituency. Some unauthorised honourble MP's have signed the agreement to transfer these parts with Kerala. This agreement will not stand the test of time.

Sir, for getting back these areas again with Madurai or the newly formed Salem division of Railways we have conducted Rail stopping agitation on 19.0.07, 2000 persons arrested for stopping four trains under the leadership of my beloved leader Thiru Vaiko Leader of Tamils. He went around the local hundreds of villages to make them aware about the fact. We have conducted a rally walking around Pollachi town and conducted a mass meeting public meeting in Pollachi town headed by respectful leader thiru Vaiko.

Above all Sir, about 3000 (three thousand) persons from my party Marumalatchi Dravida Munnetr Kalagam sat for one day on 4.10.07 hunger strike headed by thiru Vaiko demanding Pollachi and Kinakukadavu to be attached again with Madurai division or newly formed Salem division.

Under these situation and circumstances I request honourable Lalu ji, Railway Minister and honourable

R. Velu respectable minister of state railways to get back Pollachi and Kinathukaduvu areas with either Salem or Madurai Division as before.\*

DR. R. SENTHIL (Dharmapuri): Sir, at the outset I would like to thank our beloved Railway Minister, Shri Lalu Prasad Yadavji for making a dream come true by way of inauguration of the Salem Division. I thank him for having come and inaugurated the Salem Division.

Sir, India is on the move. Our neighbouring State of Kerala not only has cent per cent literacy, but it also has 100 per cent broad gauge in the State, whereas in the State of Tamil Nadu, of the entire stretch of meter gauge, except for 83 kilometres, the rest of it has been approved for conversion to broad gauge. But unfortunately this has remained only an announcement. No funds have been allocated to make it a reality. I would like to request the hon. Minister to allocate funds for gauge conversion in the State of Tamil Nadu.

Sir, in regard to electrification I would like to submit that the neighbouring States have more than 50 per cent of their railway tracks electrified, whereas the percentage of track electrification in Tamil Nadu is just 25 per cent. The electrification of the lifeline railway track of Tamil Nadu, namely, Chennai-Rameshwaram and the track connecting Villipuram-Rameshwaram is an urgent need. Also, the tracks connecting Madurai-Tuticorin and Maniachi-Nagerkoil would also have to be electrified.

There have been quite a few new lines announced. I would like to thank the hon. Railway Minister for announcing the new lines connecting Nagari-Dindivanam; Dindivanam-Thiruvannamalai; Nagapattinam-Thiruthurai poondi; and Salem-Karur. But unfortunately, the works of construction of these tracks are going on at a snail's pace. I would like to request the hon. Minister to allocate more funds so that these lines could be constructed at an early date.

Sir, more importantly, there are a couple of lines that have been announced for survey. They are namely, Morappur-Dharmapuri and Dindigul-Lower Camp. I do not know about the status of this. I would like to urge upon the hon. Minister to take it up seriously and see to it that the surveys are completed at an early date. A stretch of around 277 kilometres needs to be doubled as it carries the highest passenger density in the State. It would require a fund allocation to the tune of Rs. 822 crore. The Planning Commission has suggested that this type

of a project could be taken up in partnership with the State Government. This is a very important project and keeping in view the fact that the State Government may not be able to shell out much funds for this purpose and so I would like to request the Ministry of Railways to take it up on its own shoulders and do the project at the earliest.

Sir, finally, I would like to mention that the automatic signalling may be extended from Chennai up to Coimbatore. There are also quite a few demands relating to Puducherry and I have represented about that in writing.

*[Translation]*

\*SHRI P. MOHAN (Madurai): Sir, I would like to congratulate and appreciate the Railways for its earning of profits claimed to have risen up to Rs. 20,000 crores. It is also heartening to note that these profits would increase further this year. You have also stated that the ceaseless efforts of the Railways Employees have also gone in to profit earnings. At this juncture, I would like to find out from the Railways whether you have been paying salaries and perks on a par with Central Government Employees as per the last Sixth Pay Commission recommendations. The Railway Quarters are in a dilapidated condition, basic sanitary facilities and even drinking water facilities are not there. There is an urgent need to increase the salaries and perks of Railways Employees to improve their living standards. The staff quarters provided to Railway men needs to be refurbished with speedy steps to provide much lacking basic amenities. Railway hospitals are situated in the Divisional Head and Quarters most of them do not have adequate number of Doctors and needed facilities for surgical treatment. For instance, I happened to see for myself the Railway hospital in Coimbatore. It is in a very old building with inadequate space. For the past many years surgical treatment facilities are not there. Railway staff there are pressing for a new hospital.

On the one hand you claim that increased profits could be made. When that kind of turnaround and growth is there in Railways, why should there be outsourcing and private agencies to attend to beddings and others in Railways hospitals. Private contractors are roped in even to maintain sanitation in the Railway hospitals. Hundreds of men and women would henceforth be employed as

daily wage labourers for all years to come without social security and job security engaged by private contractors when they will be working for Railways, the largest employer of the country all these years. There are several Benamis who are handling these contract jobs.

When it comes to Engineering works also Railways have resorted to outsourcing. For instance Podanur Signals Unit has out-sourced 60% of its works. This must be stopped.

Similarly track maintenance has been mechanized. This may help to speed up the work. But only five men are engaged with a mechanized trolley instead often men to be put on the job. Even these men are required to work in any part of the zone any time of the day at times even ten to fifteen days continuously away from home without any basic amenities to stay even. Hence there is a need to determine and streamline their duty stations and operational requirements. Every track maintenance unit must have ten men instead of five.

I would like to point out the lacunae in New Tatkal Scheme that has come in to operation from 24 November. According to the new scheme, in trains that have less than fifty percentage of utilisation of Tatkal quota in a financial year, 50% of Tatkal bookings will be transferred to those in waiting list who will be paying Rs.150/- an increased charge. It is said that at the time of advanced reservation itself 50% of Tatkal bookings can be made. It is a normal trade practice of give discount on goods that do not sell and stagnate. But Railways increased it to Rs. 150 when there were no takers for Tatkal charges of even Rs.50/-. This is not correct. This may appear to be a relaxation but in reality it is an indirect escalation of service charges. In fact, it should have been done like this. In trains that witnessed a trend of less than 50% of utilization of Tatkal quotas, the Tatkal charges must be made Rs.25/- cutting down by 50 percent.

For more than an year now the train between Madurai and Mannad is in operation. It was announced in the last Budget that Madurai-Manmad train will run twice a week. Hence, I urge upon the Railways to introduce one more train to translate in to action the announcement made in the Rail Budget.

Villupuram-Dindigul-Kanyakumari gauge conversion and doubling of line alongwith electrification must be taken up with the Planning Commission and Railways must obtain its approval to commence the work.

Laying of the double broad gauge line between Madurai and Dindigul must be completed on a war footing.

[English]

\*SHRI RAVICHANDRAN SIPPAPARAI (Sivakasi): Sir, I am speaking on behalf of MDMK of Supplementary Demands for Railways 2007. I have noticed the Central Government Cabinet decided to laying separate freight corridors between Delhi and Mumbai and also between Delhi and Calcutta. At the same time Southern India our Chennai to ignored by this dedicated RAIL Freight Corridor.

Chennai is a growing hub of industries like automobile and many engineering industries—Chennai and Enore Port should be connected to parts of the country. Therefore, I demand the Railway Minister for dedicated freight corridor to Chennai from Mumbai and Delhi.

We have been demanding doubling of Chennai-Trichy-Madurai-Tutucorin-Kanyakumari Railway line and also the same life line of territory must be electrified.

Even after six months of announcement the proposed Nagercoil-Coimbatore Express Train not yet started. The Guage Conversion work between Virudhunagar and Manamadurai must be completed with time bound manner at least end of 2008 December. It is a long pending one. The nearby train routes are already connected or under conversion. This route alone kept as a Island.

Aruppokottai is one among the big town in South Tamil Nadu. More than 1 lakh people residing in Pruppukottari. So computerized ticket reservation facility should be provided.

Sirriputtur is another important pilgrim town in my constituency. There is a need for a computerized reservation facility.

Kovilpatti is important business town which is in NH route. Large number of match industries are functioning and Southern Railway is fetching very good income from Koripolice in this background. I request the Minister for providing a stoppage of Kanyakumaria Express-Koripatti at the earliest.

Sattur is another business have no match factories and firework industries in around Sattur. Large number of

Indian Passengers, Business people using this Railway Station for the Business purposes. So I kindly request Minister for providing stoppage for Howrah-Kanyakumari Weekly Express train in two directions at Sattrub.

Sivakasi is a big industrial town in my constituency which needs road over bridge at Sivakari to Sriviliputtur Road. Railway level crossing. Raja Palayam also requires a sub-way in the Alangulam Road area.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Lajuji, first of all, I invite you to visit Punjab, because it would be a great favourable gesture towards the people of Punjab if you lay the foundation stone of the railway line from Anandpur Sahib to Amritsar which was promised by you in the last session. For this I invite you to visit my constituency. The second thing is that when the discussion was going on today in question hour about the encroachment on railway land, I also wanted to ask one question. I would like to submit that the most of the encroachment for land falls under the purview of the Northern Railways. If the Railways does not need this land, the possession of this land with the persons occupying should be regularized by giving them legal possession on lease or rent with which the Railways will get benefited and, at the same time, people who are working there will also be able to get settled.

Hon'ble Minister Sir, lots of things have been stated for and against the Railways, out of which I would like to bring to your notice only two three things. From the security point of view the way a family was ill-treated by a D.I.G. in Purva Express detaining the children and ladies in police station which was shown on the television is really a matter of shame for our society. Similarly, the incident of misbehaviour with the sister of an I.A.S. officer is equally unfair.

I get opportunity to travel in Shatabdi from Chandigarh and Phagwara. One day I was surprised to find chaotic situation at Chandigarh railway station because seats of the passengers were not confirmed. When I inquired about the reason, I came to know that the train was to come on 19.11 and the reservation chart of 18.11 was there on the board. Obviously, the chart did not contain the names of any passenger. Such errors damage the image of the railways. Similarly, trains daily come late in Delhi. Even Shatabdi express reaches late at Amritsar or Phagwada from Delhi. The Government should pay attention in this



regard as well. I would like to draw your attention to one more thing that there is no proper arrangement of sanitation in AC First Class compartments of all the long distance trains. All the people who come to India from abroad, prefer to travel by train in India after traveling through air. If there is no proper sanitation in the compartments, it will give a bad impression. I had also given you in writing in this regard and I had also given second written complaint, however, no action has been taken thereon. We should also pay attention in respect of the cleanliness as cigarette butts lay scattered on the floor of the AC first class compartment.

I would like to say something about my constituency in the House. Ropar is a district headquarters. It is connected by a railway line. Railways earn Rs. 70 crore per year from goods trains and similarly, its income is Rs. 1 lakh daily from the passenger train. However, the condition of this station is very pathetic which I got an opportunity to witness. I was invited there. There is not even a single water cooler there, the existing shed is very small and there is only one platform and its height is much below the level of train floor. There is a need to construct another platform over there. The railways should set up a dispensary over there as it is the headquarters as the railways are earning huge revenue from there, so it should return some of its part to it. Last time, too, I had said that there is a saying in Punjab that 'Hing lage na Phitkari, rang chokha aye'. The Government may give many things to my constituency without spending anything, only some amount of adjustment is required. For example, a train from Hoshiarpur railway station terminates at Jalandhar. If some one has to go to Amritsar, he will have to take another train. If a direct train from Hoshiarpur to Amritsar is introduced, the railway will have to spend nothing, only time adjustment will be required. Prior to independence, trains used to run from Hoshiarpur to Lahore, but after independence, it goes only upto Jalandhar. I would like to request that the said train should be extended up to Amritsar.

One train has been recently introduced from Firozpur, its name is Hoshiarpur-Jalandhar-Firozpur express but there is no mention about this train in the net. I would like to request that the said train be named as Hoshiarpur-Firozpur Express. There is only one train that goes from Hoshiarpur to Firozpur, however, its name has not yet been changed to Hoshiarpur-Firozpur Express. There is ample scope of goods train in Hoshiarpur. There are many industries. None of the

godowns over there function properly. ...(*Interruptions*) If the Government take action in this regard, something will be achieved. I have been repeating it for the last three years, but it has no affect on the Government 'panchayat da kiha sir mathe, pamala othe da othe', is a saying in Punjab. ...(*Interruptions*) If the DMU originating from there is directly extended up to Amritsar, it can be a great bounty for my constituency.

MR. DEPUTY SPEAKER: If you wish, you may later lay it.

SHRI AVINASH RAI KHANNA: Sir, I will conclude shortly. We know that Anandpur Saheb is an important historical place. A very big function is going to be held in our Punjab. There is a railway line from Anandpur Saheb to Patna Saheb. If a new train is introduced between Anandpur Saheb and Patna Saheb it will promote religious tourism and it will also honour our sentiments.

I would like to mention one more thing. Two bogies are added from Hoshiarpur for Delhi. One engine brings the two bogies and then bogies return empty. I would like to request that those bogies should not return empty. They should be converted into passenger bogies. Whenever they come, they should also carry some passengers from Hoshiarpur as it will also earn revenue for the railways. Similarly, bogies going to Jalandhar can be used as passenger bogies. I would like to submit that there is a great potential between Pathankot and Delhi. Large number of passengers travel to Delhi from there. If Janshatabdi or Garibrath is introduced between Pathankot and Delhi, it could be much beneficial for Punjab...(*Interruptions*) line has been doubled in Dasuya and on account of this, the entire business of that area has got affected. If foot over bridge is constructed there, it will be much convenient for the people.

With these words, I conclude and extend my thanks to you for giving me an opportunity to speak.

*(English)*

\*SHRI BRAHMANANDA PANDA (Jagatsinghpur): Sir, I would like to highlight few important aspects with regard to development of Railway Infrastructure in my State of Orissa on Supplementary Demands for Grants (Railways)

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\*The speech was laid on the Table.

[Shri Brahmananda Panda]

for 2007-08. The details of the projects and demands are mentioned below for your kind attention.

Orissa is one of the few States in the country with substantial natural resources, plentiful minerals and long coastline of 480 kms. with potential port sites. However, the State has lacked development in the past due to absence of adequate infrastructure. The railway route length in Orissa is 2340 kms. only. Against the national average of 19 kms/000 kms, Orissa has an average of only 15.03 Kms. In the past it has not been possible to harness abundant mineral resources like coal, iron ore, lime stone, bauxite, manganese quartz, graphite and dolomite due to non-availability of railway infrastructure. However, the changing socio-economic development in the State requires speedy development of transport infrastructure in the form of major rail links, doubling electrification, etc.

Since 2002-2003, the State is undergoing a positive change in industrialization. A large number of MOUs have been signed for setting up of steel plants and Aluminum/ Alumina plants. Leading entrepreneurs like POSCO, ESSAR, TATA, JINDAL, BHUSAN have decided to set up steel plants in Orissa. Recently, Govt. of Orissa has entered into an MOU with ARCELOR-MITTAL for a Steel Plant in Keonjhar district with a capacity of 12 MTPA. It is expected that by 2016 the additional generation of traffic shall be 200 Million Tonnes.

**Brief for Members of Parliament from Orissa  
Budget Session 2007**

The Ministry of Railways is requested to allot Rs.880.00 crores towards ongoing railway projects, sanction of new lines, surveys, increase passenger amenities with introduction of new trains, extensions and increase in frequency etc.

**Annexure-A**

**PROJECT PROFILES**

Name of the Project	Year of Sanction
1. Lanjigarh Road-Junagarh (56 Kms)	1993-94
2. Khurda Road-Bolangir (289 Kms)	1994-95
3. Haridaspur-Paradeep (82 Kms)	1996-97
4. Rupsa-Bangiriposi Gauge Conversion (89 Kms)	1995-96
5. Nuapada-Gunupur Gauge Conversion (90 Kms)	1997-98
6. Angul-Dubri-Sukinda Road (90 Kms)	1997-98
<b>DAITARI-BANSPANI RAIL LINK PROJECT (155 Kms)</b>	
Year of Sanction	1992-93
Estimated Cost	Rs.913.87 crores
Expenditure till March, 2007	Rs.739.00 cores
<b>LANJIGARH ROAD-JUNAGARH (56 Kms)</b>	
Year of Sanction	1993-94
Estimated cost	Rs. 119.29 crores
Expenditure till March 2006	Rs. 27 crores
<b>KHURDA ROAD-BOLANGIR (289 Kms)</b>	
Year of sanction	1994-95
Estimated Cost	Rs. 1,000.00 crores
Expenditure till March, 2006	Rs.45.01 crores

Land acquisition has been completed for 36 kms from Khurda Road end. Earthwork and construction of bridges are in progress. Detailed estimate from 36-112 Kms has been submitted to Ministry of Railways for Rs.316.67 crores. The final location survey from 112-289 kms has been completed. The section from 0-36 kms should be commissioned in 2007-08. Ministry of Railways is requested for allotment of Rs. 100.00 crores for 2007-08/ sufficient funds for its early completion.

HARIDASPUR-PARADEEP (82 Kms)

ANGUL-DUBRI-SUKINDA ROAD (90 Kms)

TALCHER-BIMLAGARH (154 Kms).

RUPSA-BANGRIPOSI (89 Kms)

NUAPADA-GUNUPUR (90 Kms)

#### DOUBLING AND ELECTRIFICATION

Three doubling projects i.e., Nirgundi-Ragunathpur, Rahama-Paradip and Rajatagarh-Nirgundi have been completed. Two doubling projects were sanctioned in the year 2006-07. Presently, eleven doubling projects including the two sanctioned last year are in progress in order to further augment line capacity to cater to the additional generation of traffic. Allocation of funds for the 2nd bridge at Mahanadi, Kathajori and Kuakhai and Haridaspur-Jakhapur (3rd Line) needs to be sharply increased. Ministry of Railways is requested to allot Rs.300.00 crores for the doubling projects in Orissa.

Proposals for New Doublings Daitari-Banspani B.G. Rail Link (155 kms) Talcher-Sambalpur B.G. Rail Link Haridaspur-Paradeep B.G. Rail Link

#### ELECTRIFICATION

Electrification for the East Coast Link between Vishakhapatnam to Kharagpur has been completed. However, for the residual work, Ministry of Railways to allot Rs.40.00 crores for 2007-08. With the completion of electrification of East Coast Rail Link the feeder links need to be electrified as a matter of operational strategy.

Ministry of Railways is requested to sanction Electrification for:—

- (a) Daitari-Banspani B.G. Rail Link
- (b) Haridaspur-Paradeep B.G. Rail Link
- (c) Talcher-Sambalpur-Jharsuguda B.G. Rail Link

#### NEW LINES AND SURVEYS

CONVERSION & EXTENSION OF NUAPAPA-GUNUPUR B.G. RAIL LINK TO THERUVALI (79 Kms)

JAYPORE-MALKANGIRI (117 KMS)

The initial survey for this rail link was conducted in 2004. Subsequently, Ministry of Railways completed an updated survey. The estimated cost of this project will be Rs.562.05 crores with a viable rate of return of 14.28%. The sanction of this rail link will provide succor to the most backward districts of Orissa. It will also ensure socio-economic development in Malkangiri and Koraput districts and mitigate Naxal activities. Ministry of Railways is requested to accord sanction.

Bargarh-Nuapada-via-Padmapur (120 Kms)

Talcher-Gopalpur (245 Kms)

Puri-Konark (35 Kms.)

Jaleswar-Digha (40 kms.)

Rups-Bangriposi To Gorumahisani (35 Kms)  
Badampahar To Keonjhar (70 Kms) Berhampur to Phulabani (169.8 Kms) Surveys

The Ministry of Railways is requested to sanction four Surveys for 2007-08 which are as follows:—

1. Sambalpur-Berhampur Via Birmaharajpuri (408 Kms)
2. Bolangir-Nawapara (159 Kms)
3. Banspani-Bimlagarh (80 Kms)
4. Jaipur Keonjhar Road Jaipur (30 Kms)

#### Frequency Increase

Bhubaneswar/Kurla Express to more five days to week (instead of two days). Puri-Ahmedabad via Sambalpur Express to run everyday in a week. This will help people of the backward district in K.B.K. region. I would, therefore, appeal Hon'ble Railway Minister that a special package be declared in respect of Orissa for its Railway Infrastructure Development in view of the industrial revolution initiated by Hon'ble Chief Minister Shri Navin Patnaik.

SHRIMATI ARCHANA NAYAK (Kendrapara): Sir, thank you for giving me an opportunity to participate in the discussion on the Supplementary Demands for Grants (Railways) 2007-08.

While congratulating the hon. Minister of Railways for his able leadership of the Railways, I would like to bring to his kind notice the following few points.

Under the able leadership of hon. Chief Minister of Orissa, Shri Naveen Patnaik, Paradip is developing as one of the main industrial hubs of Orissa. A number of Foreign Direct Investments are coming up there, leading to vast economic growth and employment generation. Presently, Paradip Port, fertilizer companies and other types of industries are there in Paradip. Hence, there is an urgent need for speeding up the Haridaspur-Paradip railway line work, which comes under my constituency, and complete the work within a specific time. It is needless to say that the early completion of Haridaspur-Paradip railway line will connect seven to eight districts in its way. It will also become an economic life line of Orissa.

The Rajdhani Express, running four days in a week from Bhubaneswar to Delhi should be made daily. The frequency of Lokmanya Tilak Express, running between Kurla/Mumbai and Bhubaneswar should be increased from the present once in a week to at least four days in a week. There is no facility of pantry car available in Lokmanya Tilak Express. The same may please be introduced. Members of Parliament of Orissa also submitted a request letter to the hon. Minister of Railways in the month of May, 2007 for consideration of the above matter.

Similarly, in Puri-Tirupati Express which attracts a large number of tourists and pilgrims, II-AC compartments, along with a pantry car, may please be introduced. The train should be made a super fast express train.

Sir, it is also requested that the Koramandal Express running between Howrah to Chennai should be given a stoppage at Gudur so that the passengers/pilgrims to the Tirupati can go there easily. A new train from Puri to Rameswaram may also be introduced.

Sir, finally I would like to request the hon. Minister for the security of the women passengers travelling alone. The provision of women security officials may also be made in the train.

Sir, I hope that the hon. Minister of Railways will consider the above demands.

Sir, with these few words, I would like to conclude my speech.

*[Translation]*

\*SHRI GHURAN RAM (Palamu): Sir, I would like to submit that there are many problems in my parliamentary constituency of Palamu and the hon'ble Minister is also aware of them. The people of Palamu had also made request to the hon'ble Minister. I would like to request him to solve all the problems. It should be treated as urgent. Following are the details of the demands.

Introduction of passenger train from Barwadih to Bhavanathpur. Making Delhi-Ranchi Rajdhani Express via Barkakana (2454-2453) thrice in a week. Laying of a railway line from Barwadih junction to Chirmiri (Chhattisgarh) via Ambikapur. Introduction of an EMU train from Dehri-on-sona to Barwadih junction. Introduction of a link express from Dehri-on-sona to Barwadih junction keeping in view the Mahabodhi express (2398) running between Delhi and Gaya. Providing stoppage of Varanasi-Hatia inter-city express at Navadih station. Providing stoppage of Barwadih to Lucknow link express at Meral gram station. Providing stoppage of Jharkhand Swarn Jayanti Express (2873) at Aligarh station. Making of Haidar Nagar station a high level station and construction of a foot over bridge there. Making Koshiara station a model station and construction of a foot over bridge there. Making Garwa a model station and construction of a foot over bridge there. Making Nawadih station a model station and construction of a foot over bridge there. Making Nagar Utari station a model station and construction of a foot over bridge there. Setting up of a railway crossing near Panjari village. Setting up of a railway crossing near Kadal village. Provision of reservation quota of 4 berths in Palamu link express from Meral station. Introducing a pantry car in Shaktipunj Express running between Howrah and Jabalpur. Introducing a pantry car in Triveni express running between Barwadih to Lucknow. Commissioning of Bamani station which is ready. Commissioning of Arangi station which is ready. Providing stoppage of Palamu Express at Lalgargh station. Providing stoppage of Shaktipunj Express at Meral village.

SHRI ABDUL RASHID SHAHEEN (Baramulla): Sir, some projects have been referred to in the demands for Supplementary grants in which Udhampur, Baramulla,

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\*The speech was laid on the Table.

Kazigund project also find a mention. I would like to bring one or two points to the notice of the hon. Minister of Railways very briefly. The hon. Minister of Railways has won many a praise and he rightly deserves it. It is said that he has worked wonders. He might have, however in regard to Kashmir I would like to say that he can do a historical job if he gets projects for Baramulla, Kupwada sanctioned. Baramulla-Kazigund and Udhampur-Kazigund is a path breaking project and it would be a matter of great pride for the Indian Railways if they work this wonder. When one and half kilometre long Banihal tunnel was constructed on our stretch of road one of our legislature Members averred that we have dug through the mountains and completed accession with India. However Udhampur to Kajigund tunnel which is more than hundred kilometre long is worth appreciation. We might be at loggerhead with the BJP, but cannot remain without praising their leader Vajpayeeji for making it a national project and not letting it starve for funds and implementing it in the most unfavourable conditions. And our hon. Minister of Railways deserves equal praise who has taken a lot of revolutionary measures and some others are in his mind as we know about his carbon project and other projects in the offing. The Railway Department and the country at large would be benefited, if the Kupwada project is implemented at that place which would be a historic achievement.

In addition, it is also requested that thousands of pilgrims come for darshan of Vaishno Devi. The Jammu Railway station should be expanded in the hon. Minister of Railways presence and facilities should be enhanced for the passengers there so that their difficulties are minimized. That railway station is very small and consequently there are many problems. The problems get compounded during heavy rush of passengers.

I would like to raise another core issue before him that relates to the strength of soldiers in the RPF which is just a few thousands. The incidence of crime is increasing day by day. Certain incidents took place, on Kashmir-Amritsar-Jalandhar route in which some lives were lost, however, the matter could not be probed since the jurisdiction is of the police of the respective state from which the train passes. In the event of any incident of theft or any other problem, who would leave the train to report the matter to the concerned state police. I would request the hon. Minister of Railways to pay attention to it, it would be his major contribution.

I also extend my felicitations to the people who are associated with this project. One of our colleagues opined that there was no need to shower praises on them. However, I am of the opinion that we should be generous in acknowledging their efforts and come out in praise of those who deserve it. The hon. Minister of Railways should be praised for the wonders he has worked. He got all the support from his staff and I would definitely praise the engineers associated with this project day and night, who in midst of such security pressures worked wonders when their own security was at stake. They deserve all our praise.

19.00 hrs.

Finally, I would request the hon. Minister of Railways that the two persons, the Engineer and his brother who were killed there, were victims of rivalry. Its onus was laid on the Ultras. They also realize it, however it was not inquired into and nothing was done for the man who was killed.

With these words I request the hon. Minister of Railways to pay attention to all these points.

*[English]*

\*SHRI J.M. AARON RASHID (Periyakulam): Sir. I rise to support the Supplementary Bill for the Railways. I really appreciate under the leadership of Shri Lalu Prasad Yadav, the Railway is doing well in all spheres. At the time of NDA Government, Railways meant a loss making unit and every year, they raised the rail and freight fare and they never maintained the commuters and the poor man's actual needs. Everybody was accusing the Railways for their non-performance in the BJP regime.

Sir, now our Hon. Minister, Shri Lalu Prasad ji is taking classes to postgraduate students of the World class university, though his educational qualifications were much less. Everyone has to appreciated whole-heartedly that he is taking classes of the post-graduate and Business Management students.

Sir, in his three and half year regime, Railway is earning good profits every year, passengers fare have not been increased and train schedule timings are well maintained. By seeing the BJP members' eyes and stomachs are burning. Under the auspicious leadership of Smt. Sonia Gandhi and the able guidance of Dr. Manmohan Singh, our Lalu Prasad Yadav ji' Railways has become one of the world class model.

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\*The speech was laid on the Table.

[Shri J.M. Aaron Rashid]

Sir, coming to my constituency matters, I have requested the Hon. Minister, Shri Lau Prasad Yadav to facilitate Ayappan Temple pilgrims by way of laying a broad gauge line via Dindigul-Bathalgundu-Periyakulam-Theni-Bodi-Kambam and from Gudalur making a tunnel to the lower foothills of Ayappan Temple. If this is done, lakhs and lakhs of pilgrims who are going to Ayappan Temple will pray for Lalu Prasad and UPA Governments prosperous tenure and winning again in the next elections.

Sir, last year I had requested for Madurai-Theni-Bhodi broad gauge line. The Hon. Minister and the MOS, Shri Velu assured the House that the survey has been conducted and the work will be started. Mr. Velu took me and Mr. Ganadesikan and other MPs to meet the Hon. Finance Minister for release of funds. The Hon. Minister also agreed and had spoken to his Finance Chairman, Mr. Montek Singh Ahluwalia for the release of funds. But to the best of my knowledge, no work has been started so far and I have requested the Minister that while doing this work two over bridges have to be built, one near Theni Collectorate connecting the bypass, and the next one at Theni-Kambam High Road. During the peak hours, the traffic vehicles used to jam for miles together and students and other commuters face a lot of hardship to move out of the area. I also requested for a cardamom, tea, and paddy Freight booking Centre at Theni. Now the cardamom and tea growers and other essential commodity growers are taking their goods in a tempo or a lorry either to Coimbatore or to Madurai for their booking. They have to pay double freight and face a lot of sales-tax and other problems. They also face lot of police harassment. The small growers are the real suffers. Once the small growers demand has been taken care of by the Railways, they all will praise Railway Department endeavours. At the time of clearing the occupations on both the sides of the meter gauge railway line, some alternative house sites are to be given to the small thatched hutment poor dwellers. Lalu ji is the champion of the poor masses. I hope he will definitely take care of the poor hutment dwellers.

I thank the Railway Minister for giving the Salem Railway Division. At the same time many needs of the Tamilians have not been addressed so far, particularly, Madurai-Rameshwaram line, Chennai-Tanjaur-Nagapatnam Railway line and Myladuthuru-Karaikuddi railway line, and Tirunelveli-Tinkaci line. All these works have to be taken on war foot basis and have to complete within the stipulated time. The Ramnad-Kilakarai and Tanjore-Thiruvurur-Nagore-Nagapattinam, which are most

important pilgrimage places for Muslims and Christians. These works are not in good progress.

I request the Hon'ble Minister to give suitable directions to the Department to finish the work at the earliest. Sir, I hope the Hon. Minister will definitely do something for the Tamil Nadu people and will definitely address the needs of the Tamil Nadu people. With these words, I conclude, Sir.

SHRIMATI K. RANI (Rasipuram): Sir, I thank you for giving me this opportunity to participate in the discussion on the Supplementary Demands for Grants in respect of Railways for the year 2007-08.

While extending my support wholeheartedly to this Budget, I would like to make some few points for the consideration of the hon. Minister. I would request the hon. Minister to inform us of the current position when he replies to the debate.

I now come to the Salem-Karur railway line in my constituency. The major issue with regard to my constituency is about the Salem-Karur railway line: It has been pending for more than 10 years. While it was conceived in the year 1996-97, it was estimated to incur an expenditure of about Rs. 129 crore but because of cost and time over-run, now it is expected to incur an expenditure of about Rs.360 crore. There is no stay order in any court of India to stop this project. Only finance is the constraint to taking up this project. Further, work in a major portion of the 85 kilometres of this route is yet to be taken up. Then, 111 small bridges, three big bridges, 21 ROBs and 50 subways are to be constructed.

We have some small buildings at Mallur and Mohanur whereas at Rasipuram, Pudhuchatthiram, Namakkal, etc. the construction of building itself is yet to start.

A tender had been placed at a cost of Rs.24 crore for the construction of a bridge between Mohanur and Vangal on the Cauvery River but we see only pillars on this River. This is a very pathetic and pitiable state of affairs of the project. We need to allocate at least Rs.100 crore a year for the early completion of this project whereas the Railways have allocated only Rs.20 crore. I am afraid, nobody knows whether that amount has been released or yet to be sanctioned.

I would like to thank the hon. Minister for conceding the longstanding demand of the people of Tamil Nadu to

have a separate Railway Division at Salem. Being a part of my constituency, people of Salem and Namakkal are very happy about this decision of the Railways to have a separate Railway Division. On behalf of the people of my constituency and Tamil Nadu, I express my sincere thanks to the hon. Railway Minister for this.

Another point is about honouring of our request for the release of Emergency Quota from Salem in the North-bound trains starting from Kerala like the Kerala Express. Even after the decision of creating the new Salem Division, it is being honoured from Palakkad. I would request that facilities may be provided so that it is honoured at Salem itself. In this connection, I would request the hon. Minister to consider these points and do the needful to fulfil the aspirations of the people of my constituency.

Finally, I would say that recently he has started a train from Vridhachalam to Salem. People of my constituency request that it should be thrice a day. I hope that the hon. Minister will do this favour to me.

I thank you, sir, for giving me this opportunity.

*[Translation]*

\*SHRI PANNIAN RAVINDRAN (Thiruvananthapuram): Sir, Kerala State has about 25% of its population living in other metro cities namely Delhi-Bombay-Chennai-Bangalore and Calcutta. Their chief means of travel is the Railway. Therefore, it is essential that more railway services should start from Kerala.

The Ernakulam-Delhi Mangla Express should be extended upto Thiruvananthapuram. New train should start from Bangalore to Kerala.

A separate track should be constructed for passenger trains. The maintenance of coaches should be a regular and time bound work. Also the security of passengers should be ensured.

The electrification and doubling of Palghat-Mangalapuram line and the Ernakulam-Thiruvananthapuram line via Kottayam and Alleppey should be completed.

The survey work of Nilampoor-Nangakod railway and Talasherry Mysore Railway should be completed and made

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\*English Translation of the speech originally delivered in Malayalam.

functional. On all long route first class coaches should invariably be provided.

It would be a practical move, if more passenger trains run during day time.

The Garib Rath from Thiruvananthapuram to Mumbai was promised by the Railway Minister but it has not been made operational. Another Garib Rath from Thiruvananthapuram to Delhi should be started. A fast passenger train, from Mangalapuram-Thiruvananthapuram and back should begin for the benefit of poor passengers. The Sabari, route should be completed. Doubling and electrification of Thiruvananthapuram-Kanyakumari route should be completed.

A west coast Railway zone should be constituted consisting of Thiruvananthapuram-Palghat, parts of Salem Division and parts of Konkan Railway upto Goa.

The rental charges of stalls in Railway stations has gone up. There is 300-400% increase in the rental charges of even book stalls.

All problems faced by Railway porters should be sympathetically dealt with. I submit all these demands before Lalu Ji and Velu Ji.

*[English]*

SHRI ABU AYES MONDAL (Katwa): Sir, I rise to support the Supplementary Demands for Grants (Railways) for 2007-08. While I support the Grants, I want to mention some burning problems waiting to be implemented.

To the reply of an Unstarred Question 343 on 23rd November, 2006, hon. MOS in the Ministry of Railways, Shri R. Veluji told this august House that the Bandel-Katwa section, doubling of Bandel-Jirat has been taken up. It is a matter of great regret that this has not been completed. I demand that works may be completed as soon as possible.

Secondly, Sir, I would like to bring it to the notice of the Minister the vulnerable condition of Samudragarh and Kalinagar railway stations on Bandel-Katwa railway section of West Bengal. These two stations are only 40 metres away from the mighty Ganga, while five years ago, the Ganga was 2 kilometres away from these two stations. I raised serious concern in this regard many a time in this House. I demand all steps to be taken up to save these two stations as well as to save the whole railway line.

[Shri Abu Ayes Mondal]

Thirdly, as the Railways Land Development Authority has been set up for commercial development of railway land, I urge upon the Ministry of Railways to get a commercial settlement with the people who have been living as well as using this land for years together. Most of them have come from the then East Pakistan, now Bangladesh.

My last point is regarding the works of doubling from Sealdah-Bongaigaon have been going on for the last ten years now. I demand that the works may be completed as early as possible.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Deputy Speaker, Sir, I welcome the Supplementary budget of the Railways presented by the hon. Minister of Railways which includes schemes for Kashmir, Assam and other parts of the country. I would like to submit that Railways are those veins of the country which carry the blood of national integration. If it is said that the life of the nightingale rests on the bloom of the garden and the life of the country depends on the pace of the Railways, it would be no exaggeration. The manner in which the hon. Minister of Railways has earned profits for the Railways without increasing passenger fare and freight charges is really commendable. When he visited Ajmer, his faith in Ajmer Sharif was conspicuous when amidst of heavy applause of thousands of people he announced that Ajmer Railway Station would be made world class. Definitely, that assurance might be in his memory. I hope that he would include Ajmer in the list of stations proposed to be made world class. He has extended Pooja Express plying from Jaipur to Jammu Tawi upto Ajmer, however, this train is always late by two three hours, which causes great inconvenience to thousands of pilgrims going to Vaishno Devi. So, I request him for ensuring strict compliance of the three principles of punctuality, safety and security in the Railways.

Sir, he has taken a good step of extending Delhi mail from Ahmedabad to Haridwar via Ajmer. However, this train stops at Sixth, Seventh, or eighth platform in Delhi which are very small. Thousands of passengers board and deboard here. At times accidents take place and several people lose their lives. So, this train should be stopped at the main platform. In addition to it, some more coaches should be attached to the train and punctuality of the train ensured.

Ajmer to Udaipur, Ratlam, Chittor railway lines were converted into broad gauge and new trains were also introduced, however Chetak Express which plied on metre gauge via Ajmer, Bhilwara, Jaipur to Delhi was discontinued. Other trains in addition to it were also cancelled. People go via Kota which consumes a lot of time. So, a train should be plied for Delhi from Ratlam via Udaipur, Chittor, Ajmer, Jaipur, Bhilwada, on the lines of Chetak Express. It will save time and prove beneficial for the Railways. There is no direct train from Bhilwara to Delhi. It should also be given consideration. There is no train from Ajmer to Delhi during the day. Satabdi Express is there, however, it is too costly. Rest of the trains are night trains. One train used to come from Ahmedabad in the past when there was metre gauge.

That train would reach Ajmer in the morning and return to Delhi in the evening. It will be very convenient if such a train is introduced. It will also be profitable for the railways.

The Government have introduced a train from Amritsar to Jaipur. A large number of followers of the Radhaswami sect travel in that train. It will be better if the said train is extended up to Ajmer. The hon'ble Minister had announced to construct a new railway line from Ajmer to Pushkar. The work in this regard is going on at a snail's pace. It will be a great achievement for you if during your tenure a place pilgrimage like Pushkar is connected with a railway line. I feel that it will also be a great gift for the 'Pushkar' of Brahmaji. I have been elected for the fifth time for the Lok Sabha from the Ajmer parliamentary constituency. Hon'ble Ram Kripal Yadavji is also sitting here. As Tulsidas had sent Vinaya Patrika to Ramji through Hanumanji, in the same way, through you, I would like to tell him that Byawar is a town having a population of one lakh and is located in the Ajmer district. There is a big center of trade and industry. If a two minute stoppage of the Ashram express is provided over there, it will be very convenient to the people who travel to South India. Besides, thousands of military personnel travel from the Marwar area to that area. If it is provided, the people of Ajmer district, particularly the people of Byawar will be very much thankful to the hon'ble Minister. The Minister had assured us about it earlier also. I hope that he will fulfil his promise.

I would also like to submit that he has announced about the construction of the east-west freight corridor and I welcome that the people of the western and eastern



areas will be benefited on account of this and it will also increase the volume of trade and traffic in the country.

There is a need to pay special attention towards sanitation in the railways. When I travel by train, people complain about dirty bedrolls and soiled toilets. It becomes embarrassing for us. We only assure them that every thing will be OK. So the railways must show some strictness in this regard. The Minister has announced to celebrate passenger year and sanitation year. It will be better if the above purposes are carried out in a proper way. The hon'ble Minister has got many trains introduced from Bihar, Jharkhand to connect Ajmer and for this I would like to extend my thanks to him. Ajmer may also be connected with Guwahati. Similarly, it may also be connected to Hyderabad with a broadgauge railway line. Though gauge conversion work has been completed upto Ratlam, however, the railway line upto Khandawa, Kanchiguda is metregauged which may be converted into broadgauge to facilitate direct connectivity to the people of this area with Andhra Pradesh. Every year thousands of people from Andhra Pradesh also come to Ajmer Sharif for 'Urs'. So arrangement in this regard must be made.

Though it is supplementary Budget of the railways, however, the compelling factor for us is that a speech in respect of the railways make people think that something has been said about their areas. There is no arrangement of gatemen at railway crossings in villages. Though announcement has been made to provide gatemen at such places. If this arrangement is made early, it will be very much convenient. If there is any emergency delivery case in villages and crossing gate remains closed, nobody is found available there to open it. As such, much inconvenience is caused and sometimes it also leads to the death of the person needing urgent medical care. The hon'ble Minister also got a survey conducted for making arrangement of gatemen at railway crossing in less significant places. So, the said work may be got completed at the earliest.

There is no overbridge at Topdara in Ajmer. Rajasthan Government has written to the Ministry to construct an overbridge at that place on the railway line. However, the officers of the railways are dilly dallying. The Ministry should pass orders to them to construct an overbridge at Topdara located near the Ajmer railway station. The State Government has also offered to provide half of the construction cost of the said bridge and the railways have also given approval for this in principle. However, low rank engineers raise objections. It will be inconvenient

for the railways if the municipal council does not cooperate. So, I request you. Though approval has been given for the construction of an overbridge at Kishangarh which is the biggest marble market of Asia, however, the pace of its construction is very slow. So, the construction of the overbridge at Kishangarh, for which Rs. 56 crore have been sanctioned by the department, should be completed at the earliest. With your permission, I will lay the remaining part of my speech in writing.

\*Sir, supplementary demands of Rs. 600,00,20 is included in the Supplementary budget of the railways presented by the hon'ble Minister of Railways.

I would like to draw the attention of the hon'ble Minister towards the border state of Rajasthan which is the biggest state from the point of view of geographical area and diversity and is backward in terms of railway network. In comparison to other States of the country, the expansion of Railway network is less in Rajasthan. Many gauge conversion, laying of new railway line and expansion projects already approved for Rajasthan are incomplete and pending for a long time, witnessing a cost overrun.

Delhi-Rewari-Jaipur-Ajmer-Ahmedabad railway line is the life line of Rajasthan and Gujarat and there is a need to carry out doubling and electrification of the said railway line at the earliest. Gauge conversion in the Shekhwati area is yet to be done. Bagar area (Banswada-Dungarpur) is still deprived of the railway services.

I would like to express my gratitude that gauge conversion work of Rewadi-Ringus-Phuleza line has been commenced. Gauge conversion work of Ajmer-Bhilwada-Chittor-Ratlam, Chittorli-Udaipur railway line has been completed, however, only a few trains have been introduced on this route. At least, the number of trains that run at the time of metre gauge should be maintained. Passenger trains that stop at all big and small stations should also be introduced so that the common people may get the benefit. Sir, presently, trains are running to Delhi via Udaipur, Chittor, Kota, however, there is no direct train from Chittor, Udaipur to Delhi via Bhilwada-Ajmer-Jaipur. There is a strong demand of the people to introduce Chetak Express on this broadgauge route as it was running earlier.

Though Puja Express (Jaipur-Jammu Tavi) has been extended to Ajmer but it is due to some unknown reasons that this train daily reaches Ajmer late by two to four

[Prof. Rasa Singh Rawat]

hours and on account of this passengers going to Vaishno Devi face great inconvenience. So it should be run in time.

An Ajmer-Bhilwada shuttle train may be introduced so that lakhs of villagers could get the opportunity to avail the railway facility.

There should be stoppages of trains running on the Ajmer-Ratlam, Ajmer-Chittor, Udaipur routes at Nasirabad and Vijaynagar because Nasirabad is an important army camp and Vijaynagar is a big market city.

Sir, Delhi-Ahmedabad Ashram (Superfast) Express must be given stoppage at Byavar which is the centre of industry and trade having a population of more than one lakh. That will be beneficial for the Railways.

There should be stoppage of Shatabdi Express and of other long-route express trains at Kishangadh station which is the biggest marble market in Asia.

There should be stoppage of Haridwar-Ahmedabad via Jaipur-Ajmer Delhi Mail at the main platform of Delhi Junction and the number of coaches be increased in this train. At the same time, the time table of this train should also be strictly complied with.

Sir, Ajmer-Pushkar railway line which is under construction should be got completed at the earliest and while connecting it with train services it should also be extended to the Medta Road so that there could be a direct connectivity from western Rajasthan to Ajmer.

Sir, Gwalior-Agra-Jaipur train should be extended to Ajmer. Similarly, it is also requested that the Amritsar-Jaipur train be extended up to Ajmer.

Sir, special attention should be paid to maintain cleanliness in train and the time table of the railways be ensured for compliance. Apart from these, the safety and security of the passengers should also be particularly taken into consideration.

Sir, when you visited Ajmer, you had announced to upgrade Ajmer as a world class Railway station, while addressing a gathering of thousands of people. So in order to implement the aforesaid announcement, it may be included in this budget.

While carrying out modernization of Ajmer's Loco and Carriage factories, more works of coach manufacturing, engine repairs etc. should be allotted to them and the ban on recruitment should be lifted.

More attention needs to be paid towards Railway colonies. Quarters, roads are in a dilapidated condition and the gardens are left unattended, so full attention should be paid towards the railway accommodation facilities.

As there is heavy railway traffic on the Topdhara, Subhashnagar, Jausganj and Nakamdar railway lines in Ajmer and there are many railway colonies on both sides of this railway line, there is an urgent need that a railway over bridges (RoBs) be constructed over there.

Sir, the ongoing construction work of Rupangadh Road over bridge near the railway station at Kishangadh in the district of Ajmer may be got completed at the earliest.

One more train should be introduced in the Delhi-Ahmedabad route via Alwar-Jaipur-Ajmer because there is no train at present from Ajmer to Delhi during the day time. The Shatabdi Express is a costly train.

The 'Palace on Wheels' may be run through the historical city like Ajmer. New trains should be introduced for the Ajmer-Indore, Ajmer-Lucknow, Ajmer-Kota, Ajmer-Guwahati, Ajmer-Hyderabad, Ajmer-Chennai, Ajmer-Trivendrum routes.

Ajmer-Ratlam railway line has been converted into broad gauge but this gauge conversion is needed to be extended upto Kachiguda via Purna.

Hearty congratulation for the sanctioning of the Eastern and Western freight corridors. Ajmer's Railway Hospital should be upgraded. Doctors of that hospital should not be sent to other places. The vacant land of the Railway in Ajmer should be brought into commercial use and the Railway Budgetary Hotel be constructed over there.

Gatemen should be recruited for the railway crossing in the rural areas. They should get to remain on duty even at night so that the people could cross them uninterruptedly. Gatemen should be posted at Makreda, Lamana, Muhami Danta Nyara railway crossings at the earliest.

I am very much thankful to you for giving me an opportunity to speak.

[English]

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Thank you, Mr. Deputy-Speaker, Sir. I rise to support the supplementary Demands for Grants (Railways) for 2007-08 presented by the hon. Railway Minister.

At the outset, I congratulate the hon. Railway Minister, Shri Lalu Prasad Yadavji and his colleagues for the spectacular growth. Indian Railways is the Asia's largest railway system. It is the world's second largest system under one management. It has an extensive route length of over 62,800 kilometers and with 1.4 million manpower. It is running 8,049 passenger trains and 5500 goods trains daily, moving 13.6 million passengers and 1.2 million tonnes of goods every day.

I am glad to know that under the leadership of Lalujji, Railways fund balance increased to Rs. 12,000 crore from a meager Rs.149 crore. The critics who had been predicting only "dooms days" for the Indian Railways had been proved wrong. The total earnings of Railways during 2001-2004 were a moderate one. But it started showing double digit growth from 2004-05 when earnings were up over 10 per cent which again zoomed by around 15 per cent.

The turn around by the Railways under Shri Lalujji has become a part of the curriculum in leading business schools in India and abroad like IIMs and Harvard Business School. I congratulate the Railway Minister for this achievement.

I am also glad to note that the biggest investment during the Eleventh Five Year Plan would be in building up the Dedicated Freight Corridors. I hope he will include Andhra Pradesh also in this corridor.

The Indian Railways need to invest a lot to upgrade IT facilities in the rail network. For example, in my constituency, Vizianagaram, there is frequent failure of satellite link which is creating hardships for the people, particularly, disabled and senior citizens in getting reservations to various destinations. Therefore, the satellite link needs to be upgraded and improved so that there is a zero failure.

In my parliamentary constituency, Bobbili, more than 15 per cent of the people are disabled. I humbly request

the Railway Minister to grant railway concession passes to these BPL people. I would also request the hon. Railway Minister to grant railway concession passes to pregnant BPL women. Already the State Government is providing them this facility in State road transport for the BPL families. Where they are not able to travel by road transport, they can travel by rail. Railway platforms in various parts of the country are not accessible to the disabled persons. The Ministry should provide a way to access the platforms. Separate parking facility also should be provided for the disabled persons.

The industrial growth centers are coming up in Bobbili, Andhra Pradesh. More than Rs. 10,000 crore is being invested by various industrialists in 200 units which include steel plants, ferro alloy plants, jute industry, agro industry and engineering industry. A mini integrated industrial corridor is being developed. In this connection, I would make a humble request to the Railway Minister to upgrade the Bobbili railway station to meet the growing demands of the industrialists. This would bring in more revenue for the Railways.

Sir, in Vizianagaram at Kantakapalli, Ma-Mahamai, Deccan, Jindal and Andhra ferro alloy steel plant are using the already existing Railway sliding which has a limited capacity; and the Railways are unable to meet the growing demand. To meet the growing demand of the industry, the present Railway sliding should be developed, extended and expanded.

I would like to inform the House that coastal Andhra exports mangoes from the backward district Vizianagaram which is the centre point, to various places in India and abroad. Due to availability of limited wagons, export of mangoes in huge quantity is not possible. Therefore, the mango growers are put to huge losses. When they are not able to sell their produce either in the market or export it, the middlemen are taking advantage of it and buying from the growers at a lesser price. As a result, producers are not able to recover even input costs. Therefore, I humbly request the Railway Minister to grant a Railway sliding to the agriculture market yard and provide sufficient number of wagons, at least, before the next mango season comes.

In my Parliamentary constituency there are business centres, Chipurupalli and Rajam. They export granite and graphite. Moreover there are engineering and medical colleges in these areas. I would request the Railway Minister to give instructions to the officials to halt the

[Shrimati Jhansi Lakshmi Botcha]

express trains at these places so that the people can benefit out of it.

Regarding RoBs, I have sent a request for Manapuram and Garividi. Kindly, reconsider the two RoBs.

So far as promotion of tourism by the Railways is concerned, I would like to say a few words. Railways can propagate historical and important tourism places in Andhra Pradesh in their trains.

On behalf of the railway employees of Vizianagaram, I would like to thank the hon. Railway Minister for acceding to my request on giving facelift to the railway quarters.

The Ministry of Railways has taken a policy decision to connect all State Capitals. I thank the Railway Minister that he has connected many State Capitals. But I want to make a small request for his consideration to connect Raipur (Chhattisgarh) with Hyderabad (Andhra Pradesh) via Titlagarh, Rayogoda, Bobbili, Vizianagaram; and then Samata Nizamuddin via Jhansi, Anupur, Raipur via Bina and Katni.

With these few words, I conclude and support the Supplementary Demands for Grants (Railways).

[Translation]

SHRI LALU PRASAD: Sir, let him lay the speech.

SHRI TAPIR GAO (Arunachal East): Mr. Deputy Speaker, sir, I shall lay it.

[English]

MR. DEPUTY-SPEAKER: Those who want to lay their speeches on the Table, they are allowed to do so. They can lay their speeches on the Table of the House.

[Translation]

SHRI TAPIR GAO: Sir, whenever in the House discussions take place in respect of the railways there is a shower of praise for Laluji and Veluji, but I have nothing to do like this. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV (Patna): There is drought over there.

SHRI TAPIR GAO: Yes, there is drought over there. It is due to the Railways that the drought is there.

[English]

I would like to draw the attention of the hon. Railway Minister that every year we are presenting Railway Budget in this House but we forget and we miss to connect the North Eastern States. Today, it is the heritage step for the Railway Department in this country that Arunachal is left out without connecting railway.

Last time, the hon. Minister, Laluji, had promised three Projects to connect Arunachal Pradesh. One project is from Harmoti to Itanagar. One from Murkongselek to Pasighat were placed under investigation but there is no progress till today. The third is from Rupai to Parshuramkund, a religious place. A lot of pilgrims from all over the country come to Parshuramkund for a great mela and all but the survey and investigation has also not taken place till today.

Therefore, I have got submissions to make to the Railway Ministry that more railway connectivity to Arunachal Pradesh and the North Eastern Region is not only in the interest of rapid economic development but also in the nation's interest. It is important also from the point of view of defence strategy.

If anything like the 1962 war happens, it will be the worst tragedy for the nation. Therefore, we should not only look at the economic viability for connecting the railway but also we should see the national interest and importance from the point of defence strategic view.

Sir, I have got one more point to make. I would like to get a clarification from the hon. Railway Minister when he gives his reply. The Bogibeel bridge was put under the national project. I do not know why the Railway Board has cancelled three times till today, within a few months, the tender for the construction of the poll over the Bogibeel bridge.

The connectivity from Dibrugarh to Moran was to be finished within 2006 but the main focus of this line is also yet to be seen. No doubt, I have got appreciation for the Supplementary Demands for Grants. Some of the connectivity in Agartala and Lumding lines has been brought into focus but more connectivity is required.

Not even a single kilometre of electrification line is in the North-Eastern Region, and many mega hydro power projects are coming up in Arunachal Pradesh. More heavy equipment will be required for transportation in respect of these mega hydro projects. So, more railway connectivity is required. The country has failed to see the railway requirements. China has constructed the line at the top of the Himalayas, about 21,000 feet height. So, why can the Railway Ministry or the Railway Department not able to connect some of the districts in Arunachal Pradesh?

There is a line from Rulai to Tinsukia up to Roing. That is very viable line for mega hydel power project. There are two more lines—Lekhapani to Miao and Lekhapani to Jairampur. The Government of India, especially the UPA Government, have made a very important programme to connect the South Asian countries. The Road, Surface and Transport Ministry have extended a lot of funds for constructing Stillwell road connecting up to Kunming in China. So, this is a window corridor to connect the South Asian countries. In future, Jairampur will become the Centre for border trade. Therefore, the new line from Lekhapani to Jairampur may kindly be extended so that the South Asian countries could be connected through that way.

*[Translation]*

With your permission, I would lay the speech and with these words I want to say and I had said it last time also that cameras should be fitted in each of the bogies of the Indian Railways for the convenience of the passengers so that the Railway police would monitor each of the compartments.

At last, I would like to say that the Indian Railways should also be made bright and clean like the smile which is there on the face of hon'ble Lалуji even at this age.

*[English]*

Sir, with your permission, I would like to lay the rest of my speech on the Table of the House.

\*Sir, the Hon'ble Railways Minister every year present Railway Budget and there are lot of progress in the railway connectivity in the country. But the railway minister always neglect and missed to reflect railway connectivity

in the North-Eastern States. Railway connection is very important in the North East regions for the national interest and depends strategic and economical development of the regions. Every year I use to raise the major issues related to railways which are important for the development of the North-Eastern region.

Many project of railways in the North-Eastern region has been brought under National project which are on papers only, no progress has been shown on the ground as promises by the railway minister. Namely (1) Bogibeel Bridge, I would like to know very specifically from the railway minister, why the railway board and the railway minister has cancelled three times the global tenders for the construction of the bridge. Is there any vested interest in this project for repeated canceling of the tender if not why the Railway Minister is holding the tender files in Delhi. (2) Rangiya-Murkongselek—Why, there is no progress on the ground for conversion of meter gauge to broad gauge? How many more years the Northeast Frontier Railway will take to complete this project? I would like to know how much budgetary provisions the Railways Ministry is going to provide in the coming railway budget for this project. (3) Dibrugarh to Moran—2006 was the targeted year to complete this railway line but still there is no progress in this project.

During the last Railway Budget many new projects have been announced for survey and investigation to connect Arunachal Pradesh by railway lines (1) Murkongselek to Pasighat (2) Harmuti to Itanagar (3) Rupai to Prasuram Kund. I would like to know the progress of all these projects which was assured by Railway Minister for connecting different district of Arunachal Pradesh. These projects are very important not only for economical development of the State of Arunachal Pradesh but it is equally important for the nation as the defence strategy for the movement of arm forces, without rail link, if any thing happened like 1962 war it will be great failure on the part of the railway department.

And many mega hydro electrical projects are coming up in Arunachal Pradesh therefore heavy equipment transportation are only possible through the rail link.

I propose more connectivity of railway in Arunachal Pradesh. The new railway lines may be extended (1) Dangori to Roing via Sadiya (2) Lekapani to Miao and Jairampur. The Government of India is having a vision for connecting South East Asian Countries through the Stillwell road, therefore Jairampur is the future centre for

\* ...\* This part of the speech was laid on the Table.

[Shri Tapir Gao]

border trade among the Asian countries therefore we have to take it seriously for immediate railway connectivity.

North East MP's Forum has been repeatedly demanding for creation of separate railway zone specially for the North-East without Bihar and West Bengal. Without separate railway zone for the North-East States, the educated youth are not getting any opportunity to serve the railways department, because of which more alienation are generating in the minds of educated youth of North-East States. Why the railway department is pushing all the outdated and rotten bogies in the Northeast Frontier Railways. New Bogies should be push to the North-East States for better and safe journey for the passenger.

If the railway is in profit, why the railway ministry is not providing more fund for the cleanliness of railways platforms in the country and I propose to Railway to provide videocam in each and every bogie in Indian Railways for the securities of the passengers, the railways police should be well equipped with latest modernised electronic systems to monitor unwanted incident with the passengers while on travelling.\*

[*Translation*]

\*SHRI GANESH PRASAD SINGH (Jahanabad): During the discussion on the Demand for Supplementary Grants, 2007-08 through you, I would like to draw the attention of the hon. Minister of Railways to reiterate the following demands of the common man of my parliamentary constituency of Jahanabad which I have been submitting in the House for fulfilment since 2004-05.

Sir, keeping in view the problems of the people of the country, the hon'ble Minister has sanctioned and inaugurated recently a new railway line from Patna to Anugrahnarayan Road and, at the same time, introduced an Intercity Express from Dehri-on-Sone to Patna via Gaya. For this, I am very much thankful to him on behalf of the people of this area.

Sir, some works are still lying pending, so reminding once again the hon'ble Minister for their completion, I would like to request that the work pertaining to the doubling of the Patna-Gaya railway line is not as yet progressing at the required speed. So, this may be got completed at the earliest.

In order to provide connectivity to Arwal, Railway over Bridge (RoB) may be sanctioned near Jahanabad Arwal turning point and its construction be completed by the year 2007-08.

A road from the West to Jahanabad court station may be constructed by the Railways so that the common people may not face any problem.

A Railway over Bridge (RoB) may be constructed at the south Masaurhi Railway crossing of Taregana station and, at the same time, a road from the eastern side of the Taregana station be made upto the Chhotki Masurhi halt.

\*SHRI SITA RAM YADAV (Sitamarhi): Mr. Speaker, Sir, through you I would like to request the hon'ble Minister of Railways to get the following works done.

Construction work of Sitamarhi-Muzaffarpur new railway line should be completed within the stipulated time of March, 2008.

Gauge Conversion work of Darbhanga-Sitamarhi-Narkatiaganj narrow gauge line should be carried out by March, 2008.

Sitamarhi Slipper factory should be started at the earliest.

Sitamarhi-Sonbarsa, Parihar-Sursand-Choraut-Jainagar Nirmali new railways line, survey of which has been done, should be approved and the work in this regard should be started.

Muzaffarpur (Narayanpur) Katra, Auroi Janakpur road new railway line, survey of which has been done, should be approved and the work in this regard should be started at the earliest. The hon'ble Minister has announced about these two railway lines in several public meetings.

Construction of two ROB's on the east and west side of Sitamarhi junction along the Darbhanga-Sitamarhi railway-line.

Construction of a ROB at the crossing in the east of Janakpur road.

Action should be taken regarding sub standard quality work being done between Sitamarhi and Darbhanga.

[English]

MR. DEPUTY-SPEAKER: Shri S.K. Kharventhan. If you want, you can lay your speech.

SHRI S.K. KHARVENTHAN (Palani): Sir, I would like to raise certain points and then I will lay my speech on the Table.

MR. DEPUTY-SPEAKER: Okay.

SHRI S.K. KHARVENTHAN (Palani): Mr. Deputy-Speaker, Sir, I would like to congratulate and thank both the Railway Ministers for giving new Salem Division and the same was inaugurated on 1st November, 2007. My friend, Dr. Krishnan has raised a very important issue. The Members of Parliament belong to Salem Division were not invited for the function held at Salem. Their names were not found in the invitation and also in the paper advertisements. In this regard, I have sent a letter to the hon. Railway Minister, Shri Lalu ji, to take action against the General Manager, Southern Railway, on 1st November itself.

But till date, I have not received any communication from the Ministry of Railways. Therefore, I would like to know from the hon. Railway Minister as to what steps have been taken on my application. In that function also, those MPs who were invited, were humiliated; they were not given any respect by the Railway Authorities.

Sir, there are one or two important points, which I would like to make. The Southern Railways is having five divisions, namely, Chennai, Madurai, Palghat, Tiruchi and Trivandrum. We are 40 MPs in Tamil Nadu, and 13 to 14 Ministers are also there in the Government. But I am sorry to say that none of the divisions is entertaining the applications for the Emergency Quota. They are not releasing the Emergency Quota even for our family members. In each division, there are some brokers and they are selling the EQ coupons to the people. I would, therefore, request all the three Ministers in the Ministry of Railways to take action against them and direct the Authorities to consult the MPs in regard to the EQ coupons filed by the MPs for urgent purposes. Moreover for the release of the EQ, there is a hierarchy, but it is not being followed in any division.

Another thing, which I would like to submit is pertaining to my Constituency. During the 2005-06 Railway Budget, a new railway line from Erode-Palani was

announced. The survey on this line is already over. The Report has also been submitted to the Railway Board. Its cost is Rs. 284.84 crore. I would humbly request the hon. Railway Minister to sanction this project immediately.

MR. DEPUTY-SPEAKER: Thank you.

SHRI S.K. KHARVENTHAN: Sir, I have another two-three small points to make.

MR. DEPUTY-SPEAKER: Then, you would not be allowed to lay any portion of your speech on the Table of the House.

SHRI S.K. KHARVENTHAN: Sir, allow me to raise only one point.

MR. DEPUTY-SPEAKER: Otherwise, you would not be allowed to lay the remaining portion of speech, in writing, on the Table of the House.

SHRI S.K. KHARVENTHAN: Sir, I am raising only a very small point now.

Sir, on the Dindigul-Colombatore line, the work has already started for its gauge conversion. Now, the further amount is to be announced and the work has to be completed.

Remaining portion of my speech, I will lay on the Table of the House.

\*During the year 1951 there were 42 Railways belong to Princely states those were brought under Government of India. Government of India formed 6 zones during 1951-1952 which are (I) Central (II) Eastern (III) Northern (IV) North Eastern (V) Southern (VI) Western Railways. During Second Five year plan period, on 1-8-1955 Eastern Railway Zone was bifurcated and form South Eastern Railway. In the year 1958 North Eastern Railway zone was formed. During the year 1966 South Central Railway zone was formed. On 01-10-2002 East Central Zone and North Central Zone came into existence. On 01-04-03 East Coast Zone, South East Central Zone, South Western Zone and West Central Zone were formed. For the above new zones till date necessary staffs are not appointed. As on 31-08-2006 Vacancies in Non-Technical Staffs are 48,018 and technical staffs to be appointed is 8,677. The vacancies in "C" & "D" Groups are not filled

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..\* This part of the speech was laid on the Table.

[Shri S.K. Kharventhan]

up. Even running staffs also not appointed for the new Zones. Since vacancies of running staffs are not appointed the existing staffs have to perform extended duty hours. During 2003-2004 nearly 24,602 staffs were appointed and during 2004-2005, 42,215 and during 2006-2007, 30,253 were appointed. During the above period totally 1,32,856 staffs are appointed. For the above new zones the total requirement of RPF was 15,111. Appointed was 13,255 and vacancies are 1,856. Nearly 1000 sub-inspectors to be appointed. Maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the state police. It is having a separate wing known as the Government Railway Police (GRP) and they are empowered to deal all matters relating to Law and Order on the Railways. Now RPF Act and Railways Act have been suitable amended to empower RPF to perform duties related to passenger security from July 2004. Hence for the above newly formed Zones RPF vacancies to be filled without further delay. In the above New Zone are accidents occurred during 2003-2004 are 103 now it is reduced to 72 during 2006-07. Accidents in old Zones also considerably reduced. During 2003-04 it was 222 and during 2006-2007 it is 125. In the same manner accidents due to the failure of Railway Staff also reduced very fairly. In old Zones during 2003-04 it was 112 and during 2006-07 it is 56. In the new zones also reduced from 49 to 32. During 2003-04 it was 49 and during 2006-07 it is 32. Mostly the major accidents occur in unmanned level crossings. I am requesting he honorable Railway Minister to take necessary action to convert unmanned level crossings to manned level Gates. Factuality our Railway is appreciable. In Broad gauge it is 91.9% and in meter gauge 98.0%. Every now and then we are opening new zones without proper infrastructural facilities and necessary staffs. For the newly formed zones till date office buildings, Staff quarters, School buildings, Hospital buildings are not yet constructed and completed. Without providing necessary facilities new zones should not be formed. For the all railway stations passenger's amenities to be provided particularly high level platforms shelters and adequate seating arrangements should be provided in all railway stations. In all railway stations public in large number waiting day and night. Hence waiting rooms with toilet and drinking facilities should be provided in all railway stations.

Our Government has recently revised bonus limit for the year 2006-09. Necessary Bills have been passed in the parliament. I urge upon the honourable Railway Minister for early release of arrears of bonus for the year

2006-07 to all the railway employees. In our country out of the 9500 mail and express passenger trains run by Indian Railways daily out of which 4113 trains are suburban trains. Suburban trains are operated in Kolkata, Mumbai and Chennai but out of 3 metros passenger earnings getting loss in Chennai. During 2001-02 earning was 85.96 crore, 2002-03 it was 73.60 crore, 2003-04 it was 77.05 crore and during it is 84.87 crore. Operational losses also high in Kolkata and Chennai Kolkata during 2005-06 the loss is 692.70 crore and Chennai 132.42 per kilometer earning is 13 paise and loss is 20 paise. I earnestly request the honourable Railway Minister to direct the authorities concerned to take necessary action and revamp the Chennai suburban Railway functioning.

Kovilpatty is an important Town Tamil Nadu. I is long pending demand the stoppage of Kanyakumari Express. It has to be ordered.

Intercity Express between Bangalore and Coimbatore is now extended upto Ernakulam. Due to that people of coimbatore are not able to get tickets to go to Bangalore. This train to be restored to original position.

With these words I am concluding my speech.\*

SHRI BIKRAM KESHARI DEO (Kalahandi): Mr. Deputy-Speaker, Sir, at the outset though I shower praises on Shri Lalu Prasad Yadav, in his activity as Railway Minister he has done yeomen's service to the Railways by making it a profit-making organization, yet we cannot deny the fact that he inherited a good legacy created by Shri Nitish Kumar, the then Railway Minister during the NDA regime.

As we all know that it is an engine of growth for any developing or developed countries, where the GDP is touching 9 to 9.5 per cent, where the service sector, the manufacturing sector, the mining sector, and the tourism sector require this connectivity. Nonetheless, it is the lifeline of the country's economic growth. The lifeline was created by the British Rulers to meet their economic ends in England, Europe and western world. Wherever they ruled, they first developed the communication network along with the railways so that they could utilize our natural resources of the country. They ruled and eventually devastated our resources for their benefit and used us as labourers.

After Independence, we should take a cue out of it and instead, develop our underdeveloped regions with



the railway network they left incomplete. I would like to cite one example of the line from Titlagarh to Jagdalpur via Khariar. It was surveyed before Independence. The BNR stones are the evidence. So, this line may be resurveyed again to exploit the vast natural resources of Orissa and Chhattisgarh and also create port connectivity with Visakhapatnam.

From Junagarh to Ambaguda via Nowrangpur should be resurveyed because the earlier survey was done in 1965 but it is in the cold storage. Though work is going on Langigarh-Junagarh line but it is going on a very slow pace because of fund allocation. I would request the work on this line may be expedited.

Sir, Kalahandi district comes in the KBK and 75 per cent of KBK area, which comprises eight districts, has been denied the railway facilities. A few trains are running on the fringes, thereby denying the economic growth to the region. So, it is my humble submission to your goodself, Mr. Minister, to increase the frequency of the Samata Express and make it a daily train from Visakhapatnam to Nizamuddin (Train No. 2807-2808), and extend the Train No. 2893 from Bhubaneswar to Rayagada.

It is because this will give regular connectivity from Bhubaneswar to Kalahandi, Malkangiri and Nowrangpur District which is tribal and Naxal-affected thereby lacking coordination and communication with the State Capital. It is learnt that the Government of India has massive investment plans for the rail sector to eliminate capacity bottleneck on the Golden Quadrilateral and Diagonals to provide Strategic Rail communication to link ports. Regarding port connectivity I would like to say this here.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI BIKRAM KESHARI DEO: No, Sir. Please give two minutes.

So, I suggest that the line from Titlagarh to Raipur should be doubled to improve port connectivity with Visakhapatnam Port. This will not only open up the rich mineral hinterlands of Chhattisgarh and Western Orissa, there will be an economic resurgence. Further, the Railways should go in for aluminium wagons as more tonnage could be transported as it is the lightest strong metal where aircraft are made of. More refrigerated wagons should be introduced to increase the shelf life of vegetables, poultry, meat and fish which have tremendous future for the farmers of the country.

Sir, lastly I would like to say about the financial performance of my Zone, East Coast Railway Zone. The financial performance is good for the East Coast Railway compared to other zones. Freight goods have jumped from Rs. 2664.41 crore in 2003 to Rs. 3,564.34 crore in 2005-06. The growth rate has been increased from 11.48 per cent to 20 per cent. Passenger traffic is very low.

[*Translation*]

The volume of passenger traffic is very low.

[*English*]

It is only 0.42 per cent because we do not have any passenger trains in Orissa. The gauge conversion has been very slow. The financial performance of our East Coast Zone has been very good. I will give you the figures. Sir, kindly give me one minute. The physical performance in gauge conversion is low. The targeted was 1173 but the achievement is only 90.

[*Translation*]

SHRI LALU PRASAD: He is reading.

SHRI BIKRAM KESHARI DEO: Sir, I am not reading. Sir, please get it noted ...(*Interruptions*)

[*English*]

Regarding the new line construction, the target was 98 lines and the achievement is 98. So, nearly 171 per cent achievement is there.

[*Translation*]

The allocation for Orissa is so insufficient that we cannot do anything.

[*English*]

Sir, Orissa is so rich in the natural resources like bauxite, iron ore, and the Orissa Government is putting in about Rs.4 lakh crore of industrialization with big industrialists like Doco, Vedanta and all are coming. So, that hinterland should be properly exploited with port connectivity.

[Translation]

[Shri Bikram Keshari Deo]

His department of Railway is functioning well. I would like to request him to provide railway connectivity between Vishakapatnam port and Raipur. I would also demand for the doubling and electrification of railway line from Bhilai to Raipur. 6 steel plants will be connected on account of this. Right from Bokari to Durgapur, Jamshedpur  
...(Interruptions)

[English]

No, I have not written that portion. I have written some important figures. So, I do not have to lay anything. I think I have said everything.

Here, I would only like to say that I support Mr. Tapir Gao on this thing that railways should be utilized for strategic importance. Today, China has developed railway line from Beijing to Lhasa for the troop movement. In Arunachal Pradesh, there is no Line of Control. Like in Pakistan, there is a Line of Control but in Arunachal Pradesh, there is no Line of Control. So, for strategic importance Arunachal Pradesh should be developed as a railway hub so that troop movement, when required, can be done easily. That is very important to be done because Arunachal Pradesh is being claimed by China.

\*Sir, I emphasize that Kalahandi District comes in the KBK and 75 per cent of KBK areas, which comprise eight districts, have been denied the facility of railways. Only few trains are running on the fringes thereby denying economic growth of the region.\*

[Translation]

§SHRI M. SHIVANNA (Chamarajanagar): Mr. Deputy Speaker Sir, first of all let me congratulate the Hon'ble Minister of Railways for his commendable efforts to improve the Railway service in the country. Our dynamic Minister has provided a number of facilities for the physically challenged persons. He has succeeded in banning smoking in trains and stations. He is striving hard to provide the best service to the people of this country and I wish him all the best for his future endeavour.

Chamarajanagara-Mettuplyam Railway line is pending for the last fifty years. This time a meagre amount of

\*.. .\* This part of the speech was laid on the Table.

\*English translation of the speech originally delivered in Kannanda.

only one crore has been allocated for this railway line. Hence, my request to the Hon'ble Minister is to enhance the allocation of funds for this long pending railway line.

Similarly, Mysore-Chamarajanagara Railway line work is also going on at snail's pace. The people of my constituency are very much agitated about this. Couple of Railway over bridges (R.O.B) and under bridges (R.U.B) have to be constructed. About 90 crores which have been allocated for this purpose is not at all sufficient. There is an urgent need to take up this railway route on priority basis. Allocation of fund has to be increased. I hope the Hon'ble Minister will sanction sufficient fund for this purpose.

Bangalore is the silicon city of India. Bangalore alone accounts for 35% of software export from India. Again Mysore is one of the most beautiful cities of the world. Tourists from all over the world visit Mysore and they also come for Mysore Dussera. But strangely, the train connecting these two important cities take a very long time. This route has to be douoled and its electrification should be completed without any further loss of time. Thousands of Government employees catch the trains in the early morning at Mysore and they come to Bangalore. There is heavy rush. Hence a new train GARIB RATH should be introduced between Bangalore and Mysore. A Wheel and axle factory should also be set-up in Mysore.

Metro Railway should have come to Bangalore much earlier than Delhi. Some how the Metro Railway work could not take off. Better late than never. My humble request to the centre is that this Metro should be completed in time before the Bangalore traffic system goes out of control.

Nizamuddin-Bangalore Rajdhani Express runs only four days a week. There is heavy rush in this train and therefore, there is an urgent need to make this train, a daily train.

There is a VIP rest room at the Bangalore city railway station. Two physically challenged persons have been appointed to look after the facilities of this room. The boys have to be there for twelve hours but their salary is very low. I urge upon the Hon'ble Minister to enhance their salary and to appoint two more such persons.

The Hon'ble Minister has mentioned about the railway line between Kanakapura and Chamarajanagar and between Banglaore and Satyamangala. Survey work is in

progress. Here first of all the work should be started for the railway line between Bangalore and Chamarajanagar via Kanakapura. Then, its route is in between Chennai and Jolarpet.

"Unfortunately the railway line between Bangalore and Jolarpet has not been doubled till date despite dozens of representations to the Hon'ble Ministry, may be extended further upto Satyamangala, and Mettupalyam. Sir, another very long pending railway work in Karnataka is the Bangalore-Chennai line. Strangely half of the even electrification of this route is pending for the last two decades. Railway Ministry is giving routine replies. Now, it is high time for the Railway Ministry to speed up both electrification and doubling work of this line between Bangalore and Chennai. In fact this is the most important and busiest railway line in the entire South India. Hence there should not be any further delay. People of Karnataka may create problems for the Railway Ministry for such step-motherly treatment.

The Hon'ble Minister who is a dynamic leader should come forward to do justice to Karnataka by completing the long pending works which I have mentioned in my speech. Sir, with these words I thank you and conclude my speech."

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Deputy Speaker, Sir, I would like to extend my thanks to the hon'ble Minister of Railways for the announcement made for the construction of Nanded-Yavatmal-Wardha railway line in the previous budget. However? I am sorry to submit that no provision has been made for the said work. I would like to request the hon'ble Minister that it will be better if he pays attention in this direction. When the announcement was made for the construction of the said railway line, sweets were distributed in my area and next day we rallied with the photograph of Laluji. But no financial provision has been made for this purpose as yet. Later on, a meeting was held between the Chief Minister of Maharashtra and the Minister of Railways in which the state Government was asked to provide 50 percent fund for this. This was decided. Thereafter the Government of Maharashtra said that it can give only 40 percent. Then they said that they will work under the National Employment Scheme but the Ministry is not ready to accept it and our Chief Minister of Maharashtra is also

not ready to provide money. I had told the Prime Minister that he should give Rs. 232 crore more in the package that he has given for Vidarbha so that the farmers who are committing suicide may not do so. Meanwhile a survey was held in which it was found that farmers are committing suicide in those areas where there is no development in terms of railway connectivity because such areas remain deprived of industries. Recently, it has been found that the economic condition of those districts of Andhra Pradesh and Karnataka belt is very poor where there is no development of railways. There is a 'gurudwara' in Nanded. Wardha which was the abode of Mahatma Gandhi, where he lived for 10-12 years, is also known as Sewagram. Yavatmal is located in between. There the religious place connected with Sant Sewadar Maharaj is located which is a centre of faith for the 6 crore people of the Banjara community. Banjara people who visit Sewagarh from all over the country, visit Sewadar Maharaj and also visit Gurudwara in Nanded. This is correlation. Both are 'Gurubhal'. So, most of the people who come to both the sides from outside, visit Nanded and then Sewagarh and those who come to Sewagarh also go to Nanded. So, this railway is very important. I would like to request hon'ble Laluji to do something for this tribal area as it may check the incident of suicide in this area ...*(Interruptions)*. I will conclude in one minute.

Bomb blasts had occurred in Mumbai, 16 months have elapsed since then. 212 persons were injured. Some of them lost their eyes and some had fractures in their legs, however, till today, compensation has not been paid to them. The officials of the Human Right Commission are also visiting there. Laluji is paying too much attention towards railway, so, I would like to request him that he should pay compensation to the victims of the bomb blast as he had announced earlier, as no reimbursement has been paid to anyone. What do they want? Some one needs hand, some one needs leg. So, the Minister should provide them assistance. It is very difficult for the passengers to board at Dadar, Kurla, Andheri, Borivili, Mumbai Central in Mumbai. The situation is very bad. A survey should be conducted in this regard. Women and children cannot board the trains. I take train from Kurla and Thane, however, sometimes I have to take the opposite route because I cannot board the train. The situation in first class is also the same. The frequency of small train running between Yavatmal and Mithijapur in my area should be increased. The hon'ble Minister had announced that he would make the railways of the country, number one in the world. If he wants to make the Indian railway number one in the world, he will have

\*...\* This part of the speech was laid on the Table in Kannada.

[Shri Haribhau Rathod]

to pay attention towards the running staff and the petty workers working on the tracks. Last time, there was difference in calculation of dearness allowance of the running staff. The calculation for doctor and for running staff was done differently. Time and again, I have written to the Ministry, however, nobody is ready to listen. Tomorrow, our station master is coming here. He is demanding Rs. 6500. Besides, an additional station master should also be appointed as many accidents are taking place in the absence of the said staff. Keeping in mind all these things I hope the hon'ble Minister will pay attention to my suggestions.

SHRI SHANKHLAL MAJHI (Akbarpur): Mr. Deputy Speaker, Sir, thank you for giving me an opportunity to speak. I would like to draw the attention of the hon'ble Minister of Railways towards the route passing through his home district. During the discussion on the last year's budget, I had raised the matter related to the operation of the Lucknow-Gorakhpur railway route. In less than a decade, operation on that route has registered an increase of one hundred and fifty per cent to two hundred per cent. Unnecessary delay is caused in the plying of trains due to the single line. I had also drawn attention in this regard during the last year's budget and submitted that the work related to the doubling of the railway line is taking place at a very slow pace and had demanded that attention be paid in this regard.

Sir, the tourists from Nepal visiting Varanasi have to come via Gorakhpur and travel for eight to ten hours from Gorakhpur to Varanasi, though the distance between Gorakhpur and Varanasi is mere 200 kilometers. If a bridge is constructed over the Saryu River, at a distance of 55 kilometers, Gorakhpur will get directly connected to Varanasi. Thus, the Railways will earn revenue from it and the common man will also be benefited.

Sir, Gorakhpur is the headquarters of the North-Eastern Railway but no trains runs from there to South India via Akbarpur, Sultanpur, Pratapgarh or Allahabad. I had urged upon the hon'ble Minister that if a bridge is constructed on the Saryu River and Akbarpur, Tanda is directly connected to Sultanpur, Pratapgarh, it would provide direct link route to South India.

Sir, I would like to draw the attention of the hon'ble Minister towards a major problem of my Lok Sabha constituency. The crossing number 83 of the District Headquarters, Ambedkar Nagar has been operational since the inception of the Railways. There is no footpath

on the overbridge constructed at the district headquarters. Since this overbridge has been made operational, thousands of people and school children cross the overbridge daily which is not having any footpath. The people of the city were agitated and sat on a hunger strike. I convinced them with great difficulty to break their fast, and assured them that this crossing will be opened. I have also brought the photographs of that site with me and can show you how thousands of small school children are compelled to cross that overbridge and have to cover a distance of additional one kilometre. In the absence of a footpath on the overbridge, danger of accidents is looming large over the people. Therefore, I would like to request the hon'ble Minister not to close the crossing, which was being used earlier. *...(Interruptions).*

MR. DEPUTY SPEAKER: Please conclude now.

SHRI SHANKHLAL MAJHI: The last point I would like to raise is that Akbarpur, Uttar Pradesh is a weaver—dominated area and traders and officials from all over the country visit this place, but the railway station over there is not having a single air-conditioned retiring room. I would like to demand that an AC retiring room should be constructed over there. There is no foot-overbridge from platform no. 1 to platform no. 2 at Akbarpur railway station. Danger always looms over the lives of the passengers. Therefore, I demand that a foot overbridge should be constructed there and arrangements for parking be made. *...(Interruptions).*

Sir, I would like to lay the rest of my speech on the table.

\*All my colleagues who have spoken before me have said many things about the Supplementary Demands for Grants of the Railways. Sir, during the debate on the last years' railway budget, I had made a demand to construct an overbridge at Dohri Wharf on the Saryu River and lay a new railway track of only 50-55 kilometers to directly connect Gorakhpur with Varanasi so that time of journey from Gorakhpur to Varanasi may get reduced to only 4 hours, and the journey of the tourists coming from Nepal may also be facilitated.

Sir, there is no rail route from Gorakhpur to South India via Allahabad, Ambedkar Nagar, Sultanpur, Pratapgarh etc. Gorakhpur, Maghar, Mukhlispur, Tanda, Akbarpur, Sultanpur etc. should be directly linked via a bridge constructed on the Saryu River.

\*.....\* This part of the speech was laid on the Table.

An overbridge has been constructed at crossing number 83A of Akbarpur railway station in Ambedkar Nagar, District Headquarters, which the local people have to cross to reach the Degree College, Girls Inter College, SBI and Tehsil Headquarters etc; but, no footpath has been constructed on the overbridge and heavy traffic passes unabatedly on it. Two months ago crossing no. 83 A was closed from the day the overbridge was made operational due to which thousands of small school children and local people have to daily cross the crowded overbridge which is not having a footbridge, as a result of which the local people are agitated and are sitting on a relay hunger strike. I strongly demand that the crossing no. 83A should be re-opened and should continue to operate as before.

In the absence of a foot overbridge the local people are compelled to cross the railway line for platform number two at Akbarpur station. The foot overbridge should be immediately constructed at Akbarpur railway crossing.

There is only one reservation counter at Akbarpur station where a long queue can be seen from morning till evening. A mere nine posts have been sanctioned for operating the booking windows. However, only four personnel have been posted there. I would like to demand that at least four more windows for booking and enquiry should be opened there immediately.

There is not even a single A.C. waiting/retiring room at the district headquarters, Akbarpur where traders/officials from the entire country visit. An AC retiring/waiting room should be arranged with an attached toilet. RPF should be asked to evacuate the retiring rooms immediately.

There is no parking facility at the station, due to which passengers face great inconvenience. Adequate parking facility should be provided at the station by shifting/demolishing the temporary booking room.

I thank you for giving me an opportunity to speak on Supplementary Demands and conclude my speech.\*

*[English]*

\*SHRI G. KARUNAKARA REDDY (Bellary): Sir, I would like to draw the kind attention of the Union Government and the Hon'ble Railway Minister that Railways are getting nearly Rs. 1,500 crores income every

year from Bellary. Bellary District has a glorious past and presently developing in the spheres like major Steel Plants, Power Generating Units, Oxygen Plants, Sponge Iron and Allied Manufacturing Units, etc. and also my Bellary District is having a World Heritage Centre HAMPI. Thousands of foreign tourists and tourists across our country visit this place. As a result, thousands of people belonging to these areas and abroad are in need of enormous and extensive Railway transport facilities. During the last three years, I am repeatedly requesting the Minister to provide/meet the following most important demands:—

First and foremost thing to be done, according to me and needs, a medical team (doctors, nurses along with emergency medicines) should be present/posted in each and every long distance trains as the passengers are facing huge problems on emergency situations.

The Hampi Express which is running between Hubli and Bangalore is having only one General Compartment and very less number of Sleeper Class Coaches. The common people those who are travelling in General Compartment and Sleeper Class are facing lot of difficulties due to shortage of coaches. I request you to include two more General Compartment, five more Sleeper Coaches and two more 3 Tier A.C. coaches in this train for the benefit of common people.

Restoration of Guntakai-Gadag Passenger Train. This train was running between Guntakal and Gadag before gauge conversion. But even after the completion of gauge conversion, this train has not yet been restored till now.

Amaravathi Express used to depart from Bellary at 7.25 A.M. daily which suits many commuters who are more than 300 travelling Hospet from Bellary which is very convenient. But now, this is changed to 5.20 AM which is very inconvenient and there is an urgent need to change the timings of the train as per previous schedule, I am demanding for this since long time and nothing has been done so far.

There is an immediate need for introduction of another direct train from Chennai to Mumbai and vice versa via Bellary and Hospet as this is the long-cherished dream of the people of this region;

Bellary City is thickly populated place having a population of nearly 5 lakhs. One railway line (LC: 110) is crossing at the National Highway No.63 between

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\*The speech was laid on the Table.

[Shri G. Karunakara Reddy]

Ankola-Gooty Section. Due to heavy mining activities, number of goods trains carries iron ore to different parts of country causes frequent closure of the railway gates not less than 30 to 40 times. Due to this, vehicular traffic is frequently jammed. Most of the time, school buses are also caught jammed and students are also greatly suffered as 90% of the schools are located at this area. This requires immediate Road Over Bridge; and

National Highway No. 13 of Sholapur-Mangalore Section crosses one railway line LC: 13 (13-14) near the Kanavi Veerabhadra Temple at Km. 298. Due to heavy mining activities, number of goods trains carries iron ore involving closure of railway gate very frequently as more than 30 times. Because of this frequent closure, thousands of vehicles are getting struck and hours together traffic jams occurring which is giving greater trouble to the people. There is an urgent need to construct a Road Under Bridge at this place for the free and smooth flow of vehicular traffic.

Arranging for departure of Hampi Express (Train No.6591/6592) from Bellary at 6.45 AM instead of 6.00 AM by making up loose time;

Advancing of departure of Bangalore-Hospet Passenger (Train No.583/584) from Bellary to Hospet at 8.00 AM instead of 10.45 AM by making up loose time;

Hampi, being the international tourist spot, located in Bellary District, is also a World Heritage Centre. Lot of foreign tourists and Indian tourists are visiting this place. There is an urgent need to run a Palace On Wheels train in this important tourist spot;

I urge the Minister that more facilities to be provided at Hubli which will be benefiting its status as Zonal Headquarters.

I would also like to draw the kind attention of the Railway Minister to the fact that there are no day-time trains between Guntakal and Hubli causing lot of hardships to the passenger-public and employees of the region. Prior to gauge conversion, there were several trains passing through Bellary during the day and I request through you Sir, to kindly re-introduce all the trains prevailing prior to gauge-conversion.

Sir, Kottur-Harihar line forms an important link between the two coasts, East and West. The line, on completion would enable movement of iron ore and other

commercial goods to all the three Ports, Mangalore, Chennai and Vizag Ports and on the return journey, the goods train can carry fertilizers, coal, cement and other products. The Hon'ble Minister has allocated very meager amount for this project. The line which is economically viable, should be given more emphasis and I urge upon the Minister to allocate the full amount for the early completion of this project. The cost of this project has gone upto nearly Rs.225 crores. The Government of Karnataka requested Hon'ble Railway Minister to share the cost basis on 50:50, as previously it is 75% by the State Government and 25% by the Railways. I urge upon the Minister to consider 50:50 proposal and release the required amount fully and the project be completed at the earliest.

Bellary and Koppal belongs to Guibarga revenue division and people of these districts have to visit Guibarga very frequently. But as it is, there is no direct train facility to Guibarga. Therefore, I strongly urge to introduce a direct train from Koppal through Bellary to Guibarga via Guntakal.

It is the demand of our people that the inter-city train between Bangalore-Hubli is connected in Chikkajajur from Bellary so that the benefit of the intercity train is extended to the people of Bellary and Koppal.

Sir, the Train No. 311 Bellary-Miraj and 312 Miraj-Bellary may kindly be extended to Guntakal which will have a larger benefit for the people who seek a connection for various trains at Guntakal. This is also a long pending demand of this region.

I would suggest the following few options to mitigate the inconvenience of train travellers:—

Arranging for departure of Hampi Express (Train No. 6591/6592) from Bellary at 6.45 AM instead of 6.00 AM by making up loose time; Advancing of departure of Bangalore-Hospet Passenger (Train No.583/584) from Bellary to Hospet at 8.00 AM instead of 10.45 AM by making up loose time;

Extending Bangalore-Hospet Passenger (Train No. 583/584) upto Gadag and arranging for departure from Gadag at 3.00 P.M. daily; Restoration of Guntakal-Gadag Passenger Train. This train was running between Guntakal and Gadag before gauge conversion. But even after the completion of gauge conversion, this train has not yet been restored till now; and

Arrange to make stoppage of Train No. 2847/2848 at Koppal Railway Station being a District Headquarter.

I urge upon the Railway Minister to introduce a push-pull train between Guntakal and Kottur & Guntakal to Gadag as this will immensely help the common people, especially office goers and students, of these areas.

Because of industrial development, every day, thousands of employees and the people connected with business of these industries are travelling from various places. To commute the employees from Bellary, Hospet and Koppal, these industries are running number of buses suiting to their shift timings, in view of this, I request the Minister to introduce the Push-Pull Shuttle train between Bellary and Koppal suiting to the working hours of the above industries. This will be of great help and assistance to the employees and public of this part of Karnataka.

I also request the Railway Minister to take up the work of modernization of Hospet and Bellary Railway Stations upto International Standards as these are the most important Railway Stations in the State and lot of international tourists are visiting these places.

Hospet in Bellary District is an important city with World Heritage Centre—Hampi, the international tourist destination nearby. Huge numbers of foreign tourists are visiting this international tourist spot, Hampi. Apart from thousands of tourists thronging the city, a large number of office-goers travel between these two cities daily. Therefore, there is an urgent need to ply a push-pull train between the two cities not only for the benefit of office-goers but also to those wanting to visit Hampi.

Hampi, being the international tourist spot, located in Bellary District, is also a World Heritage Centre. Lot of foreign tourists and Indian tourists are visiting this place. There is an urgent need to run a Palace On Wheels train in this important tourist spot.

Kottur-Harihara Railway line forms an important link between two coasts, East and West. The line, on completion, would enable movement of iron ore to all the three Ports, Mangalore, Chennai and Vizag Ports and on return journey, goods train can carry fertilizers, coal, cement and other products. The foundation stone was laid nearly 10 years back and work is going in a very slow pace. The line which is economically viable should be given more emphasis.

Sir, recently, the passengers of Bellary Railway Station is facing a peculiar problem that whenever a goods train as well as passenger train are coming at a time to the Station, the authorities are giving preference to the goods train and taking the goods train at the platform where passenger train has to come and because of this, the passenger train is arriving at the next line which is causing great difficulties to the passengers, especially to the elder persons, students and sick people to switch over the next platform. This practice should be avoided and the authorities should give preference to the passenger trains. I request the Railway Minister to look into the matter urgently.

The above proposals are some of the most important demands of the people of Bellary. I urge upon the Union Government and the Hon'ble Railway Minister to take immediate action and fulfil the above all genuine demands of the people.

*[Translation]*

SHRI NAND KUMAR SAI (Sarguja): Hon. Mr. Deputy Speaker, Sir, I thank you for providing me an opportunity to speak.

Indian Railways is the biggest symbol of unity in diversity in the country, it is the unique medium of linking cultures and languages. I would like to submit to the hon. Minister that my constituency Sarguja is bordering erstwhile Binar, now Jharkhand. There the Indian Railways had shown its presence a little before 60 years. Only one train Ambikapur Durg Express plies from there which has got rush to the extent that the waiting list goes beyond 100 and there is space crunch in A.C. III tier which is in great demand. It is requested that two sleeper coaches and one A.C. II tier coach should be immediately added to this train. It is my request ...(*Interruptions*). I had met you and only you had asked me to speak. That is why I request you, my area is tribal, it should be provided connectivity. Secondly, my constituency is dominated by tribals though it enjoys proximity to major cities. I had written you a letter that Ambikapur to Jharsuguda, which falls in Orissa, should be linked. The distance between these two is only 180 kilometres, rail connectivity will provide it link with Kolkata. Secondly, Mayurpur is a station of Uttar Pradesh, it is at a distance of only 120 kilometres from our area, in case, it is provided railway connectivity, the entire northern India would be connected with our area. There is another long-standing demand. A route 'Barbari' leading towards Ranchi

[Shri Nand Kumar Sai]

is being constructed since the time of the Britishers however, it is still lying incomplete. If that area is provided connectivity, our area would be well connected with Ranchi, Bihar.

He has taken a lot of stringent measures in the Railways, as a result thereof, there has been a lot of improvement, however, there are irregularities in the Railways, if he intends to have a complete image make-over of the Railways, then he must look into these irregularities and try to obviate them. The country has progressed leaps and bounds after independence, however, we have become poorer in one particular sector and that is in case of national character, in which we are really lagging behind owing to which there are shortcomings in each sector, work is not disposed of in time, funds are misappropriated. It is requested that national character should be developed by means of Railways for which efforts on his part are required to be made.

Finally, I would like to say something to the hon. Minister of Railways. India is a country where cows and cattle are reared and protected. When we travel in trains, it does not seem as if some 'Gwal Bal' milkman's son is operating this railways. Buttermilk, curd, milk etc. should be supplied in trains so that one may feel that some 'Gwal Bal' is operating the Railways, one should have this feeling the moment one boards the train. Lord Krishna took birth in Mathura simply to enjoy butter milk, so I request you that milk, curd, butter ghee should be served in trains and only then the people will feel that Laluji is running the railways.

I would request you to accept my demands and create an image of the Railways that it is being operated by the cow rearer of the country. With these words, I express my gratitude to you.

\*SHRI RAMDAS ATHAWALE (Pandharpur): Sir, there is Kurdwadi workshop in Sonapur division. It is a narrow gauge workshop. Narrow gauge railway services are being converted into broad gauge so Kurdwadi workshop should be made broad gauge compatible. The proposal of converting Kurdwadi workshop into broad gauge compatible one has been pending with the railway board. At present the work of manufacturing broad gauge bogies has been going on in this workshop.

A provision of Rs. 150 crore should be made in the railway budget for the year 2008-09 to expedite the

conversion of Pandharpur-Mirage and Usmanpur-Kurdvan into broadgauge.

Provision of Rs. 50 crore should be made after sanctioning the Lopat-Pandharpur via Falran-Baramati new railway line. Ahmednagar-Beed railway line should be sanctioned.

Pandharpur-Mumbai Chandrarana Express plies thrice a week. It should be made daily and a bogey should be attached to it.

Bijapur-Mumbai train plies thrice a week, it should be plied daily. A train from Pandharpur to Nagpur and Pandharpur to Tirupati should be introduced.

There is one RPF training centre in Chinkhit (Kurduvadi). A provision of Rs. 50 crore should be made for its development. Mumbai Central Railway Station (Western Railway) should be named after the maker of the Indian Constitution Dr. Baba Saheb Ambedkar.

The number of local trains should be increased in Mumbai.

One Air conditioned (A.C.) local train should run every hour.

One shopping Centre should be started on Railway land alongside railway station.

Railway Station in Mumbai should be beautified.

Bauri is loaded in Konkan Railways. It should be transported across the country.

Sanitary workers should be made permanent after increasing their number for cleaning the stations.

The number of general bogies in each train should atleast be from 5 to 8.

New bogies should be attached for reducing waiting list.

Two AC I and four AC II seats should be reserved for the Members of Parliament.

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands): Mr. Deputy Speaker, Sir, I fall short of words in praise of the hon. Minister of Railways Lalu Prasadji.



I will not take much time as I understand that no one listens very patiently at this point of time, however, I would like to raise two-three points. The survey for laying 300 kilometres railway line in Andaman Nicobar should be reviewed. Extending this facility over there would give impetus to tourism—environment and lot of people would get employment—and it would also be good for the denizens of remote island. Andaman and Nicobar islands should be included in Nation building. Our colleague from Arunachal Pradesh was unhappy that he was perhaps the only one from a region where there is no railway connectivity. I also associate myself with him since we also do not have any railway network. Therefore, It is my request.

20.00 hrs.

I have a very small request. The railway employees have worked wonders, you have earned a lot of revenue, they should be given LTC facility to visit Andaman Nicobar so that their morale gets a boost. Not saying much I would extend my support to the proposal mooted by hon. Lalu Prasad and request him to pay attention to the smaller remote areas so that benefits accrue to my people. With these words I conclude.

\*SHRI ANIRUDH PRASAD ALIAS SADHU YADAV (Gopalganj): I rise to support the Demands for supplementary grants presented by the hon. Minister of Railways and submit following demands of my parliamentary constituency Gopalganj for his kind consideration:—

Gauge conversion of metergauge line from Thaway to Masrakh via Chhapra.

Gauge conversion of Metergauge line from Thaway to Kaptanganj.

Setting up of Nawada Halt between Ratan Sarai and Majha and its immediate commissioning.

Making arrangement of retiring room at Gopalganj and Ratan Sarai Stations and of bathrooms, toilets and drinking water at all stations.

Construction of waiting room, bathroom and toilet at Sasamusa, Kuchaikol stations on Thaway—Kaptanganj line.

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\*The speech was laid on the Table.

Beautification of Gopalganj, Ratan Sarai, Didhwa Dhubauli stations.

\*SHRI DALPAT SINGH PARSTE (Shahdol): Sir, following are the public demands of my parliamentary constituency.

The railway line from Anuppur to Khodhri-Khonsara is a single line. It should be made double. The pace of the ongoing work is very slow. Passenger train from Chirmiri to Chandia should be extended upto Kami. Chirmiri to Rewa and Bilaspur to Rewa train which was provided in previous Budget should be run separately. Presently, Chirmiri to Shahdol and Bilaspur to Shahdol trains merge at Shahdol and run upto Rewa. It should run as per the previous budget.

There is no catering facility available at Budhar station and at Virsinghpur pali. There is a need to make this facility available at these stations to facilitate the passengers. Budhar is a commercial down town. Earlier, loading and unloading of vegetables in passenger train was done here but now it has been discontinued. It should be restored. An over-bridge should be constructed at Anuppur. It is a district headquarters. Town is located along both side of the line. College, hospitals and hundreds of villages are located along the line and on account of this there is difficulty in the movement of people. In the absence of concrete construction and unavailability of drinking water the station remains dirty and there is always apprehension of spread of disease.

Foot over-bridge is extremely necessary for Jaithari. A bridge should be constructed there. In the absence of slope at foot over-bridge No.2-3 at Shahdol railway station, physically challenged persons cannot cross it. So a plain over bridge should be constructed. Bilaspur-Pendra local train no. 411 and 412 should be extended up to shahdol.

Shaktipunj super fast express should run to Bilaspur via Katni thrice a week. A new superfast express train should be introduced from Ambikapur to Mumbai via Katni. The stoppage of Utkal Express should be provided at Jaithari station. The stoppage of Shaktipunj superfast express should be provided at Vijay Shrota station. The stoppage of Durga Gorakhpur superfast express should be provided at Amlai station.

SHRI JAYSINGRAO GAIKWAD PATIL (Beed): Sir, I rise to speak in support of the Demands for

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\*The speech was laid on the Table.

[Shri Jaysingrao Gaikwad Patil]

Supplementary Grants. The hon. Minister of Railways has done magic in railway department. He has shown a profit of Rs. 20 thousand crore without increasing passenger fare or freight charges. It is nothing short of magic in the present situation. A new railway line on Ahmednagar-Beed Parli Baidhyanath section is going to be constructed. Rs. 93.75 crore have been sanctioned for this new railway line since 1996 till today. But unfortunately only Rs. 15 crore have been spent till today but no work has been done.

My area is infested with poverty and deprivation. There is no visible prospect of development in this region and unemployment and starvation have griped this area. The people of the entire area are hopeful that hon. Lalu Prasad ji will do something for this area. Land Survey work of 100 villages along the Railway line in this area had been completed. However, Railway Board has declined to give approval thus rendering the entire action futile. I would like to request hon. Lalu ji that he should pass orders to his officers of railway board to at least utilize the allocated funds. The hon. Chief Minister of Maharashtra has expressed his desire that Maharashtra Government want to sign MOU with Lalu Prasad ji for the completion of Ahmed Nagar-Beed-Parli Vidyanath Railway line. I would like to request the hon. Minister of Railways, Lalu Prasad ji that he should take initiative to sign MOU with Maharashtra Government and make his contribution for the completion of the said Railway line. A spate of agitations has been going on in the district. There were month long agitation on October 07 and operation of trains was disrupted on 28th October. On 28th October I myself had led 'Rail Roko' procession at Ghatnapur station and I was arrested and later released. I would like to request the hon. Minister that he should understand the sentiments of the people spend the entire funds provided for this financial year and give momentum to the work.

The demand for Ghatnapur-Ambajogai line along with the demand for Ahmed Nagar-Beed-Parli Vidyanath line is gaining momentum. Ghatnapur-Ambajogai rail line is only 21 km. long and there is no need to make huge provisions for the completion of this work. So, I would like to request the hon. Minister that he should make a provision of Rs. 50 crore for the construction of this line.

Through you, I would like to request the hon. Minister of Railways that he should make a provision of Rs. 100 crore for Ahmed Nagar-Beed-Parli Vidyanath and Rs. 50 crore for Ghatnapur-Ambajogai in the next budget. I once

again strongly support the Supplementary Demands for Grants for Railways.

\*SHRI BHANU PRATAP SINGH VERMA (Jalaun): Sir, time has been allotted to me for expressing my views in regard to Supplementary Demands for Grants of Railways presented by the hon. Minister of Railways.

Sir, there will be no traffic jam at the railway crossing. If over-bridge is constructed on Raath road near Urai station in Jhansi Division of Northern Central Railway.

Sir, there is a single line stretch of only 200 kilometres from Kanpur to Jhansi on the Lucknow-Kanpur-Jhansi-Mumbai railway line which connects north India to south India. If doubling of this stretch is undertaken, it will definitely save time. The electrification of this line is also very essential.

Sir, computerized reservation facility should be provided at Kalpi Railway Station.

Sir, the stoppage of three trains that is Pooja Express which starts from Lucknow, Udyog Nagar and Udyog Karmi which ran between Kanpur and Mumbai should be given stoppage at Urai Railway station. Pooja Intercity runs from Jhansi to Kanpur, similarly, Intercity from Kanpur to Jhansi should also be introduced.

\*SHRI SHRIPAD YESSO NAIK (Panaji): Sir, you have given me an opportunity to speak in the House on Supplementary Demands for Grants of the Ministry of Railways. Through you, I would like to present following demands before the House:

The hon. Minister of Railways has stated that he has introduced many new trains and some are likely to be introduced. But if one goes into detail, he will find that most of the trains are running in the northern India, it means south region has been totally ignored. Some years back, there were only metre gauge lines in Goa, Broad Gauge lines were laid after many requests, but the condition of old platforms and stations is a matter of concern. The people of this area are in distress because the building has been in dilapidated state and the area being devoid of all facilities. At least the repair work of this building should be undertaken. The trains from Goa to Hubli, Belgaon, Bangalore, Hyderabad etc. used to run on meter gauge. But after the gauge conversion not

even a single train has run on this track. Please introduce trains from Vasco to the above mentioned stations.

Sir, the state of Goa is an important international tourist destination of the country. Lakhs of foreign tourists from various countries of the world visit this State. The Ministry of Railways has introduced Palace on Wheels at many places of the country. Therefore, I request that Palace on Wheels should be introduced to provide connectivity to this international tourist center. Goa is the only State of the country having approximately 35% Christian population. The main religious place of Christians is Valakani in Tamilnadu where thousands of Christians visit for pilgrimage. Therefore, a train between Goa and Valakani should be introduced.

Similarly, thousands of devotees visit Shirdi for Darshan of Sai Baba. I would like to request to set up a station at Shirdi and introduce train between Goa and Shirdi. In the end, I would like to bring one particular point to your notice that generally local people are allotted shops at all stations of the country. But contrary to this, in Goa, old licences of Goan people are cancelled and shops are allotted to new outsiders by charging more money due to which there is resentment among local people, particularly among unemployed youth. Kindly re-allot shops to the local people. With these words, I conclude my speech.

\*SHRI VIJOY KRISHNA (Barh): Sir, I would like to request the hon. Minister of Railways, Shri Lalu Prasad to take action on following points for the development of Railways.

The decision should be taken in regard to laying of rail link line from Bodh Gaya via Manpur under Danapur Railway Division.

The doubling and electrification of Bakhtyarpur Rajveer Rail line should be undertaken.

The passenger amenities should be provided at Makamah, Barh, Bakhtyarpur, Fatuha, Athamalgola, Khushrupur, Hathidah, Mor, Paudarakh, etc. railway stations under Danapur Division.

The over-bridge should be constructed in Barh near city and Barh Parbhani railway crossing.

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\*The speech was laid on the Table.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): I would like to thank all those 35 hon'ble Members who have taken part in the discussion on Supplementary budget and on request expressed their views in brief. Some hon'ble Members laid their speeches in writing in regard to the problems of their areas, segments. On behalf of the whole railway family, I would like to express my gratitude for their invaluable suggestions. I would like to assure you that before presenting regular budget in February, I will try to complete the schemes announced in the earlier budget, as new schemes are announced after completing the old ones and it will be our endeavour that work may be carried out stabilise rising above the party considerations. I, myself our Railway officers, senior officers and Board Members will take your suggestions into consideration and will try to do whatever is in our reach and capability. All of us love our country. We never intended to make discrimination against any party or State, nor will we do so in future. We would work for the welfare of the country.

Railways is the biggest transporter and the lifeline of the country. Development is impossible as long as we do not put a thrust on infrastructure and pay attention towards it. livelihood cannot be earned by mere chanting of slogans of 'Inquilab-Zindabad'. All of us have only one motive and commitment, that is to provide justice to the backbenchers, the backward people and segments of the society and to the backward States. The way to reach the goal may vary, view point may also differ. Therefore, I would like to request you to sanction and approve grants for the on-going projects which we have taken up and for which I have come before you. The Railways will be able to get a turn around in its fortunes with your cooperation. You people have not only boosted my morale in this country, but in the entire world. Sometimes, I bitterly criticize my colleagues from all the parties, but I have also got your love and affection. I will try to pay attention towards your suggestions. We prepare budgets by focusing our attention on the common man of the country and pay more attention towards those States. Jammu & Kashmir is an integral part of our country. North-East is an integral part of our country. We are trying to provide railway connectivity as a national project to those areas which have not seen the light of development even after so many years of independence.

Our engineers, our railway family combat harshest of difficulties that come in their way. They have accomplished their task while they faced risks to their lives, be it from the ULFA in the east or from the terrorists in Jammu

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Kashmir. An hon'ble Member has stated that no assistance was provided to the kith and kin of our martyred engineers. But I visited the home of that engineer in Uttar Pradesh. He was newly married. I consoled his widow. Had I not visited his home she would have committed suicide. She was holding a knife in her hand. She told me that if I had not visited there, she would have taken her life. I talked to her brothers and other Members of the family and included her in the railway family by giving her job in the Indian Railways. If some people have been left out, we will definitely pay attention towards them also.

The supplementary demands for grants is to the tune of Rs. 600 crore 20 thousand and out of it, Rs. 400 crore are for Udhampur-Srinagar-Baramullah national project and the Union Government have made Rs. 200 crore available for the national project running in the north-eastern States. It include dividend-free budgetary assistance. In addition to it, today the proposal to start 15 projects on out of turn basis has also been presented before the House for approval.

Last year, we have achieved success because of our efforts, cooperation and team work of fourteen lakh employees of the railway family. I do not want to go in details of the difficulties which we faced in the recent past. What was the condition of the Indian Railways and where did we stand. We have deposited surplus of Rs. twenty thousand crore in the coffers of the Government of India, which have been earned because of the team work and without depending on the Government of India. We reduced our expenditures and costs. While hoisting the national flag from the ramparts of the Red. Fort, our hon. Prime Minister had assured his fellow countrymen that the development of Railways, shipping, Road and Power the four mantras for development of infrastructure in any country and fundamental for any Government will be ensured. We are going to ensure livelihood through them. Railways cannot be ignored in this regard. Indian Railways is the lifeline of the country, having a network of 63,000 kilometres, however, 57,000 kilometres of the network was constructed by the Birtishers. Even after so many years of independence, how much we have added to it. Our total network is of 63,000 kolometres, we are renovating it, increasing it, doubling it and carrying out replacements as well. This is the condition of the Indian Railways and the direction which it is heading towards. We run around eleven thousand trains daily and around 1.5 crore passengers commute daily by these trains. But,

what was our condition earlier? The Indian Railways had gone out of the market across the entire world. There is no benefit in going into the details of who did what or what not. We earned a profit of Rs. twenty thousand crore in three years. The questions were challenging. We reduced fare and focused our attention on the common man while presenting the budget, 60-70 lakh passengers travel daily by sub-urban trains in Mumbai.

Now, look at the losses. We observed that the raising fares do not serve any purpose. For this, we will have to increase our business. Evasion, pilferage and leakage will have to be checked. It was said in the report of the Rakesh Mohan Committee that the Indian Railways will get bankrupt in the next 25 years. Therefore, employees should be retrenched and posts should be abolished. Then posts were abolished. The population of India is one billion ten crores. Where will this manpower go? If we fail to provide food, clothing and houses to the people then they get out of the mainstream and become extremists. This aberration needs to be checked. Naxalism is getting strengthened across the corridor stretched from Andhra Pradesh to Nepal. All of us must go into the depth of this malaise. I would like to say in the House, though any of my colleague may think otherwise, but when this Government was formed, I was not willing to take the charge of the Ministry of Railways. I swear in the House. I wanted another portfolio, but I was given the charge of the Railways. I was aware that many sort of accidents happen on the railways. We suffer, whenever there is any incident of arson or mishap somewhere. They will tell you to remove him calling him rustic. Accidents are taking place. However, when I assumed office, I found that there were tremendous opportunities in the Indian Railways. I did not make any changes. I have not let anyone remain unhappy. I deputed suitable officers on suitable places and took the staff in confidence. Today, Dean of the Singapore University as well as some MBA students from France paid me a visit. Generally, people believe that when an organization runs in losses, it should be given to the private sector and manpower should be reduced. Retrenchment of employees should be the measure. This kind of education is imparted in the country and across the world to the ones who join the corporate houses. VRS should be implemented and it should be closed down as a sick unit. This kind of myth prevailed across the world. India and the Railway family have dispelled this myth with your cooperation. And we have earned a surplus to the tune of Rs. 20 thousand crore. India and not Lalu Yadav has won laurels. Trainees from

Harvard University, Students of IITs and from Ahmedabad, Bangladesh and the USA come to India to study the growth story of the Indian Railways. Actually India can also progress leaps and bounds. They ask me about the magic wand I have used. What trick did I play after reducing the fare? People here would never comprehend that something could have been done beyond this. I told them that honesty, commitment for the organisation and a vision was required. We have such a big manpower, this is our wealth and this is the secret of our prosperity. We are overpopulated. We are second after China in terms of population. It is not that there is some problem with the manpower. People should take measures to control population. However, manpower is the secret of our prosperity and success. This manpower is spread across the world. Are people from our Bihar beggars? We have been discriminated against till date.

There has been least per capita investment and on infrastructure there. Earlier we used to raise this question, however, now under the regime of the UPA Government justice is being meted out to all the states along with Bihar. That is why, I have taken you all in confidence to put a question before you as to who will make investment in the uncovered areas i.e. where the railways have not reached as on date. I am not the deciding authority. We take your suggestions to the Planning Commission for consideration. When we get the survey conducted, we are informed if the project is uneconomical with no scope for returns, then we take it to the cabinet for further deliberation, thereafter, we have to take the matter before many state governments and also tackle the matter of paucity of funds. Now, if you analyse, you would find that we are taking up the ongoing projects, irrespective of whether they had been taken up with political considerations or by any Minister or the Government. Once I went to Uttarakhand with my family to have a Darshan of the deities. There I spoke to some people and I was told that the Railways had not yet reached their area. Foundation for the same had already been laid by the hon. Minister. They also told me the name of the Minister. He was a Minister of state here who now preaches us. I told them that when it had been inaugurated, it will definitely see the light of the day. When I went to the Rail Bhawan and checked up the files I found out that it was election time, elections were announced and so survey was initiated. A survey could give a positive or negative signal for the project. Many people take up work with political considerations. We are in a federal system, my party and I oppose SEZ, however,

investment should be there, the Government should not intervene despite providing infrastructure. If some investor speaks directly with farmer, then it's fine. They should deal with it directly and the Government should not intervene, however, as far as projects of the government are concerned, state governments dilly-dally in regard to many projects, which have been taken up. It is an era of coalition and regionalism. It was long prophesied by Lohiaji that India would have coalition Governments in future. There was coalition Government of SBG in Calcutta, followed by the one in Bihar and subsequently in Delhi too, we witnessed coalition Governments. Be it any national party in Delhi, I cannot foresee what is going to take place in future; however, it is an era of coalition. Somehow the states were discriminated against as a result of which regional leaders sprang up. There is Mayawati in Uttar Pradesh and Mulayam Singh as her alternative. There are Karunanidhi and Jayalalitha in Tamil Nadu. Similarly, there are so many leaders in Bihar right there behind us, not one but several leaders. Bihar is a unique state, training of politics is taken and imparted over there. There they do not talk about common things, they simply discuss high-level politics. There are coalition governments across the country as a result thereof common minimum programme is prepared. Be it their NDA party or our UPA party or the third front. I have experienced everything and observed all the fronts that have been constituted in the country. So, we shall have to give it a consideration that how we have to take this country ahead. The recent turn of fortunes in the Railways are attributed to the efforts of our railway staff, our key man, gangman. Our soldiers may take a nap on the border, however, if our engine driver would take a nap, just imagine the magnitude of the loss to life and property that would occur. That is why my railway employees are working day and night. Be it Station Master, Assistant Station Master or driver or even guard. If any one is given a choice at the time of recruitment many opt for the post of TTE, there are a very few who opt for becoming guard. By the way, the pay structure of the Guard is also different. When he is off duty, he gets warm water and free food. We have a different system in the Railways.

We have announced 70 days bonus for the railway staff. Be it Dussehra, Id, Diwali or the festival of Chhath, they have worked day and night for which I praised them and told them that if they would not work hard and with sincerity, the Railways would slip away from their hands and they would have to rue over it. We have 13 lakh pensioners in addition to the 14 lakh staff. There are so

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many who are directly employed in the railways and crores of people earn indirectly from the Railways. That is why, I announced 70 days bonus for my employees. I am grateful to the hon. Prime Minister because I had told him to treat the Railway Employees differently and increase their bonus.

We want to introduce new trains and to maintain punctuality as well, but the operational railway lines have all been saturated having huge traffic congestion thereon. We have the earning horses, which are none other than the goods trains. They are put in loop lines in waiting and shunting to give a pass to the local, express and Jan Shatabdi trains. We are passing each train at an interval of every five minute. As such we cannot introduce new trains. Apart from it, we get maintenance carried out also. Somewhere or the other the board inscribed with 'caution' always remains. Whenever I myself go in MR Special, I enquire about the reason for stopping the train. They say the board of 'caution' is erected over there as new railway line is being laid or a bridge is being constructed or stone chip are being laid along the railway lines. So, the operational railway lines have got saturated. We are working to alleviate this pressure. We have to go ahead further in times to come. Approval is likely to be accorded very soon by the Cabinet in this regard. We have proposed to lay the third line. We have dedicated freight corridor scheme. We want to cover Ludhiana to Howrah and all the ports of Kolkata in the first phase. After that we will include in second phase Delhi to Mumbai, then Mumbai to Chennai and Chennai to Howrah in the Western Corridor scheme. For the goods trains, there should be a separate corridor having double, electrified and single system line. On this route, we will do loading and carrying of goods through the goods trains. We will not leave any city untouched nor demolish the house of anyone or any other buildings. We will construct bypass by diverting the railway line. We have seen that we are not using the goods train to their maximum potential as of now. If we come out with a resolve to do this with all honesty and integrity, we can fulfil the minimum requirement of the country-men exploiting what the mother earth has made available to us. There is no question of fulfilling the greed in it. Till date 60 percent goods are being transported through roads and we have captured 40 percent. So, we are working with a vision so as to increase this percentage. Our intention is to shift this 60 percent goods to the railways. You may have seen long lorries loaded with heavy machineries on road.

They run over the people causing accidents. You are the hon. Members of Parliament. So you can seek the figures in respect of the number of our brother and sisters who succumb to accidents every day in this country. Railways did not witness any major accidents during the last three four years I admit that despite all efforts someone may have taken his tractor to the tracks at the unmanned gates causing accident there. There are around 25 thousand unmanned gates about which I will tell you during the budget session and will further elaborate about the measures I am going to take in this regard. All these gates will have to be manned for which expenses are required. When I will come to this point, I will tell you in detail.

We have the same old railways, the same old tracks and the same employees, but, since October 2007 we have transported 437 million ton goods registering a 32 million ton increase in freight carriage during this period. We have got opportunity to serve 3867 million passengers during the same period against the previous figures of 3661 million. We are providing services to so many people.

We are making constant efforts to touch the heights of our potential. This cannot be done in 3-3<sup>1</sup>/<sub>2</sub> years. It takes time. People ask me what will happen when my tenure stands terminated. I say that it does not matter who assumes the portfolio of the Minister of Railways. Now we have all rules and regulations to which the country has become accustomed. Even the parliament has become aware that if you have commitment and honesty, then, there is no one who can blame you. So, my efforts are that the turnaround story of the Indian Railways may continue and we could succeed in making it as the number one Railways in the world.

We will provide railway network at even those places where there is no railway connectivity at present. There is no question of turning back the clock in respect of the growth story of the railways. That's why I had announced in the budget of 2007-08 that 2 inch cushion seats would be provided to the common people of the country because these are the people who vote to elect us. We will carry-out this work very expeditiously within one year. Railways bogies will be equipped with the new technology of toilet on the lines of aeroplane. We will get its cleansing started with liquids after one year. We are carrying out all sorts of such works. This is the supplementary budget, as such, I thought that at the time of the regular budget in February, I will address the problems of all Members of

Parliament, irrespective of the parties they belong to. ...*(Interruptions)* There is no election in between. ...*(Interruptions)* No election is there. You should serve the people and there is no need to fear at all—M.P.s are elected to serve the people. They are not elected only to form the Government. Nobody could topple the Government on a single issue. So, no mid-term election are likely to be held. It will be held next year on due date. If we have done work, we will win the election and return once again with huge margins. But, I would like that the number of present BJP Members may dwindle. ...*(Interruptions)*

Sir, we are adding 175 additional modern coaches, extending the length of the platform along with raising their height. Model stations are being made, we have decentralized the power, giving authority to each General Manager to spend upto Rs.100 crores for phase-wise expenditure on passenger amenities. We all are brothers being the citizens of this country. We were working by bringing some expansion in the same steam engine station.

Our platforms are low as compared to the height of trains touching them. So, keeping in view the inconvenience caused to the aged persons, we are going to raise the height of the platforms upto the comfort level. We are fitting 'kota' tiles all around the platform.

He might have seen all the arrangements made for the occasion of the Chhath festival for which the northern Railways deserves thanks. During the festival season of chhath, thousands of Bihari people visit their home state, Bihar. So, I introduced a number of trains so that they do not have to suffer. I seek your cooperation. I had said it earlier that if someone wants to see off his/her brother or sister at the railway station, he/she should see them off outside the platforms and abstain from going to the platforms. There we will look after them. Nobody knows taking advantage of the crowd, someone may keep an unclaimed article in the train or cause some untoward incident. So, this thing should also be taken into consideration. We seek co-operation from all of you.

We are going to increase the capacity of Kapurthala steel coach factory from the existing capacity of 1004 coaches to 1500 coaches. This factory is located at Kapurthala. Everybody is demanding to increase the number of trains. I have instructed the officials to increase the manufacturing capacity upto 1500 from the existing number of 1007 coaches per year and this number will

further increase in times to come. So, we propose to set up a wagon factory in Bareilly, Uttar Pradesh, but the land has not been made available so far over there. Be it Bihar or any other part of the country, the prices of all things, such as cement, iron and so on will go up if you do not get them in time. So, the State Governments should make the land available on time. Land is not being made available in Bihar. They say that the economy of Bihar will improve and there will be no dependency on other states. If a factory is set up in any part of the country, it contributes to the development of the country and we all make progress. So, my submission is that there should be a law under which the Department of Railways should have direct authority to acquire land for its projects as the NHAI does. Under this law the Railways itself could engage its officials and negotiate with the farmers for the timely acquisition of land at reasonable prices. We should not depend on the State Governments, but do the work after acquiring the land with the co-operation of the States. At some places, problems are created for want of links.

I hope that the Government of Bihar will provide land for the projects of Railways as it is a backward state. Hon'ble Members will be happy to note the progress of electrification work. Prices of gas are on the hike throughout the world and its availability is not sufficient to meet our demand. However, there is an ever increasing demand for diesel and petrol. There are long queues of traffic jam on Delhi roads due to heavy flow of vehicles and, thus, there is huge wasteful consumption of fuel. Even the aeroplanes have to hover in air for hours due to air traffic congestion. This way, there is huge loss of our fuel, whereas Railways consumes only one third of this fuel consumption in the form of diesel. Our intention is to explore an alternative and we propose to go in for electrification of all the main lines all over the country followed by Branch lines and long route lines. So, we have sanctioned the work of electrification from Lucknow to Barabanki, Chhapra, Siwan, Gopalganj and Guwahati and now we are expediting this work so as to increase the capacity.

Recently, you might have witnessed that the Railways is purchasing power at high cost to meet its requirement. In this manner, there is a wastage of Rs. 600-700 crore. A joint venture was proposed to be set up in Nabinagar, Bihar with the collaboration of NTPC. Although, other formalities are yet to be completed, the ritual of land worship was performed. At that time Rabri Government was in power and it was the election year for Nitishji.

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The then State Government had committed to provide land and water. An MOU for 1000 MW was signed for Nabi Nagar project with a cost of Rs. 5300 crores. As per the agreement, out of the total power production, 90 percent electricity will be consumed in the Railway network system. With this power production we will augment this work further in Orissa, Jharkhand, Bihar and Madhya Pradesh. We will get cheaper electricity and have a sound budget.

There is a proposal to provide facility under the south West Railways for the setting up of a yard, for repairing lines, field trials of goods trains and the development of infrastructures in coastal Railways. We shall write letters in advance to the department of fertilizers, FCI and others regarding freight carriage from the ports such as Kandla and other ports where they receive imported goods. If they give us timely supply of these goods such as fertilizers etc. we will be able to get them transported to each of the State before time. If it does not happen so, we can dump these goods. Dumping of fertilizers gives rise to large scale hue and cry and agitation among the farmers. I have seen wheat was laying on ports. We need work. We are ready to carry goods and supply them wherever they want to get them transported. But if we do not receive the goods on time, we will not be in a position to supply them in time and then it will be like locking the stable door after the horse has been stolen. There will be no use of fertilizers if the sowing season ends. There should be a debate on this matter and we are ready to take it up. We are the biggest transporter, and we want to expand our network further. The Government of our country has fixed the support price of wheat at Rs. 1000. We have fixed the support price of paddy crop and now we are going to provide the agriculture outlets on seven and a half thousand railway stations, we are going to provide them markets in this manner. We are paying more and more attention towards all these things. Railways is engaged in this work day and night. I would like to congratulate once again all of you. Our country is making progress. The Indian Railways is making progress irrespective of all differences.

Mr. Deputy Speaker, Sir, our hon'ble Members have demanded many things at several places. When the Salem division was being constituted, I called the hon'ble Members of Parliament from Kerala and told the all people of Chennai that I was definitely exploring the possibilities to provide them a package because it makes no difference if it is set up in Kerala, Chennai or Bihar.

We never make any discrimination in the country. The country would prosper if we spread the wings of our art and skill. It is my belief that we should not remain dependant on foreign countries for goods that we can produce indigenously. Be it wheel factory or electric coach factory. Underground metro is in fashion. I do not have any objection in its operation. I told them to convert this standard gauge in broad gauge. Our railways is ready to do the job at cheaper cost, we shall do everything. However, we did not get the contract. We are dependant on foreign countries. We are importing loco, goods from abroad. There is no dearth of Engineers or skill in the country. After all what would be the use of this manpower. How unemployment would be resolved? We do not even have training centers. We are imparting training in the Railways. We are imparting training to the drivers. We are sending officers from DRM rank to GM and even Board Members to foreign countries like France and other countries of the world for training. They should go and see the world around how others are doing. Our neighbour China has progressed leaps and bounds. It is capturing the global market. Why not India? So we should not copy but we should learn. It is unfortunate that we do not want to understand how our neighbours prospered. We would rather think why our neighbour became successful, we should pull it backwards. We are passing through the phase of sting operation. Anyone, any Member or Minister can be involved. Anyone can do sting operation. Earlier it was through hidden cameras now mobile phones are being used. Radhakrishnan ji, I never keep mobile phones. It is great nuisance. It gives you mental fatigue. Once somebody called up an actor in Mumbai and cheated him by talking to him in my dialect. He called him to Bihar and cheated him of a big amount. That actor was so native that without making any verification he started for Bihar. So, I would advise you that whenever you receive such a call you should not entertain the caller. Once someone called me up and told me that he was CJI. Ahmedi ji was CJI at that time. I took the call and he greeted me. I could know from his accent that he was not the CJI and someone was befooling me. However, I also greeted him being a bit apprehensive. However, I waited for another call from him thinking that I would fix him on phone itself if he dared to give another call. It normally happens, the recipient of the call does not know where the call is calling from. Just to spare himself he would say 'all right! It would be done.' The moment he says alright he would be caught in the trap. So one should be cautious while using these words. I am not against it. So, I request that



they should sanction it and give their permission, it should be passed and as far as Anandpur Saheb is concerned ...*(Interruptions)*

MR. DEPUTY SPEAKER: That I proposed you to provide connectivity between Anandpur Saheb and Hazoor Saheb.

SHRI LALU PRASAD: Yes, Sir. That option is still open. We shall consider it after discussing it with you and my railway officers. Anandpur Saheb is our seat we will definitely consider it.

MR. DEPUTY SPEAKER: Celebrations of Guru Gobind Singh ji's third centenary are going on that is why I am saying that you will earn a name.

SHRI LALU PRASAD: Sir, it should be passed and then we shall give a better budget in February. The budget of Indian Railways to be presented in February would be the best suited budget for the common man, farmer, rural areas and we shall leave such a mark of the Indian Railways on the common man that our country would continue to prosper. I thank you all.

*[English]*

MR. DEPUTY-SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 2007-08 to the vote of the House.

The question is:

"That the supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2008, in respect of the head of the Demand entered in the second column thereof against Demand No. 16."

The motion was adopted.

MR. DEPUTY-SPEAKER: The question is:

"That this House approves the recommendations contained in Paras 54, 55, 56, 57, 58, 59, 60 and 61 of the Sixth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to

General Revenues etc., which was presented to the Lok Sabha on 26th April, 2007."

*The motion was adopted.*

20.48 hrs.

## APPROPRIATION (RAILWAYS) NO. 4 BILL, 2007\*

*[English]*

MR. DEPUTY SPEAKER: Item No. 31, Shri Lalul Prasad.

*[Translation]*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Sir, I propose that leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways."

*[English]*

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways."

*The motion was adopted.*

*[Translation]*

SHRI LALU PRASAD: Sir, I introduce\*\* the Bill.

*[English]*

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be taken into consideration.

\* Published in the Gazette of India Extraordinary Part II Section 2 dated 29.11.2007

\*\* Introduced with the recommendation of the President

[*Translation*]

SHRI LALU PRASAD: Sir, I propose "that the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways be taken into consideration."

[*English*]

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways, 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 and 3 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule was added to the Bill.*

*Clause 1, the Enacting Formula and the long Title were added to the Bill.*

[*Translation*]

SHRI LALU PRASAD: Mr. Deputy-Speaker, I propose:

"That the Bill be passed."

[*English*]

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 30th November, 2007 at 11 a.m.

20.51 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, November 30, 2007/ Agraayana 9, 1929 (Saka).*

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5.	Shri Bhargava, Girdhari Lal	202
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7.	Shrimati Deo, Sangeeta Kumari Singh	219
8.	Shri Dhotre, Sanjay	212
9.	Shri Gadhavi, P.S.	218
10.	Shri Gaikwad, Eknath Mahadeo	210
11.	Shri Gangwar, Santosh	214
12.	Shrimati Gawali, Bhavana Pundalikrao	212
13.	Dr. Jatiya, Satyanarayan	217
14.	Shri Jha, Raghunath	211
15.	Shri Koshal, Raghuvveer Singh	203
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17.	Shrimati Mane, Nivedita	210
18.	Shri Patel, Jivabhai A.	219
19.	Shri Pradhan, Dharmendra	220
20.	Shri Prasad, Harikewal	216
21.	Shri Rajagopal, L.	208
22.	Shri Reddy, M. Raja Mohan	205
23.	Shri Rijiju, Kiren	220
24.	Shri Scindia, Jyotiraditya M.	208
25.	Shri Sharma, Madan Lal	203
26.	Shri Singh, Mohan	209
27.	Shri Singh, Uday	204
28.	Dr. Yadav, Karan Singh	213

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1	2	3
1.	Shri Bhailal	1807, 1852, 1952
2.	Shri Acharia, Basu Deb	1826, 1999
3.	Shri Adsul, Anandrao Vithoba	1848, 1918, 1962, 1973
4.	Dr. Agarwal, Dharendra	1834
5.	Shri Ahir, Hansraj G.	1887, 1938
6.	Shri Angadi, Suresh	1804, 1911, 1956, 1973
7.	Shri Athawale, Ramdas	1878, 1934
8.	Shri Bahuguna, Vijay	1821, 1892
9.	Shri Barman, Hiten	1794, 1910, 1986
10.	Shri Barman, Ranen	1986
11.	Shri Baxla, Joachim	1858
12.	Shri Bhagora, Mahavir	1814
13.	Shri Bhakta, Manoranjan	1828, 1897, 1949, 1982
14.	Shri Bhargava, Girdhari Lal	1885
15.	Shri Bishnoi, Kuldeep	1782, 1866
16.	Shri Bose, Subrata	1986
17.	Shri Budholia, Rajnarayan	1833, 1951
18.	Shri Chakraborty, Swadesh	1787
19.	Shri Chandrappan, C.K.	1815
20.	Shri Chaure, Bapu Hari	1880, 1939, 1976
21.	Shri Chavda, Harisinh	1774, 1881, 1920, 1943, 1963
22.	Dr. Chinta Mohan	1813, 1912, 1919
23.	Shri Chitthan, N.S.V.	1825
24.	Shri Chowdhury, Adhir	1877, 1936, 1973, 1995

1	2	3
25.	Shri Dasgupta, Gurudas	1815
26.	Shrimati Deo, Sangæeta Kumari Singh	1881, 1943
27.	Shri Deora, Milind	1799, 1928
28.	Shri Deshmukh, Subhash Sureshchandra	1807, 1845, 1914, 1958, 1988
29.	Shri Dhotre, Sanjay	1880, 1939, 1976
30.	Prof Dhumal, Prem Kumar	1803
31.	Shri Gaddigoudar, P.C.	1819, 1890, 1942
32.	Shri Gadhavi, P.S.	1882, 1933
33.	Shri Gamang, Giridhar	1996
34.	Shri Gangwar, Santosh	1861, 1932, 1978
35.	Shrimati Gawali, Bhavana Pundalikrao	1880, 1939, 1976
36.	Ch. Hassan, Munawar	1846, 1916, 1960, 1989
37.	Shri Hooda, Deepender Singh	1830
38.	Shri Jadhao, Prakash B.	1844
39.	Dr. Jagannath, M.	1823, 1895
40.	Shri Jindal, Naveen	1789, 1871, 1955
41.	Shri Joshi, Pralhad	1797, 1859, 1923
42.	Shri Khan, Sunil	1787
43.	Shri Khanna, Avinash Rai	1800, 1875, 1930, 1970
44.	Shri Kharventhan, S.K.	1776, 1870, 1927, 1967, 1991
45.	Shri Koshal, Raghuveer Singh	1863, 1925, 1968, 1992
46.	Shri Kriplani, Srichand	1809
47.	Shri Krishna, Vijoy	1851
48.	Shri Krishnadas, N.N.	1807, 1915, 1959
49.	Shri Kumar, Nikhil	1806, 1908, 1913, 1973, 1995

1	2	3
50.	Shri Kumar, Shailendra	1838, 1907
51.	Shri Kunnur, Manjunath	1915
52.	Shrimati Mahajan, Sumitra	1808
53.	Shri Mahato, Narhari	1857
54.	Shrimati Maheshwari, Kiran	1824, 1973
55.	Shri Masood, Rasheed	1818, 1888, 1918
56.	Dr. Mediyam Babu Rao	1812
57.	Shri Mehta, Bhuvaneshwar	1854, 1921
58.	Shri Mohale, Punnu Lal	1778, 1822, 1864
59.	Shri Mohan, P.	1820
60.	Shri Mondal, Abu Ayes Mondal	1832, 1903
61.	Shri Munshi Ram	1772
62.	Shri Murmu, Hemlal	1823, 1839, 1909, 1954, 1986
63.	Shri Murmu, Rupchand	1853
64.	Shri Nayak, Ananta	1805, 1922, 1951, 1964, 1984
65.	Shri Owaisi, Asaduddin	1807, 1817, 1908, 1953, 1985
66.	Shri Pallani Shamy, K.C.	1792, 1873, 1929, 1969, 1993
67.	Shri Panda, Prabodh	1829, 1899
68.	Dr. Pandey, Laxminarayan	1786, 1790, 1902, 1952
69.	Shri Parste, Dalpat Singh	1793
70.	Shri Paswan, Sukdeo	1841
71.	Shri Patel, Jivabhai A.	1884, 1920, 1963, 1990
72.	Shri Patel, Kishanbhai V.	1855, 1951, 1984, 1986

1	2	3
73.	Shri Pathak, Brajesh	1810, 2000
74.	Shri Patil, Balasaheb Vikhe	1914
75.	Shri Patil, Pratik P.	1802, 1891, 2001
76.	Shri Prasad, Harikewal	1862, 1941
77.	Shri Radhakrishnan, Varkala	1798
78.	Shri Rajagopal, L.	1872, 1896, 1928, 1975
79.	Prof Ramadass, M.	1850
80.	Shri Ramakrishna, Badiga	1827, 1896, 1948
81.	Shri Rana, Kashiram	1834, 1904
82.	Shri Rao, K.S.	1775, 1886
83.	Shri Rao, Rayapati Sambasiva	1849
84.	Shri Rathod, Haribhau	1811
85.	Shri Rawale, Mohan	1844
86.	Shri Reddy, G. Karunakara	1780, 1879, 1947, 1951, 1981
87.	Shri Reddy, M. Raja Mohan	1886, 1937, 1974
88.	Shri Reddy, M. Sreenivasulu	1840
89.	Shri Renge Patil, Tukaram Ganpat Rao	1904, 1941, 1990
90.	Shri Rijju, Kiren	1869
91.	Dr. Sangliana, H.T.	1860
92.	Shri Saradgi, Iqbal Ahmed	1785, 1791, 1894, 1946, 1980
93.	Dr. Sarma, Arun Kumar	1842
94.	Satheedevi, Shrimati P.	1843, 2000
95.	Shri Satpathy, Tathagata	1795
96.	Shri Shaheen, Abdul Rashid	1893, 1945
97.	Shri Sharma, Madan Lal	1883, 1935, 1972
98.	Shri Shivajirao, Adhairao Patil	1848, 1918, 1962, 1973

1	2	3
99.	Shri Shivanna, M.	1785, 1898, 1950, 1983
100.	Shri Siddeswara, G.M.	1783, 1867, 1944, 1979
101.	Shri Singh, Ganesh	1796, 1874, 1986
102.	Shri Singh, Rakesh	1781, 1865
103.	Shri Singh, Rewati Raman	1773, 1917, 1961
104.	Shri Singh, Sugrib	1801, 1900, 1951, 1984
105.	Shri Singh, Uday	1876, 1931, 1971, 1994
106.	Shri Singh, Rajiv Ranjan "Lalan"	1813, 1816, 1919, 1957, 1987
107.	Shri Subba, M.K.	1779
108.	Shri Subbarayan, K.	1836
109.	Shrimati Sujatha C.S.	1788
110.	Shri Suman, Ramji Lal	1816, 1912, 1957, 1987
111.	Shri Surendran, Chengara	1990
112.	Shrimati Thakkar, Jayaben B.	1784, 1868, 1926
113.	Shri Thomas, P.C.	1847, 1997
114.	Shri Tripathi, Chandra Mani	1786, 1790, 1902, 1952
115.	Shri Tripathy, Braja Kishore	1835, 1905, 1965
116.	Shri Vallabhaneni, Balashowry	1815, 1837, 1906
117.	Shri Vasava, Mansukhbhai D.	1884
118.	Shri Veerendra Kumar, M.P.	1856, 1924, 1966
119.	Shri Verma, Ravi Prakash	1848, 1918, 1962, 1973
120.	Shri Yadav, Anjan Kumar M.	1831, 1901
121.	Shri Yadav, Baleshwar	1777
122.	Shri Yadav, Giridhari	1831, 1901
123.	Dr. Yadav, Karan Singh	1889, 1940, 1977
124.	Shri Yerrannaidu, Kinjarapu	1859, 1998

## ANNEXURE II

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<i>Food Processing Industries</i>	1825, 1828, 1855, 1873, 1879, 1986
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*Steel*

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*Tourism*

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1982.

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