

New Coal based Technology

2007. SHRI B. DEVARAJAN: Will the Minister of ENERGY be pleased to state:

(a) whether energy experts have suggested a new coal based technology named the Integrated Gasification Combined Cycle (IGCC)—an efficient and environmentally safer alternative for power generation; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI BABANRAO DHAKANE): (a) and (b). The Expert group constituted for evaluating the various coal gasification processes and to identify technology suitable for high ash Indian coals has been actively engaged in evaluating the techno-economics of the three generically different coal gasification processes involved in the Integrated Coal Gasification Combined Cycle (IGCC), technology for power generation. Considering the merits and demerits of the three coal gasification processes presently available, Fluidised and Moving Bed Gasification process technologies have been found suitable for high ash Indian Coals and for power generation through IGCC system.

Flight No. 408 from Varanasi to Khajuraho

2008. SHRI BALGOPAL MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Indian Airlines Boeing VTEAJ Flight No. 408 took off from Varanasi for Khajuraho on 17 September, 1990 could not land there;

(b) if so, the reason therefor;

(c) the number of persons travelling in that aircraft;

(d) whether there was any casualty;

(e) the responsibilities fixed on the staff; and

(f) the steps taken to avoid such occurrences in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN) : (a) to (f). On 17.9.1990, a Boeing-737 aircraft VT-EAJ while operating flight IC-408 with 64 passengers on Board took off from Varanasi but had to overfly Khajuraho and Agra due to snag in the hydraulic system. There was no casualty or injury to any passenger.

The incident was investigated by the Permanent Investigation Board of Indian Airlines and was referred to the Boeing Co. The Boeing Co. have considered this failure as an isolated case and have not made any recommendation in this regard. The Indian Airlines has therefore, concluded that no further action was necessary in the matter.

Pending Power Project of West Bengal

2009. SHRI SANATKUMAR MANDAL: Will the Minister of ENERGY be pleased to state:

(a) the particulars of the West Bengal power projects pending with the Union Government for clearance;

(b) the steps being taken for early clearance of these power projects; and

(c) what assistance the Union Government propose to give to the West Bengal

Government to supply power from the Central grid?

THE MINISTER OF STATE IN THE

MINISTRY OF ENERGY (SHRIBABANRAO DHAKANE): (a) and (b). The present status of the techno-economic appraisal of power schemes of West Bengal is given below:—

Sl.No.	Name of Project	Installed Capacity (MW)	Present Status
1	2	3	4
HYDRO SCHEMES			
1.	Farakka Barrage HEP	5x25=125	Replies of the project authorities on comments on hydrology, civil cost and construction machinery aspects are awaited. Environment clearance is also awaited.
2.	Ramman Stage-I	3x12=36	Inter State aspects need to be resolved.
THERMAL SCHEMES			
3.	Budge Budge Generating Station	2x250=500	Coal Linkage, report on compliance of Section 29 of Electricity (Supply) Act, 1948, forest clearance etc. are awaited.
4.	Sagardighi	4x250 of 2x500=1000	Confirmation of availability of coal linkage and coal transportation is awaited.

<i>Sl.No.</i>	<i>Name of Project</i>	<i>Installed Capacity (MW)</i>	<i>Present Status</i>
1	2	3	4
5.	Balagarh	3x210=630	Coal linkage is yet to be confirmed. Unit rating is to be revised from 210 MW to 250 MW.

(c) West Bengal has been allocated the following shares from the Central sector

Farakka STPS and Chukha Hydro-electric station in Bhutan.

Farakka STPS (630 MW)	216 MW (34.2%)
Chukha HES (270 MW)	79 MW (29.1%)

In addition, West Bengal is provided assistance out of the 15% unallocated output from Farakka STPS and 5% unallocated output from Chukha HES depending upon the relative percentage shortages in the constituents of the Eastern Region from time to time.

During the period from April to November, 1990, as against the total entitlement of 902 MU from the above power station the actual drawal by West Bengal was 799MU.

Profit/Loss in Air India and Expenditure on Image Making

2010. SHRI SANAT KUMAR MANDAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total expenditure incurred by the Air India on Image making through LANDOUR ASSOCIATES of USA in terms of foreign exchange and its ultimate utility in boosting Air India's traffic earnings;

(b) the set-ups closed abroad and how does the expenditure saved thus as compared with that on the assignment of work to foreign agencies and appointment of General Sales Agents (GSAs); and

(c) the profit and loss of the Air India during the current year, and how much portion thereof is being spent on Gulf evacuees after taking into consideration the amount paid by the union Government on this accounts?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Total expenditure incurred in foreign exchange on image making is Rs. 2.03 crores, which includes consultancy fee, travelling expenses, import of logo etc. It is difficult to relate it to traffic revenue.

(b) Three offices of Air India were closed in the recent past. Details of the offices closed, date of closure and the estimated savings are given below:—

<i>Offices Closed</i>	<i>Date of Closure</i>	<i>Estimated Savings</i>
Yokohama	31.10.89	Rs. 15 lakhs/annum
Suva	01.01.89	Rs. 12 lakhs/annum
Kobe	01.01.91	Rs. 10 lakhs/annum

GSA has not been appointed in Yokohama and Kobe. Fiji Air has been appointed as GSA in Suva.

(c) The estimated profit of Air India for the first half of 1990-91 is Rs. 65 crores (approx.). Air India has raised invoices for