

# LOK SABHA DEBATES

## (English Version)

Second Session  
(Fifteenth Lok Sabha)



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Roy, Prof. Saugata (Dum Dum)

Roy, Shri Arjun (Sitamarhi)

Roy, Shri Mahendra Kumar (Jalpaiguri)

Roy, Shri Nripendra Nath (Cooch Behar)

Roy, Shrimati Shatabdi (Birbhum)

Ruala, Shri C.L. (Mizoram)

Sachan, Shri Rakesh (Fatehpur)

Saha, Dr. Anup Kumar (Bardhaman East)

Sahay, Shri Subodh Kant (Ranchi)

Sahu, Shri Chandu Lal (Mahasamund)

Sai, Shri Vishnu Dev (Raigarh)

Sai Prathap, Shri A. (Rajampet)

Sampath, Shri A. (Attingal)

Sangma, Kumari Agatha (Tura)

Sardinha, Shri Francisco Cosme (South Goa)

Saroj, Shri Tufani (Machhlishahr)

Saroj, Shrimati Sushila (Mohanlalganj)

Satpathy, Shri Tathagata (Dhenkanal)

Satyanarayana, Shri Sarvey (Malkajgiri)

Sayeed, Shri Hamdullah (Lakshadweep)

Scindia, Shri Jyotiraditya M. (Guna)

Scindia, Shrimati Yashodhara Raje (Gwalior)

Selja, Kumari (Ambala)

Semmalai, Shri S. (Salem)

Sethi, Shri Arjun Charan (Bhadrak)

Shanavas, Shri M.I. (Wayanad)

Shankar, Shri Bhisma alias Kushal Tiwari (Sant Kabir Nagar)

Shantha, Shrimati J. (Bellary)	Singh, Shri Gopal (Rajsamand)
Sharma, Dr. Arvind Kumar (Karnal)	Singh, Shri Ijyaraj (Kota)
Shariq, Shri S.D. (Baramulla)	Singh, Shri Jagdanand (Buxar)
Sharma, Shri Jagdish (Jahanabad)	Singh, Shri Jaswant (Darjeeling)
Sharma, Shri Madan Lal (Jammu)	Singh, Shri Jitendra (Alwar)
Shekhar, Shri Neeraj (Ballia)	Singh, Shri Kalyan (Etah)
Shetkar, Shri Suresh Kumar (Zaheerabad)	Singh, Shri Mahabali (Karakat)
Shetti, Shri Raju (Hatkanangle)	Singh, Shri Murari Lal (Sarguja)
Shinde, Shri Sushilkumar (Solapur)	Singh, Shri N. Dharam (Bidar)
Shivaji, Shri Adhalrao Patil (Shirur)	Singh, Shri Pashupati Nath (Dhanbad)
Shivkumar, Shri K. alias J.K. Ritheesh (Ramanathapuram)	Singh, Shri Pradeep Kumar (Araria)
Shukla, Shri Balkrishna Khanderao (Vadodara)	Singh, Shri Radha Mohan (Purvi Champaran)
Sibal, Shri Kapil (Chandni Chowk)	Singh, Shri Radhe Mohan (Ghazipur)
Siddeshwara, Shri G.M. (Davangere)	Singh, Shri Rajiv Ranjan alias Lalan Singh (Munger)
Sidhu, Shri Navjot Singh (Amritsar)	Singh, Shri Rajnath (Ghaziabad)
Singh, Chaudhary Lal (Udhampur)	Singh, Shri Rakesh (Jabalpur)
Singh, Dr. Bhola (Nawada)	Singh, Shri Ratan (Bharatpur)
Singh, Dr. Raghuvansh Prasad (Vaishali)	Singh, Shri Ravneet (Anandpur Sahib)
Singh, Dr. Sanjay (Sultanpur)	Singh, Shri Rewati Raman (Allahabad)
Singh, Kunwar R.P.N. (Kushinagar)	Singh, Shri Sukhdev (Fatehgarh Sahib)
Singh, Rao Inderjit (Gurgaon)	Singh, Shri Sushil Kumar (Aurangabad)
Singh, Shri Ajit (Baghpat)	Singh, Shri Uday (Purnea)
Singh, Shri Bhoopendra (Sagar)	Singh, Shri Uday Pratap (Hoshangabad)
Singh, Shri Brijbhushan Sharan (Kaiserganj)	Singh, Shri Vijay Bahadur (Hamirpur)
Singh, Shri Dhananjay (Jaunpur)	Singh, Shri Virbhadra (Mandi)
Singh, Shri Digvijay (Banka)	Singh, Shri Umashankar (Maharajganj, Bihar)
Singh, Shri Dushyant (Jhalawar)	Singh, Shri Yashvir (Nagina)
Singh, Shri Ganesh (Satna)	Singh, Rajkumari Ratna (Pratapgarh)
	Singh, Shrimati Meena (Arrah)

Singh, Shrimati Rajesh Nandini (Shahdol)  
Singh Deo, Shri Kalikesh Narayan (Bolangir)  
Singla, Shri Vijay Inder (Sangrur)  
Sinha, Shri Shatrughan (Patna Sahib)  
Sinha, Shri Yashwant (Hazaribagh)  
Siricilla, Shri Rajaiah (Warangal)  
Sivaprasad, Dr. N. (Chittoor)  
Sivasami, Shri C. (Tiruppur)  
Solanki, Dr. Kirit Premjibhai (Ahmedabad West)  
Solanki, Shri Bharatsinh (Anand)  
Solanki, Shri Dinubhai (Junagarh)  
Solanki, Shri Makansingh (Khargone)  
Soren, Shri Shibu (Dumka)  
Sudhakaran, Shri K. (Kannur)  
Sugavanam, Shri E.G. (Krishnagiri)  
Sugumar, Shri K. (Pollachi)  
Suklabaidya, Shri Lalit Mohan (Karimganj)  
Sule, Shrimati Supriya (Baramati)  
Suman, Shri Kabir (Jadavpur)  
Suresh, Shri Kodikkunnii (Mavelikkara)  
Sushant, Dr. Rajan (Kangra)  
Swamy, Shri Janardhana (Chitradurga)  
Swamy, Shri N. Cheluvarya (Mandya)  
Swaraj, Shrimati Sushma (Vidisha)  
Tagore, Shri Manicka (Virudhunagar)  
Takam, Shri Sanjoy (Arunachal West)  
Tamta, Shri Pradeep (Almora)  
Tandon, Shri Lalji (Lucknow)  
Tandon, Shrimati Annu (Unnao)

Tanwar, Shri Ashok (Sirsa)  
Tarai, Shri Bibhu Prasad (Jagatsinghpur)  
Taviad, Dr. Prabha Kishor (Dahod)  
Taware, Shri Suresh Kashinath (Bhiwandi)  
Tewari, Shri Manish (Ludhiana)  
Thakor, Shri Jagdish (Patan)  
Thakur, Shri Anurag Singh (Hamirpur)  
Thamaraiselvan, Shri R. (Dharmapuri)  
Thambidurai, Dr. M. (Karur)  
Tharoor, Dr. Shashi (Thiruvananthapuram)  
Thirumaavalavan, Shri Thol (Chidambaram)  
Thomas, Prof. K.V. (Ernakulam)  
Thomas, Shri P.T. (Idukki)  
Tirath, Shrimati Krishna (North West Delhi)  
Tirkey, Shri Manohar (Alipurduar)  
Tomar, Shri Narendra Singh (Morena)  
Toppo, Shri Joseph (Tezpur)  
Trivedi, Shri Dinesh (Barrackpur)  
Tudu, Shri Laxman (Mayurbhanj)  
Udasi, Shri Shivkumar (Haveri)  
Upadhyay, Shrimati Seema (Fatehpur Sikri)  
Vardhan, Shri Harsh (Maharajanj, U.P.)  
Vasava, Shri Mansukhbhai D. (Bharuch)  
Venugopal, Dr. P. (Tiruvallur)  
Venugopal, Shri D. (Tiruvannamalai)  
Venugopal, Shri K.C. (Alappuzha)  
Verma, Shri Sajjan (Dewas)  
Verma, Shri Beni Prasad (Gonda)  
Verma, Shrimati Usha (Hardoi)

Vijaya Shanthi, Shrimati M. (Medak)

Vijayan, Shri A.K.S. (Nagapattinam)

Vishwanath, Shri Adagooru H. (Mysore)

Vishwanath Katti, Shri Ramesh (Chikkodi)

Viswanathan, Shri P. (Kancheepuram)

Vivekanand, Dr. G. (Peddapally)

Vundavalli, Shri Aruna Kumar (Rajahmundry)

Vyas, Dr. Girija (Chittorgarh)

Wakchaure, Shri Bhausaheb Rajaram (Shirdi)

Wankhede, Shri Subhash Bapurao (Hingoli)

Wasnik, Shri Mukul (Ramtek)

Yadav, Prof. Ranjan Prasad (Pataliputra)

Yadav, Shri Akhilesh (Kannauj)

Yadav, Shri Arun (Khandwa)

Yadav, Shri Dharmendra (Badaun)

Yadav, Shri Dinesh Chandra (Khagaria)

Yadav, Shri Hukmadeo Narayan (Madhubani)

Yadav, Shri Anjankumar M. (Secundrabad)

Yadav, Shri Madhusudan (Rajnandgaon)

Yadav, Shri Mulayam Singh (Mainpuri)

Yadav, Shri Om Prakash (Siwan)

Yadav, Shri Ramakant (Azamgarh)

Yadav, Shri Sharad (Madhepura)

Yaskhi, Shri Madhu Goud (Nizamabad)

## **OFFICERS OF LOK SABHA**

### **THE SPEAKER**

Shrimati Meira Kumar

### **THE DEPUTY SPEAKER**

Shri Karia Munda

### **PANEL OF CHAIRMEN**

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Franciso Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

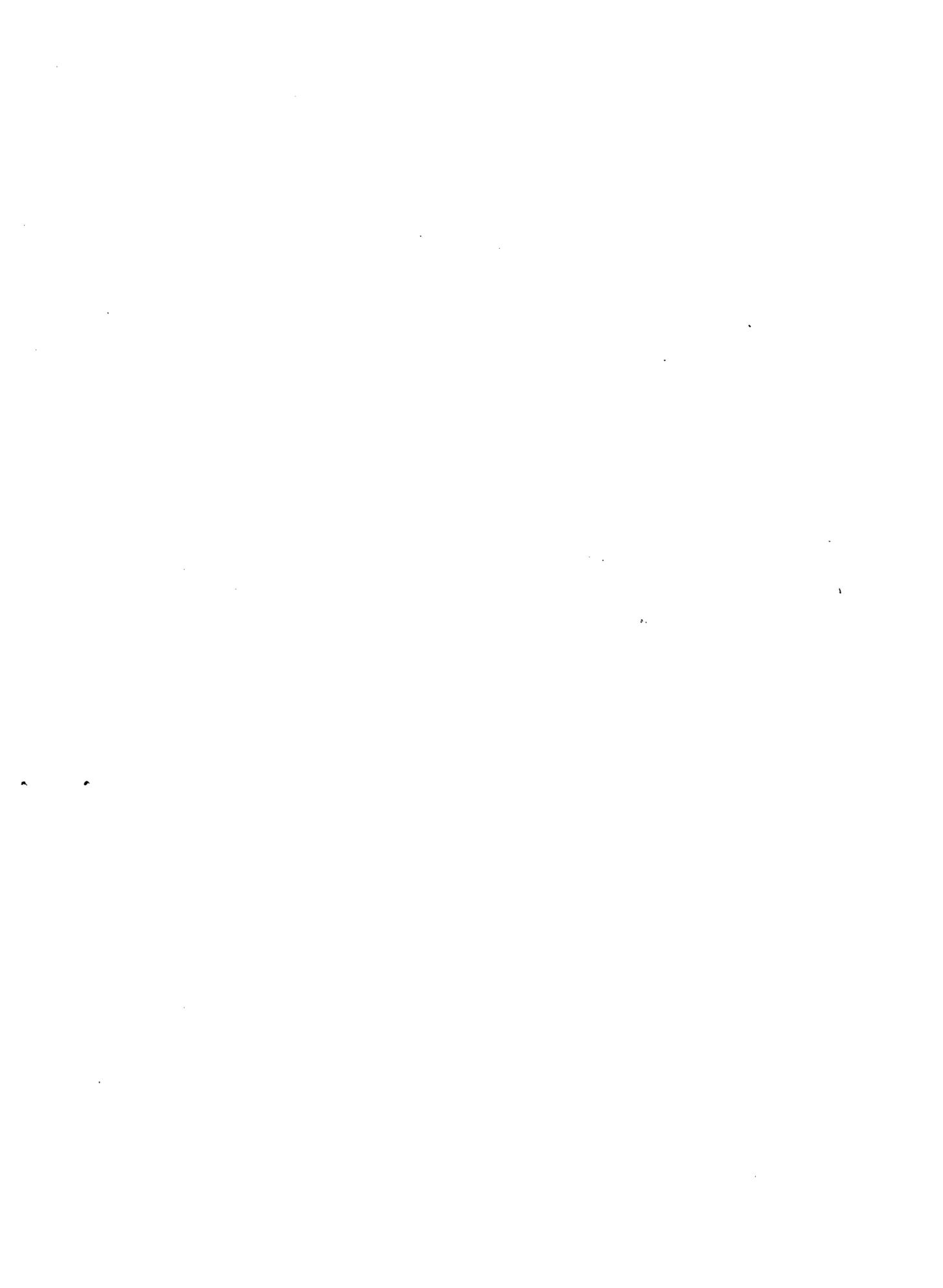
Dr. M. Thambidurai

Shri Beni Prasad Verma

Dr. Girija Vyas

### **SECRETARY GENERAL**

Shri P.D.T. Achary



## COUNCIL OF MINISTERS

### CABINET MINISTERS

Dr. Manmohan Singh	The Prime Minister and also in-charge of the Ministries/ Departments not specifically allocated to the charge of any Minister viz.:
	(i) Ministry of Personnel, Public Grievances and Pensions;
	(ii) Ministry of Planning;
	(iii) Department of Atomic Energy;
	(iv) Department of Space; and
	(v) Ministry of Culture
Shri Pranab Mukherjee	The Minister of Finance
Shri Sharad Pawar	The Minister of Agriculture and Minister of Consumer Affairs, Food and Public Distribution
Shri A.K. Antony	The Minister of Defence
Shri P. Chidambaram	The Minister of Home Affairs
Kumari Mamata Banerjee	The Minister of Railways
Shri S.M. Krishna	The Minister of External Affairs
Shri Virbhadra Singh	The Minister of Steel
Shri Vilasrao Deshmukh	The Minister of Heavy Industries and Public Enterprises
Shri Ghulam Nabi Azad	The Minister of Health and Family Welfare
Shri Sushilkumar Shinde	The Minister of Power
Shri M. Veerappa Moily	The Minister of Law and Justice
Dr. Farooq Abdullah	The Minister of New and Renewable Energy
Shri S. Jaipal Reddy	The Minister of Urban Development
Shri Kamal Nath	The Minister of Road Transport and Highways
Shri Vayalar Ravi	The Minister of Overseas Indian Affairs
Shri Dayanidhi Maran	The Minister of Textiles
Shri A. Raja	The Minister of Communications and Information Technology
Shri Murli Deora	The Minister of Petroleum and Natural Gas
Shrimati Ambika Soni	The Minister of Information and Broadcasting

Shri Mallikarjun Kharge	The Minister of Labour and Employment
Shri Kapil Sibal	The Minister of Human Resource Development
Shri B.K. Handique	The Minister of Mines and Minister of Development of North Eastern Region
Shri Anand Sharma	The Minister of Commerce and Industry
Dr. C.P. Joshi	The Minister of Rural Development and Minister of Panchayati Raj
Kumari Selja	The Minister of Housing and Urban Poverty Alleviation and Minister of Tourism
Shri Subodh Kant Sahay	The Minister of Food Processing Industries
Dr. M.S. Gill	The Minister of Youth Affairs and Sports
Shri G.K. Vasan	The Minister of Shipping
Shri Pawan Kumar Bansal	The Minister of Parliamentary Affairs and Minister of Water Resources
Shri Mukul Wasnik	The Minister of Social Justice and Empowerment
Shri Kantilal Bhuria	The Minister of Tribal Affairs
Shri M.K. Alagiri	The Minister of Chemicals and Fertilizers

#### **MINISTERS OF STATE (INDEPENDENT CHARGE)**

Shri Praful Patel	The Minister of State of the Ministry of Civil Aviation
Shri Prithviraj Chavan	The Minister of State of the Ministry of Science and Technology; Minister of State of the Ministry of Earth Sciences; Minister of State in Prime Minister's Office; Minister of State in the Ministry of Personnel, Public Grievances and Pensions; and Minister of State in the Ministry of Parliamentary Affairs.
Shri Shriprakash Jaiswal	The Minister of State of the Ministry of coal and Minister of State of the Ministry of Statistics and Programme Implementation
Shri Salman Khursheed	The Minister of State of the Ministry of Corporate Affairs and Minister of State of the Ministry of Minority Affairs
Shri Dinsha Patel	The Minister of State of the Ministry of Micro, Small and Medium Enterprises
Shrimati Krishna Tirath	The Minister of State of the Ministry of Women and Child Development
Shri Jairam Ramesh	The Minister of State of the Ministry of Environment and Forests

## MINISTERS OF STATE

Shri Srikant Jena	The Minister of State in the Ministry of Chemicals and Fertilizers
Shri E. Ahamed	The Minister of State in the Ministry of Railways
Shri Mullappally Ramachandran	The Minister of State in the Ministry of Home Affairs
Shri V. Narayanasamy	The Minister of State in the Ministry of Planning and Minister of State in the Ministry of Parliamentary Affairs
Shri Jyotiraditya M. Scindia	The Minister of State in the Ministry of Commerce and Industry
Smt. D. Purandeswari	The Minister of State in the Ministry of Human Resource Development
Shri K.H. Muniyappa	The Minister of State in the Ministry of Railways
Shri Ajay Maken	The Minister of State in the Ministry of Home Affairs
Smt. Panabaka Lakshmi	The Minister of State in the Ministry of Textiles
Shri Namu Narain Meena	The Minister of State in the Ministry of Finance
Shri M.M. Pallam Raju	The Minister of State in the Ministry of Defence
Shri Saugata Ray	The Minister of State in the Ministry of Urban Development
Shri S.S. Palanimanickam	The Minister of State in the Ministry of Finance
Shri Jitin Prasada	The Minister of State in the Ministry of Petroleum and Natural Gas
Shri A. Sai Prathap	The Minister of State in the Ministry of Steel
Shrimati Preneet Kaur	The Minister of State in the Ministry of External Affairs
Shri Gurudas Kamat	The Minister of State in the Ministry of Communications and Information Technology
Shri Harish Rawat	The Minister of State in the Ministry of Labour and Employment
Prof. K.V. Thomas	The Minister of State in the Ministry of Agriculture and Minister of State in the Ministry of Consumer Affairs, Food and Public Distribution
Shri Bharatsinh Solanki	The Minister of State in the Ministry of Power
Shri Mahadeo S. Khandela	The Minister of State in the Ministry of Road Transport and Highways
Shri Dinesh Trivedi	The Minister of State in the Ministry of Health and Family Welfare
Shri Sisir Adhikari	The Minister of State in the Ministry of Rural Development

Shri Sultan Ahmed	The Minister of State in the Ministry of Tourism
Shri Mukul Roy	The Minister of State in the Ministry of Shipping
Shri Choudhury Mohan Jatua	The Minister of State in the Ministry of Information and Broadcasting
Shri D. Napoleon	The Minister of State in the Ministry of Social Justice and Empowerment
Dr. S. Jagathrakshakan	The Minister of State in the Ministry of Information and Broadcasting
Shri S. Gandhiselvan	The Minister of State in the Ministry of Health and Family Welfare
Dr. Tushar Chaudhary	The Minister of State in the Ministry of Tribal Affairs
Shri Sachin Pilot	The Minister of State in the Ministry of Communications and Information Technology
Shri Arun Yadav	The Minister of State in the Ministry of Heavy Industries and Public Enterprises
Shri Pratik Patil	The Minister of State in the Ministry of Youth Affairs and Sports
Kunwar R.P.N. Singh	The Minister of State in the Ministry of Road Transport and Highways
Shri Shashi Tharoor	The Minister of State in the Ministry of External Affairs
Shri Vincent H. Pala	The Minister of State in the Ministry of Water Resources
Shri Pradēep Jain	The Minister of State in the Ministry of Rural Development
Kumari Agatha Sangma	The Minister of State in the Ministry of Rural Development

# LOK SABHA DEBATES

VOL. II

First day of the Second Session of Fifteenth Lok Sabha

No. 1

## LOK SABHA

Thursday, July 2, 2009/Asadha 11, 1931 (Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER in the Chair]

### NATIONAL ANTHEM

(The National Anthem was played.)

11.02 hrs.

### MEMBER SWORN

JHARKHAND

Shri Shibu Soren (Dumka) — Oath — Hindi

11.02½ hrs.

### OBITUARY REFERENCES

[English]

MADAM SPEAKER: Hon. Members, I have to inform the House of the sad demise of two of our former colleagues, Shri Shiv Charan Mathur and Shri Fasi-ur-Rehman Munnan Khan.

Shri Shiv Charan Mathur was a member of the Third Lok Sabha from 1964 to 1967 and the Tenth Lok Sabha from 1991 to 1996 representing the Bhilwara Parliamentary Constituency of Rajasthan.

Shri Mathur was a member of the Rajasthan Vidhan Sabha for seven terms. An able administrator, Shri Mathur served as the Chief Minister of Rajasthan for two terms from 1981 to 1985 and 1988 to 1989. He also served as Minister for Education, Energy, PWD and Public Relations from 1967 to 1972 and as the Minister for Food and Civil Supplies, Agriculture, Animal Husbandry, Dairy and Planning from 1973 to 1977 in the Rajasthan Cabinet.

Shri Mathur was the Chairman, Committee of Privileges during the Tenth Lok Sabha. He also served on a number of Committees in the Rajasthan Vidhan Sabha. Shri Mathur also served as a Member of the Executive Committee of the Commonwealth Parliamentary Association from 1994 to 1996.

A freedom fighter, Shri Mathur played a significant role in India's struggle for independence. He took part in the Quit India Movement of 1942. Shri Mathur started his political career at the grass-root level. He was Chairman, Municipal Board, Bhilwara from 1956 to 1957 and the Pramukh, Zila Parishad Bhilwara from 1960 to 1964.

A widely travelled person, Shri Mathur visited a number of countries.

Shri Mathur assumed the high Office of Governor of Assam in June, 2008 and continued to occupy it till his demise.

In his passing away the country has lost an able administrator and statesman who endeared himself to the masses.

Shri Shiv Charan Mathur passed away on 25 June, 2009 at New Delhi at the age of 83.

Shri Fasi-ur-Rehman Munnan Khan was a member of the Ninth Lok Sabha from 1989 to 1991 representing the Balrampur Parliamentary Constituency of Uttar Pradesh.

Earlier, Shri Khan was a member of the Uttar Pradesh Vidhan Sabha from 1985 to 1989.

Shri Khan was a member of the Consultative Committee of the Ministry of Labour and Welfare during the Ninth Lok Sabha.

An agriculturist by profession, Shri Khan worked untiringly for the welfare of farmers, labourers, handicapped and the educated unemployed. He strove for imparting education to children and made efforts for the overall development of the society. Shri Khan was

also actively involved in organizing eye-camps for the poor and relief camps for the widows.

Shri Khan has to his credit a book on public problems titled '*Ae-lane Jang*'.

Shri Fasi-ur-Rehman Munnar Khan passed away on 25 June, 2009 at Lucknow, Uttar Pradesh at the age of 64 after prolonged illness.

We deeply mourn the loss of these friends and I am sure the House would join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed.

**11.04 hrs.**

*The Members then stood in silence for a short while.*

... (*Interruptions*)

[*English*]

SHRI BASU DEB ACHARIA (Bankura): Madam, I have given notice for suspension of Question Hour ...(*Interruptions*)

MADAM SPEAKER: On whatever subject you have given notice, I will give you time after the Question Hour to make your submissions.

Q. 1 – Shri Eknath M. Gaikwad.

...(*Interruptions*)

SHRI BASU DEB ACHARIA: The way the prices of petroleum and other fuels has been increased just before the start of the Budget Session is a contempt of the Parliament...(*Interruptions*)

MADAM SPEAKER: I will give you time after the Question Hour.

... (*Interruptions*)

MADAM SPEAKER: Nothing will go on record.

(*Interruptions*)...\*

**11.06 hrs.**

### ORAL ANSWERS TO QUESTIONS

MADAM SPEAKER: Q. No. 1. Shri Eknath Mahadev Gaikwad.

#### Comprehensive Package for Textiles Industry

+

\*1. SHRI EKNATH MAHADEV GAIKWAD:

SHRI MADHU GOUD YASKHI:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is contemplating a comprehensive package to overcome the crisis prevailing in the textiles sector due to the global economic slowdown;

(b) if so, the details thereof;

(c) whether any action plan is being drawn up by the Government to tackle the loss of job opportunities due to this crisis;

(d) if so, the details thereof;

(e) whether the Government has also taken note of a recent study of the United Nations Conference on Trade and Development (UNCTAD) regarding job loss in the textiles sector; and

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

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) to (f) A statement is laid on the Table of the House.

#### **Statement**

(a) to (d) The Government is aware of the impact of global economic slowdown on the Indian textiles industry and on its employment potential, and has been in continuous dialogue with the industry, which is passing through a challenging time. India's textiles exports have marginally declined by 5.31% during April-February, 2008-09 over the corresponding period of previous financial year. The Government is closely

\*Not recorded.

monitoring both the domestic and international economic developments and had announced two stimulus packages on 7th December, 2008 and 2nd January, 2009 to boost exports, arrest the impact of economic slow down and to improve liquidity. These measures/packages have helped to meet the crisis to a great extent. The Government is constantly monitoring the situation and after analyzing the impact of the stimulus packages, further appropriate measures would be taken.

The measures announced under the above two stimulus packages, *inter alia*, include:—

- (i) Additional allocation of Rs. 1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS).
- (ii) All items of handicrafts to be included under 'Vishesh Krishi and Gram Udyog Yojana (VK and GUY)'.
- (iii) Across-the-board cut of 4% in the ad-valorem Cenvat rate till 31-3-2009.
- (iv) Interest subvention of 2% upto 31-3-2009 subject to minimum of 7% per annum on pre and post-shipment export credit (since extended to 20-9-2009 in the Union Budget 2009-10).
- (v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- (vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products.
- (vii) Refund of Service Tax on foreign agent commissions of upto 10% of FOB value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme.
- (viii) Credit targets of Public Sector Banks revised upward to reflect the needs of the economy.
- (ix) State Level Bankers Committee would hold meetings for resolution of Credit issues of MSMEs.

- (x) Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%.
- (xi) DEPB rates restored to pre-November, 2008 levels and extended till 31-12-2009.
- (xii) Duty Drawback on knitted fabrics enhanced retrospectively from 1-9-2008.

The above measures are in addition to the following relief measures that had been introduced earlier to overcome the crisis facing the manufacturing industry in general:—

- (i) Income Tax benefit to 100% EOUs under Section 10B of I.T. Act, extended by Government for one more year, beyond 31-3-2009.
- (ii) Customs duty payable under EPCG scheme reduced from 5% to 3%.
- (iii) Average export obligation under EPCG for Premier Trading Houses shall, as an option, be calculated; based on the average of last 5 years export, instead of the present 3 years.
- (iv) Exports made towards fulfillment of export obligation under EPCG Scheme shall be eligible for incentives/rewards under promotional schemes.
- (v) In case of textile and granite sector EOUs, payment of only excise duty on DTA sale, in case the use of duty paid imported inputs is upto 3% of the FOB value of exports.
- (vi) Enhanced duty credit scrip of 2.5% (instead of the normal 1.25% under FPS) would be allowed for export of high value added manufactured products.
- (vii) Inclusion of 10 more countries within the ambit of Focus Market Scheme.
- (viii) Measures to reduce transaction cost to the exporters and procedural simplification have also been incorporated.

In addition, the following benefits have also been specifically extended to the Textiles and Clothing sector:—

The Focus Market Scheme (FMS) was launched in April, 2006 as part of the Foreign Trade Policy 2004-09 (FTP-2004-09) under which 83 foreign markets were notified as focus markets. Exports of all textiles products to these markets are eligible for duty credit scrip at 2.5% of FOB value of exports. Similarly, the Focus Product Scheme (FPS) was launched in April, 2006 as part of the FTP-2004-09 in terms of which silk yarn is being given incentive at 1.25% of exports since 1-4-2008. Hand-made carpets and other textiles floor coverings have also been included under this scheme with incentive of 5% on exports since 23-2-2009. The Market Linked Focus Product Scheme was introduced on 1-4-2008 and exports of garments to Australia, Japan and Brazil are given incentive of 2.5% on exports w.e.f. 1-1-2009. In addition, garments exported to EU-27 and USA are eligible for incentive of 2% of exports on FOB value from 1-4-2009 to 30-9-2009.

Other incentives provided by the Government for exports of textiles, during the period in question; includes 71 items of handicraft under the Vishesh Krishi and Gramin Udyog Yojana (VKGUY) Scheme, which is a scheme designed for export promotion of agro, marine, forestry and rural origin products. Exports of raw cotton have also been provided incentives under the VKGUY Scheme for the period 1-4-2008 to 30-6-2009.

The Government has strategized for the short-term, mid-term and long-term, ways and means to improve the health the productivity of the textiles sector so that it is able to generate maximum job opportunities. The strategy includes rationalizing the fiscal structure in respect of the textiles industry, introducing duty and tax concessions, enhancing credit facilities, to impart greater efficiency to existing schemes, like the Technology Upgradation Fund (TUFS) Scheme and Scheme for Integrated Textiles Park (SITP), apart from improvement of the infrastructure and imparting new direction to the industry in line with global trends.

(e) to (f) The United Nations Conference on Trade

and Development (UNCTAD) India, has prepared a draft report on "Impact of Global Slowdown on India's Exports and Employment". Final report is awaited. As in case of manufacturing sectors all over the world, in India too, the manufacturing sector, including textile sector, has faced the impact of global economic slowdown. The Government is conscious of any possible job loss in textiles sector and has taken steps in the form of reliefs and concessions announced so far as detailed above. These steps will mitigate the adverse impact of global economic slowdown on Indian textiles industry. The Government is constantly assessing the situation and will act positively whenever required.

[Translation]

SHRI EKNATH MAHADEO GAIKWAD: Madam Speaker, the textile industry is in crisis due to economic slowdown. Most of the mills are closed in Mumbai and other cities. The workers have been rendered unemployed. Through you, I would like to ask the hon'ble Minister whether the Government are contemplating to draw an action plan to give livelihood to the workers of these mills, and also to clear their outstanding dues so that their families may get two square meals?

[English]

SHRI DAYANIDHI MARAN: Now, there is a revival package for the mills. ...*(Interruptions)*

MADAM SPEAKER: Hon. Members, please sit down.

...*(Interruptions)*

MADAM SPEAKER: Hon. Members, please sit down.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: The Government hiked the prices of petrol and diesel, yesterday whereas the Parliament session was going to

commence today...*(Interruptions)*. The Government is not following any rules and conventions...*(Interruptions)*

MADAM SPEAKER: Please sit down. I have to say something. I have received your notices. I will give time to all of you after the question hour, and you can raise your respective issues of concern in the zero hour.

...*(Interruptions)*

SHRI ANANT GANGARAM GEETE: The drought situation is prevailing in my parts of the country ...*(Interruptions)*

MADAM SPEAKER: Please sit down. Let the question hour be conducted.

[English]

SHRI DAYANIDHI MARAN: Madam Speaker, through you I would like to answer the Question. The hon. Member has raised a valuable question. The Ministry is aware that several mills do close down from time to time. The Ministry has a package for the textile workers of the closed mills, namely, the Textile Workers Rehabilitation Fund scheme. Through that we try to help those workers who have been rendered workless and jobless due to the closure of the mills. We have been continuously monitoring them and we have a package to help them. ...*(Interruptions)*

[Translation]

SHRI EKNATH MAHADEO GAIKWAD: Madam Speaker, my second supplementary is that the NTC mills are lying closed and many workers thereof have been rendered unemployed. The land of 6 number, Indu, Mill of NTC in Mumbai has been demanded for Baba Saheb Ambedkar Memorial. The workers of the mill are unemployed. I would like to know from the Government whether the Government is going to give any special package to them and also how does it plan to revive these mills? Moreover, I would also like to know whether there is any proposal to construct a Memorial of Baba Saheb Ambedkar the land of Indu mill?

[English]

SHRI DAYANIDHI MARAN: In the case of NTC

mills, the Government is trying to revive and rejuvenate them and ensure that these mills become operative. I am happy to say that after the new UPA Government took over, we have announced that seven NTC mills are going to be re-opened. Of them, four are in Mumbai. ...*(Interruptions)*

[Translation]

SHRI MULAYAM SINGH YADAV: Madam Speaker, we want that the House should run, but the Government had promised to check price rise in 100 days ...*(Interruptions)* Please listen to me.

MADAM SPEAKER: Please sit down. Your speech is not going in record.

...*(Interruptions)\**

[English]

SHRI MADHU GOUD YASKHI: Thank you, Madam Speaker. We are facing now the worst slow down in the last eighty years. As per the study conducted by the United Nations Conference on Trade and Industry on the impact of global slowdown on India's export and employment, serious concerns have been shown on job losses in textile sector. Estimates show that in 2008-09, there were around 1.16 million job losses due to lower export growth rate and despite corrective measures initiated in 2008 and 2009, the Report says that there is likelihood of additional job losses to the tune of 1.3 million in 2009-10.

The Report also says that the textile sector, despite showing a positive and slightly better export growth in 2010-11, may not be able to compensate for the job losses during the year 2008-09 and 2009-10. Even today's News Report says that there is slow down in export to the tune of over 29 per cent.

I would like to ask the hon. Minister, through you, whether the Ministry has taken any steps to implement the recommendations given in the Report. ...*(Interruptions)*

\*Not recorded.

MADAM SPEAKER: Shri Yaskhi, please make it brief.

...(Interruptions)

[Translation]

MADAM SPEAKER: Please sit down.

...(Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

MADAM SPEAKER: Please sit down and let the question hour run. Your issues will be taken up after the question hour.

[English]

SHRI DAYANIDHI MARAN: Madam, the Ministry is aware that there are certain factors which are not entirely under our control, especially in the export market. We know that both the US and EU markets are suffering from economic slow down. This has put a tremendous impact on our textile exports. We are aware that the export market is slipping down the target whereas the domestic market is stagnating. We feel that there is not much job loss in the domestic market. The Government is aware of it and from time to time we have been taking steps to boost the exports and to boost the export market we really need good order. But if we do not get good orders we support our textile exporters so that it will be possible for them to export.

Simultaneously, we are monitoring the situation and we assure that time and again we will take necessary steps to boost the growth of this sector.

SHRI B. MAHTAB: Madam Speaker, I would like to know from the hon. Minister whether it is a fact that the textile exports have declined by two per cent in 2008-09 to the tune of 21.75 billion dollars, thereby the sector has suffered seven lack job losses in the recent months.

Madam, when textile is the second largest employer after agriculture and accounts for 13.5 per cent

of the total merchandise exports of the country, I would like to know what steps the Government is taking to improve our exports to major markets like EU and USA. Garments exported to EU 27 and USA are eligible for incentive of two per cent of exports on FOB value from 1st April 2009 to 30th September 2009. My question is whether the Government is considering to enhance the interest rate and also date.

[Translation]

MADAM SPEAKER: I request you that 45 minutes of question hour are left. Let the question hour be completed. You may speak after the question hour is over.

[English]

SHRI DAYANIDHI MARAN: Madam, it is a fact that there is economic slowdown of EU and USA and it has immensely affected our exports. The Government is aware of it and we are taking steps now to look at other markets. We are now trying look at the markets in East, especially, countries like Japan and Australia. The figures that are coming to us show that there are job losses in the export sector, but simultaneously there is also a slight improvement in the domestic sector. Basically, we have to take a holistic view of the whole thing and we cannot look at the job losses only in the export sector, but also have to see that the jobs increase and that the domestic consumption also increases. We are aware of it and we are monitoring it frequently and periodically. We are hopeful that in the coming months the EU and American markets do pick up and place order to our exporters. If there is any help needed from the Government we will not hesitate to support as we have done earlier.

MADAM SPEAKER: Shri P. Karunakaran – Not present.

DR. M. THAMBIDURAI: Madam, I represent Karur constituency, which is the main textile town in Southern India. It caters to the need of domestic as well as international demand. Due to global recession and many other factors, textile industries in and around Karur are facing a lot of problems.

Many shifts in those industries are closed down. Due to this reason, there is a lot of unemployment problem. I would like to know from the hon. Minister as to what steps he is going to take to solve this unemployment problem. In the recent years, the turnover of those industries was Rs. 3,000 crore. Now, it has been reduced to Rs. 1,500 crore. ...*(Interruptions)*

I would like to know from the hon. Minister as to what steps he is going to take to revive those industries, and whether he is interested to establish a 'Trade Centre' to promote the textile industry in Karur ...*(Interruptions)*

SHRI DAYANIDHI MARAN: Madam, the hon. Member has raised a very valuable question. Madam, I know that the Parliamentary constituency which he represents is one of the largest contributors for the textile industry. ... *(Interruptions)* Madam, as I said, certain factors are beyond our control. If the European market and the American market are not placing orders, it is difficult for our industry to cope up. That is the reason we are promoting our industry towards the East to look at other markets. But, Madam, fortunately or unfortunately, our industry has put all the eggs in one basket. Most of our textile exports go to the USA and the European Union. When these two economies suffer from the global slow down, it immensely affects us. ...*(Interruptions)*

Madam, I am happy to say that we are looking at more clusters definitely coming to Tamil Nadu. ...*(Interruptions)* Madam, in the coming months and years, a lot of progress will take place. We have already announced two stimulus packages for the economy. We are monitoring them. ...*(Interruptions)* We have to see the impact of those two stimulus packages on the textile sector. Madam, definitely we will monitor them closely, and we feel that the Government will not hesitate to bring forward any steps to promote and support the textile industry. ...*(Interruptions)*

MADAM SPEAKER: The House is adjourned till 11.40 hours.

11.22 hrs.

*The Lok Sabha then adjourned till Forty Minutes past Eleven of the Clock.*

11.40 hrs

*The Lok Sabha re-assembled at Forty Minutes past Eleven of the Clock.*

[MADAM SPEAKER *in the Chair*]

...*(Interruptions)*

[*English*]

MADAM SPEAKER: Q. 2—Shri Anandrao Adsul.

...*(Interruptions)*

#### **Financial Crunch faced by Air India**

+

\*2. SHRI ANANDRAO ADSUL:

SHRI SAKTI MOHAN MALIK:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has been facing a financial crunch;

(b) if so, the details thereof;

(c) whether Air India has requested the Government to provide a bailout package;

(d) if so, the details thereof and the reaction of the Government thereto;

(e) whether the national carrier is contemplating retrenchment of employees; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (f) A statement is laid on the Table.

**Statement**

(a) and (b) Yes, Sir. The airline has been facing a financial crunch for the past few years. The borrowings of Air India have risen steeply from Rs. 6550 crores in November 2007 to Rs. 15241 crores in June 2009. This has been largely due to servicing of debt on account of purchase of new aircraft as also operating losses, which have been compounded due to the present economic recession as also the high oil prices last year.

(c) and (d) National Aviation Company of India Limited has been advised to formulate a concrete proposal for equity induction and provision of loans.

(e) No, Sir.

(f) Does not arise.

...(Interruptions)

SHRI ANANDRAO ADSUL: Madam, I am sorry to say that the hon. Minister has not supplied the entire statement here on the Table. But I am still asking my Supplementaries.

In the written question, I had asked whether the Air India is incurring losses; it is in the financial crunch and whether it has requested the Government to provide a bailout package.

My first Supplementary is this. The Air India has been serving the nation for several years as a social obligation. But my view is that with the introduction of the private players in this field, those private players have obtained the profitable routes. ...(Interruptions) Secondly, they have also procured new aircraft whereas the Air India is having the same old aircraft for a long time now. I think, this is the main reason that the Air India has been incurring losses. ...(Interruptions)

MADAM SPEAKER: The House stands adjourned to meet again at 12 noon.

11.43 hrs.

*The Lok Sabha then adjourned till  
Twelve of the Clock.*

**WRITTEN ANSWERS TO QUESTIONS**

[English]

**Judicial Reforms**

\* 3. SHRI T.R. BAALU:

SHRI CHANDRAKANT KHAIRE:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government proposes any roadmap for judicial reforms in the country;

(b) if so, the details thereof;

(c) whether Gramin Nyayalayas have started working throughout the country; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) The Government is preparing a roadmap for judicial reforms in the country which aims, *inter alia*, at reducing pendency in the courts, introducing accountability of the judges and bringing in transparency in judicial processes for the litigants. Apart from taking appropriate legislative measures, capacity building in the judiciary, through steps such as application of Information and Communication Technology, financial assistance for development of infrastructure and the setting up of more courts have been taken up for this purpose.

(c) and (d) The Gram Nyayalayas Act 2008 which has been notified in the Official Gazette on 9th January 2009 has not as yet come into force for the States to which it applies as the response of the States for implementation of the Act is still awaited.

[Translation]

**Maintenance of Rail Bridges**

\*4. SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of old and outdated rail bridges in

the country especially in the backward and rural areas which require strengthening and reconstruction on a large scale as on date;

(b) whether any comprehensive scheme has been chalked out for strengthening and reconstructing these old and damaged bridges in the country; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) Information on Railway Bridges is maintained zone-wise. Approximately 36,700 Rail Bridges on Indian Railway system are more than a century old. However, these bridges are safe for train operations. Rehabilitation/rebuilding/strengthening of Bridges is an ongoing work on Indian Railways. Rehabilitation/rebuilding/strengthening of Bridges is undertaken on the basis of their physical condition as ascertained during regular inspections carried out in the field and not on the basis of age. Therefore, all old bridges do not necessarily require rehabilitation/strengthening/rebuilding.

Certain Bridges which may show signs of deterioration of physical condition indicating need for rehabilitation etc., are classified as Distressed Bridges. These, however, are neither unsafe nor dilapidated Bridges. Priority is given to early rehabilitation/rebuilding/strengthening of distressed Bridges. If required, suitable speed restrictions are imposed on such Bridges till rehabilitation/rebuilding/strengthening is carried out. Sometimes the Bridges are strengthened due to the requirement of heavier axle loads and higher tractive effort. Based on such identification of Bridges, allotment of funds is made annually to carry out their rehabilitation/strengthening rebuilding duly prioritizing the works as per requirement.

A total of 913 no. of distressed Bridges have been rehabilitated/rebuilt/strengthened on Indian Railways since 2001-02 upto March, 2009. A total of 48 no. of distressed Bridges exist on Indian Railways system as on 01-04-2009, out of which rehabilitation of 3 no. of distressed Bridges has been completed upto 31-05-09.

*[English]*

### **Quality of Food Served in Trains**

\*5. DR. M. THAMBIDURAI:

SHRI M. SREENIVASULU REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received about deterioration in the quality of food served in trains including those in Shatabdi and Rajdhani Express during the last few years;

(b) if so, the details thereof; and

(c) the steps taken by the Railways to improve the quality of food being served in trains?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) Complaints have been received regarding quality of food served on trains. Railway considers supply of good quality food as an important passenger amenity area. The matter is under critical review and a comprehensive action plan is under preparation.

### **Construction of New Airports**

\*6. SHRI M.K. RAGHAVAN:

SHRI K.C. VENUGOPAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has chalked out any time-bound programme for the construction of New Airports in the country including Kannur Airport in Kerala;

(b) if so, the details thereof;

(c) whether difficulties are being faced in acquisition of land for the same; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government have approved a policy for new

greenfield airports to be set up in the country. This policy states that it would be the endeavour of the Central Government to ensure that all approvals and clearances are given in a timely manner. A Steering Committee under the Chairmanship of Secretary, Ministry of Civil Aviation has been constituted to coordinate and monitor various clearances required for setting up of Greenfield airports. Approval of the Central Government for setting up of Kannur Airport was conveyed to the State Government of Kerala on 19-02-2008. Further action for construction of Kannur airport is to be taken by the State Government.

(c) and (d) Necessary action for project development, including acquisition of land, is to be taken by the Promoters of the new airports.

#### **Menace of Touts**

\*7. SHRI RUDRAMADHAB RAY:

SHRI BRIJBHUSHAN SHARAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of Railways has been drawn to the operation of touts who reportedly buy a large number of tickets in fictitious names and sell them at a premium, allegedly in connivance with some departmental staff;

(b) if so, the number of such cases which has come to the notice of the Railway authorities during the last three years and the current year; and

(c) the action being taken by the Railway authorities to prevent such activities?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) In the course of internal checks, some cases of touts/anti-social elements purchasing tickets in fictitious names have come to notice.

(b) The number of cases of passengers travelling on transferred tickets detected are as under:—

Year	No. of transferred ticket cases detected
2006-07	16404
2007-08	20298
2008-09	20240
2009-10 (upto May, 09)	4226

(c) Action taken to prevent such activities include (i) intensive checks conducted by Commercial and Vigilance Departments at reservation offices, stations and in trains. During the last one year i.e. 2008-09, and the current year, 2009-10 (upto May, 09), 2521 and 298 touts respectively were apprehended and prosecuted; (ii) campaigns to educate the public to desist from purchasing tickets from unauthorised persons; (iii) bridging the demand-supply gap through running special trains, introducing new trains, augmenting existing trains, etc.; and (iv) providing the facility of e-ticketing for easier access to booking of reserved tickets.

#### **Prices of CNG**

\*8. SHRI NAMA NAGESWARA RAO:

SHRI JAGDISH SHARMA:

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

(a) whether the price of crude oil came down in the international market in recent months;

(b) if so, the details thereof;

(c) whether the consumer price of CNG underwent any change in the country during the corresponding period; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) International oil prices have been volatile in the recent past. The

Indian basket of crude oil had gone upto an unprecedented level of 142.04 US \$/bbl on 3-7-2008 before declining sharply to 35.83 US \$/bbl on 24-12-2008. However, during the recent months, the price of the Indian Basket of crude oil has shown an upward trend

and has increased from 40.61 US \$/bbl in December 2008 to 69.03 US \$/bbl in June 2009 (upto 26-6-2009).

(c) and (d) As informed by City Gas Distribution (CGD) Companies, prices of CNG have been increased in the last twelve months as follows:—

Name of the entity	Name of cities	Price of CNG (prior to revision) (per kg)	Price of CNG (after to revision) (per kg)	Increase	Year/month of revision
Indraprastha Gas Limited (IGL)	NCT of Delhi	Rs. 18.90	Rs. 21	11%	June 2009
Central UP Gas Ltd. (CUGL)	Kanpur and Bareilly	Rs. 27	Rs. 29	7.4%	January 2009
Green Gas Ltd. (GGL)	Lucknow	Rs. 27	Rs. 29	7.4%	January 2009
	Agra	Rs. 28	Rs. 33	17.8%	December 2008
Bhagyanagar Gas Ltd. (BGL)	Vijaywada	Rs. 24	Rs. 25	4.2%	January 2009
	Hyderabad	Rs. 33	Rs. 35	6%	January 2009

CGD Companies have informed that the increase has been necessitated on account of sourcing of non-APM gas and increase in operating expenses.

Prices of CNG have not been increased in the last twelve months in Mumbai (and suburbs), cities/towns in Gujarat, NOIDA, Pune, Indore and Ujjain.

#### Loss-making PSUs

\*9. SHRI GURUDAS DASGUPTA:

SHRI P.T. THOMAS:

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

(a) the number of Public Sector Enterprises in the country incurring losses for the last three years alongwith the details of losses suffered by them, State-wise; and

(b) the turn around action plan prepared by the Government for improving their performance?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI VILASRAO DESHMUKH): (a) As per Public Enterprises Survey 2007-08, which was laid in the Parliament on 25-2-2009, there were 39 Central Public Sector Enterprises (CPSEs), incurring losses for the last three years, that is, 2005-06, 2006-07 and 2007-08. The State-wise details of these CPSEs (as per their Registered Offices) alongwith the losses suffered by each of them during the three years are given in the enclosed statement.

(b) The Government constituted the Board for Reconstruction of Public Sector Enterprises (BRPSE) in December, 2004, *inter alia*, for examination of the cases for revival/restructuring of CPSEs and to make appropriate recommendations to the Government. The administrative Ministries/Departments first identify the sick enterprises and subsequently submit comprehensive revival proposal to the BRPSE for consideration and for making suitable recommendations.

Performance improvement of CPSEs is a continuous process; enterprise specific measures for their turn around are taken by the concerned administrative Ministries/Departments and the CPSEs. This, *inter alia*, includes (a) financial restructuring such

as conversion of loan into equity, waiver of loan and interest including penal interest, Government guarantee for raising loans, grant of moratorium on payment of interest/loan, (b) business restructuring, such as, formation of joint ventures, merger with another PSE, modernization and improved marketing strategies, etc.

**Statement**

*List of loss-making CPSEs for the last three years*

(Rs. in lakh)

Sl. No.	CPSE	2007-08	2006-07	2005-06
1	2	3	4	5
<b>Andhra Pradesh</b>				
1.	Bharat Heavy Plate and Vessels Ltd.	-2673	-3470	-7138
<b>Assam</b>				
2.	Brahmaputra Valley Fertilizer Corporation Ltd.	-10584	-6237	-9978
<b>Bihar</b>				
3.	Bharat Wagon and Engineering Co. Ltd.	-1362	-2414	-2488
<b>Haryana</b>				
4.	Indian Drugs and Pharmaceuticals Ltd.	-29824	-35116	-35391
<b>Jammu and Kashmir</b>				
5.	HMT Chinar Watches Ltd.	-4904	-3991	-3088
6.	Jammu and Kashmir Mineral Development Corpn. Ltd.	-20	-18	-342
<b>Karnataka</b>				
7.	HMT Machines Tools Ltd.	-4050	-14978	-656
8.	HMT Watches Ltd.	-14695	-19581	-7631
9.	ITI Ltd.	-36682	-40526	-42876
10.	Tungabhadra Steel Products Ltd.	-2045	-3750	-3008
<b>Madhya Pradesh</b>				
11.	NEPA Ltd.	-3767	-4447	-5193

1	2	3	4	5
<b>Maharashtra</b>				
12.	Hotel Corporation of India Ltd.	-2497	-1271	-304
13.	Richardson and Cruddas (1972) Ltd.	-5960	-3762	-4259
<b>Meghalaya</b>				
14.	North Eastern Handicrafts and Handloom Development Corporation Ltd.	-246	-247	-263
<b>Orissa</b>				
15.	Orissa Drugs and Chemicals Ltd.	-61	-71	-134
16.	Utkal Ashok Hotel Corporation Ltd.	-121	-119	-116
<b>Rajasthan</b>				
17.	Instrumentation Ltd.	-3337	-2780	-2451
<b>Tamil Nadu</b>				
18.	Hindustan Photo Films Manufacturing Co. Ltd.	-78948	-65306	-56090
19.	IDPL (Tamil Nadu) Ltd.	-276	-120	-42
20.	Madras Fertilizers Ltd.	-13485	-11478	-13174
<b>Uttar Pradesh</b>				
21.	British India Corporation Ltd.	-1396	-1340	-2087
22.	Brushware Ltd.	-7	-6	-3
23.	Triveni Structuralis Ltd.	-5080	-4685	-4891
<b>West Bengal</b>				
24.	Bengal Chemicals and Pharmaceuticals Ltd.	-1069	-469	-845
25.	Burn Standard Company Ltd.	-15129	-15186	-44274
26.	Hindustan Cables Ltd.	-43500	-31068	-29532
27.	Hindustan Steel Works Costn. Ltd.	-2672	-8350	-8597
28.	Hooghly Dock and Port Engineers Ltd.	-5189	-7297	-3803
29.	Jute Corpn. of India Ltd.	-1380	-4404	-1777
30.	National Jute Manufacturers Corporation Ltd.	-48713	-79449	-42431

1	2	3	4	5
31.	Tyre Corporation of India Ltd.	-4888	-4793	-4769
<b>Andaman and Nicobar Islands</b>				
32.	Andaman and Nicobar ISL. Forest and Plant. Dev. Corp. Ltd.	-3193	-1340	-1215
<b>Delhi</b>				
33.	Airline Allied Services Ltd.	-5916	-8536	-5654
34.	Fertilizer Corpn. of India Ltd.	-150483	-143259	-129400
35.	Hindustan Fertilizer Copn. Ltd.	-110198	-106514	-96461
36.	Hindustan Prefab Ltd.	-1375	-1463	-1383
37.	Hindustan Vegetable Oils Corpn. Ltd.	-2109	-2291	-3433
38.	Konkan Railway Corporation Ltd.	-14499	-23328	-23561
39.	National Textile Corpn. Ltd.	-151467	-53580	-700

[Translation]

**New Pricing System for  
Mixed Fertilizers**

\*10. SHRIMATI SUMITRA MAHAJAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to implement the new pricing system for mixed fertilizers based on micro-nutrients;

(b) if so, the details thereof alongwith the names of the said mixed fertilizers; and

(c) the time by which the said pricing system is likely to be implemented?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI M.K. ALAGIRI): (a) to (c) Presently, Concession/subsidy is given to DAP, MAP, TSP, SSP, Urea, Ammonium Sulphate and 12 grades of Complex Fertilizers based on delivered cost. Concession for complex fertilizers is given on the basis of four nutrients,

namely Nitrogen 'N', Phosphate 'P', Potash 'K' and Sulphur 'S' contained in the Complex Fertilizers. To encourage availability of coated/fortified fertilizers with secondary and micro nutrients such as Boron, Zinc, Manganese, Magnesium, etc., Government has permitted sale of coated/fortified fertilizers by the manufacturers with an additional MRP of 5% (in case of Zincated Urea and Boronated SSP it is 10%). Mixed fertilizers prepared through granulation or physical mixing by use of Urea, TSP, MAP, SSP and Urea are not covered under the Concession/Subsidy Scheme administered by the Department of Fertilizers. There are large numbers of mixed fertilizers producing units in the country and are localized in nature based on soil and crop specific requirements. However, manufacturers of mixed fertilizers are permitted to use the subsidized fertilizers, namely Urea, DAP, MAP, TSP, MOP and SSP as inputs for preparing mixed fertilizers. As such, they avail the facility of subsidized raw materials. Regulation and control of manufacture, sale and prices of mixed fertilizers are governed by the provisions contained Under Clauses 12 to 18 of the Fertilizer Control Order (FCO) 1984. Specifications and grades of mixed

fertilizers are decided by the respective State Governments. The Government is looking into various alternatives for disbursement of fertilizer subsidy including nutrient based subsidy regime. However, the matter is still under examination.

[English]

### **Conversion of Urea Plants into Gas-based Plants**

\*11. SHRIMATI SUPRIYA SULE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government's new policy provides for a special fixed cost reimbursement to enable conversion of the existing urea plants running on furnace oil into gas-based units;

(b) if so, whether some companies in the public sector propose to make sizeable investment over the next few years to change feedstock of their plants;

(c) if so, the details thereof;

(d) whether the fertilizer companies were given incentive for feedstock conversion for some specific period; and

(e) if so, the details of those companies which have gained from these policies and the extent to which it has been beneficial?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI M.K. ALAGIRI): (a) to (e) The Government has recently announced policy for encouraging conversion of urea units based on Fuel Oil/LSHS into Natural Gas. The policy provides for a special fixed cost reimbursement for 5 years after conversion of urea unit, to enable the unit recover the capital investment made towards the conversion project.

M/s. National Fertilizers Limited, a public sector undertaking under the administrative control of Department of Fertilizers, propose to convert its FO/LSHS based urea units at Nangal, Bhatinda and Panipat to Natural Gas by making investments of approximately Rs. 4000 crore, over the next three years. The bids for

the conversion projects has been received by the Company and the same is under finalization. Similarly, Gujarat Narmada Valley Fertilizers Company Limited (GNFC), a State Public Sector Undertaking of Gujarat proposes to convert its FO/LSHS plants at Baruch to gas by making investment of approximately Rs. 1200 crores.

Under the New Pricing Scheme Stage-III for urea units, all non-gas based urea units have been mandated to convert to gas within 3 years i.e. by March, 2010. To incentivise their conversion to gas, it has been provided that units will be allowed to retain the savings in energy for first five years of production after conversion. Further, for FO/LSHS based units, it was decided that a separate scheme to provide capital assistance for conversion of these units to gas will be notified by Department of Fertilizers in consultation with Department of Expenditure. Accordingly, the conversion scheme based on reimbursement of cost through a special fixed cost as mentioned above has been notified by the Government.

Till date M/s. Sriram Fertilizers, Kota which was a naphtha based unit, have converted to gas during the period of New Pricing Scheme Stage-III. The unit is getting the advantage of energy savings in its production of urea, so as to recover its cost of conversion. On the other hand, Government has been benefitted by way of considerable savings in energy cost leading to reductions in subsidy outgo.

[Translation]

### **Shortage of Coaches**

\*12. SHRI ASHOK KUMAR RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a shortage of Railway coaches in the country;

(b) if so, the estimated shortage of coaches as on date and the number of coaches which have outlived their life but are still in use;

(c) whether the Railways are contemplating setting

up of new manufacturing units for passenger coaches; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (d) Taking into account the unfulfilled demands for introduction of trains, there is shortage of coaches on Indian Railways.

As on date, about 555 EMU coaches and 91 broad gauge conventional coaches, which have outlived their codal life, are being used on train services after ensuring their safe running and provision of all passenger amenities.

A new rail coach factory is being set up at Raebareli, Uttar Pradesh. Work for the land acquisition and setting up the factory is in progress. Another Rail Coach Factory is proposed to be set up at Palakkad, Kerala for which requisite approval is under process.

[English]

### Exploration of Oil and Natural Gas

\*13. SHRI PRASANTA KUMAR MAJUMDAR:

SHRI NRIPENDRA NATH ROY:

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

(a) the targets fixed for exploration of oil and natural gas reserves during Tenth and Eleventh Five Year Plans separately;

(b) the number of oil wells drilled by the public sector oil companies in different parts of the country during the said period alongwith the quantity of oil and gas explored therefrom;

(c) the expenditure incurred on drilling of these wells, during the said period; and

(d) the steps taken by the Government to dig more oil wells in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) During X Five Year Plan (2002-07), projection for hydrocarbon in-place reserves accretion were in the range of 785-914 million metric tonne of oil equivalent (MMTOE) for Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) and Private/Joint Venture (JV) companies. The projected hydrocarbon in-place reserves during XI Five Year Plan (2007-12) are 2129.44 MMTOE.

Exploratory wells drilled in onland and offshore areas including deepwater by ONGC and OIL, expenditure made on exploratory wells and in-place oil and gas reserve accretion during X Plan and in two years of XI Five Year Plan (2007-09) are as under:—

	Exploratory wells drilled by ONGC and Oil (Wells)	Expenditure on exploratory wells (Rs. Crore)	In-place reserve accretion (MMTOE)
X Plan (2002-07)	612	11,547.91	782.5
XI Plan (2007-09)	228	7,660.84	514.11

By the end of XI Plan Period, Government has projected to have 80% of Indian sedimentary basin area under exploration. Offering of additional area for exploration involves commitment from the

operators to drill exploratory wells. Hydrocarbon discoveries made in the process of exploration are likely to result in accretion of oil and gas reserves for the country.

**Shortage of LPG**

\*14. SHRI VIKRAMBHAI ARJANBHAI MADAM:

SHRI N. CHELUVARAYA SWAMY:

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

(a) whether there is shortage of LPG in the country including the State of Karnataka;

(b) if so, the reasons therefor;

(c) whether cases of hoarding and black-marketing of LPG by the gas agencies/dealers have been reported; and

(d) if so, the details of such cases and the steps taken by the Government to meet the demands of the consumers and prevent black-marketing/hoarding of LPG?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) Public Sector Oil Marketing Companies (OMCs) have reported that as on 01-06-2009 they are serving 1067 lakh LPG customers through their 9378 LPG distributors in the country, covering approximately 55% of the households. OMCs have released 10.07 lakhs new LPG connections in the country during the period April and May, 2009.

OMCs have reported that at present, there is no overall shortage of LPG in the country including in the State of Karnataka and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the genuine demand of customers registered with the LPG distributors.

OMCs have reported that they have supplied 10633.81 Thousand Metric Tonne (TMT) of domestic LPG in the country during the year 2008-09 as against 10298.56 TMT of domestic LPG during the corresponding period of last year, showing a growth rate of 3.26%. Similarly, OMCs have reported that they have supplied 646.14 TMT of domestic LPG in the State of Karnataka during the year 2008-09 as against 622.59 TMT of domestic LPG during the corresponding period of last year, showing a growth rate of 3.78%. As on

22-06-2009, the stock of LPG on all India basis including stock on wheels is about 401 TMT, which is equivalent to 11 days cover.

The possibility of blackmarketing/diversion of subsidized domestic LPG cylinders by some unscrupulous elements cannot be ruled out due to the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG.

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

Whenever OMCs receive complaints, these are investigated. The sales officers of OMCs also carry out random checks on their own. If the complaint is established or any irregularity detected, suitable action is taken against the LPG distributor(s) in accordance with the provisions of the Marketing Discipline Guidelines (MDG). MDG provides for following action against the distributor:—

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

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

*[Translation]***Sleeping/Dozing by Pilots during Flights**

\*15. SHRI RAVINDAR KUMAR PANDEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether incidents of sleeping and dozing by pilots during flights have come to the notice of the Government in the recent past;

(b) if so, the details thereof and the number of such incidents which have come to the notice of the Government during the last six months; and

(c) the steps 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) No, Sir. There was no reported incident of pilot sleeping/dozing during flight during the last six months period.

(c) Directorate General of Civil Aviation (DGCA) has prescribed flight time, flight duty time and rest requirements for the aircrew to avoid such situations. DGCA has also reiterated these requirements in their Air Safety Circular No. 2 of 2009 and prescribed further measures for management of crew fatigue during flights.

*[English]***Crimes in Trains**

\*16. SHRI ADHIR CHOWDHURY:  
SHRI PASHUPATI NATH SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that criminal activities including dacoity are increasing in running trains/railway premises;

(b) if so, the number of theft, dacoity and other criminal activities noticed in running trains and railway premises during the last three years and the current year, zone-wise;

(c) the steps being taken by the Railways to curb such criminal activities;

(d) whether there is close coordination between Railway police and Railway Protection Force in tackling such criminal activities; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) The details of crimes in trains and Railway premises for last 3 years are as under:—

Year	In Trains				In Railway Premises			
	Theft	Dacoity	Other crimes	Total	Theft	Dacoity	Other crimes	Total
2006	5806	118	1581	7505	4297	38	6024	10359
2007	6179	89	1592	7860	4760	22	5531	10313
2008	6432	77	1437	7948	5065	21	5494	10580
2009 (Upto March)	1640	14	345	1999	1208	3	1365	2576

Statement showing the cases on various heads of crime reported in trains and Railway premises over Indian Railways (State-wise, since the cases of offences

against passengers are reported to, registered and investigated by the Government Railway Police of the State concerned) during the last three years and current

year i.e. 2006, 2007, 2008 and 2009 (upto March) are given in the enclosed statement I and II for trains and Railway premises respectively.

(c) to (e) According to Entry No. 2 of the State List of the Constitution of India, 'Police' (including Railways and Village Police) is a State subject. Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore the statutory responsibility of the State Police, which they discharge through their Government Railway Police (GRP) of the State concerned.

However, to provide better security to the traveling passengers in trains and passenger areas, the RPF Act, 1957 and the Railways Act, 1989 have been amended in the year 2003 to enable the Railways, through the Railway Protection Force, to supplement the efforts of the State Governments in controlling crime on the Railways. The duties of RPF have been modified to protect and safeguard Railway property, passenger area and passengers by amending RPF Act 1957. Similarly, RPF have been empowered to deal with some minor 29 offences such as roof travelling, alarm chain pulling, touting, ticketless travel, unauthorized entry in ladies compartment etc. after modifying the Railways Act 1989.

The following preventive measures are being taken for the security of passengers:—

1. Important mail/express trains are escorted by RPF and GRP.
2. 1257 trains are escorted by RPF daily on an average. In addition, about 2329 trains are escorted by Government Railway Police.
3. The train escorting parties are being briefed to remain extra vigilant in trains at the affected stations/sections.
4. Necessary announcements are frequently being made through Public Address System to inform passengers for not purchasing/accepting eatables from unauthorized hawkers and unknown persons while travelling by train or at the platform. Passengers are also cautioned through the advertisement in newspapers and other media.
5. Regular coordination meetings are being conducted with State Police and Government Railway Police to discuss crime trends and formulate effective strategies to contain crimes at various levels viz. Zonal and Divisional level. Minutes of such meetings are drawn and circulated to the field officers for taking necessary preventive and detective measures jointly with GRP and local police. Coordination meetings with GRP Chiefs and DGPs are also conducted to discuss the menace of offences against passengers.

**Statement-I**

State	Year	Murder	Dacoity	Robbery	Drugging	TOBP	Other IPC Crime	Total Crimes
1	2	3	4	5	6	7	8	9
Andhra Pradesh	2006	0	3	5	74	439	44	565
	2007	2	1	7	35	307	33	385
	2008	2	0	3	16	370	28	419
	2009	0	0	0	3	97	16	116
Assam	2006	1	3	8	20	58	32	122
	2007	0	11	9	29	46	17	112
	2008	1	6	5	13	60	22	107
	2009	0	0	0	5	7	1	13
Bihar	2006	6	53	35	15	378	383	870
	2007	5	17	29	14	709	134	908
	2008	7	20	20	32	699	102	880
	2009	1	7	9	6	154	23	200
Chhattisgarh	2006	1	1	4	2	150	17	175
	2007	0	0	1	3	132	22	158
	2008	0	0	1	6	161	16	184
	2009	0	0	0	6	36	2	41
Delhi	2006	4	0	1	4	197	20	226

	2007	0	0	0	3	164	110	277
	2008	0	0	1	0	178	31	210
	2009	0	0	0	0	41	0	41
Gujarat	2006	1	3	41	34	655	33	767
	2007	2	7	13	46	519	1	588
	2008	1	2	2	41	504	7	557
	2009	1	0	1	11	165	0	178
Haryana	2006	0	3	2	0	46	35	86
	2007	1	0	1	0	68	41	111
	2008	0	1	7	1	96	108	213
	2009	0	0	5	0	15	28	48
Jharkhand	2006	6	20	30	4	176	5	241
	2007	0	18	5	7	110	1	141
	2008	3	16	13	4	84	15	135
	2009	1	5	2	6	30	0	44
Karnataka	2006	0	9	6	27	233	1	276
	2007	0	4	11	45	314	0	374
	2008	0	2	15	8	203	3	231
	2009	1	0	3	4	48	6	62
Kerala	2006	0	0	5	4	128	23	160
	2007	0	0	4	8	100	19	131

1	2	3	4	5	6	7	8	9
	2008	0	0	1	1	107	27	136
	2009	0	0	1	1	24	7	33
Madhya Pradesh	2006	1	1	13	21	847	64	947
	2007	4	1	6	53	779	61	904
	2008	1	4	6	43	811	51	916
	2009	0	0	3	9	199	10	221
Maharashtra	2006	9	12	21	62	1098	35	1237
	2007	3	8	30	72	1381	54	1548
	2008	3	12	29	60	1605	86	1795
	2009	0	0	11	26	476	17	530
Orissa	2006	0	0	8	10	236	37	291
	2007	0	3	5	19	153	13	193
	2008	1	1	4	15	133	12	166
	2009	0	0	0	8	59	2	69
Punjab	2006	1	0	1	1	16	2	21
	2007	0	0	0	0	4	1	5
	2008	0	1	1	0	12	3	17
	2009	0	0	0	0	4	0	4

Rajasthan	2006	1	1	1	28	387	58	476
	2007	1	1	0	19	333	72	426
	2008	0	0	2	25	202	32	261
	2009	0	1	0	4	75	17	97
Tamil Nadu	2006	0	0	1	0	60	59	120
	2007	1	0	1	2	81	71	156
	2008	1	0	7	8	179	65	260
	2009	1	0	2	0	42	14	59
Uttarakhand	2006	0	0	0	0	24	5	29
	2007	0	0	0	0	9	1	10
	2008	1	0	1	0	34	2	38
	2009	0	0	0	0	7	1	8
Uttar Pradesh	2006	7	2	10	8	255	91	373
	2007	12	11	10	29	587	207	856
	2008	1	11	14	18	493	161	698
	2009	1	0	3	2	57	30	93
West Bengal	2006	2	7	15	49	423	27	523
	2007	1	7	9	139	359	37	552
	2008	4	1	8	175	499	34	721
	2009	1	1	4	26	104	5	141

1	2	3	4	5	6	7	8	9
Others (Goa, Jammu and Kashmir, Himachal Pradesh and UT)	2006	0	0	0	0	0	0	0
	2007	0	0	0	0	24	1	25
	2008	0	0	0	0	2	0	2
	2009	1	0	0	0	0	0	1
Total	2006	40	118	207	363	5806	971	7505
	2007	32	89	141	523	6179	896	7860
	2008	26	77	140	466	6432	805	7946
	2009 (Upto March)	8	14	44	114	1640	179	1999

**Statement-II**

State	Year	Murder	Dacoity	Robbery	Drugging	TOBP	Other IPC Crime	Total Crimes
1	2	3	4	5	6	7	8	9
Andhra Pradesh	2006	8	1	6	1	152	100	268
	2007	4	0	2	1	187	77	271
	2008	2	0	3	1	175	72	253
	2009	0	0	0	0	47	12	59
Assam	2006	6	0	3	6	34	185	234
	2007	5	1	0	6	31	179	222
	2008	7	0	1	6	23	175	212
	2009	2	0	1	0	3	30	36
Bihar	2006	40	18	26	22	283	788	1177
	2007	35	9	22	34	389	689	1178
	2008	46	4	18	38	467	804	1377
	2009	10	0	4	4	125	183	326
Chhattisgarh	2006	7	0	2	0	78	97	184
	2007	1	0	1	0	61	73	136
	2008	6	0	3	0	47	80	136
	2009	1	0	1	0	11	14	27

1	2	3	4	5	6	7	8	9
Delhi	2006	2	0	1	5	609	75	692
	2007	7	0	2	8	424	154	595
	2008	4	1	1	12	448	57	523
	2009	1	0	0	4	103	13	121
Gujarat	2006	12	1	17	7	183	197	417
	2007	15	1	22	12	284	219	553
	2008	9	1	11	12	259	159	451
	2009	4	0	3	0	42	40	89
Haryana	2006	18	0	4	6	186	559	773
	2007	17	0	20	23	253	797	1110
	2008	21	0	13	5	382	641	1062
	2009	10	0	3	1	90	215	319
Jharkhand	2006	15	3	13	3	31	256	321
	2007	10	3	9	2	74	155	253
	2008	18	2	5	4	141	132	302
	2009	5	0	1	0	25	44	75
Karnataka	2006	14	3	4	2	130	128	281
	2007	18	0	8	0	117	77	220
	2008	11	3	11	8	96	95	224
	2009	4	1	4	0	33	17	59

Kerala	2006	1	0	1	0	30	22	54
	2007	0	0	2	0	50	31	83
	2008	1	0	0	0	42	31	74
	2009	1	0	2	0	13	13	29
Madhya Pradesh	2006	7	0	19	31	450	523	1030
	2007	8	0	15	5	424	436	888
	2008	6	0	9	9	419	474	917
	2009	1	0	4	1	102	87	195
Maharashtra	2006	15	1	30	9	1432	212	1699
	2007	11	5	35	8	1536	230	1825
	2008	12	6	29	28	1693	301	2069
	2009	3	0	9	5	417	70	504
Orissa	2006	7	6	12	5	46	350	426
	2007	5	2	15	1	105	245	373
	2008	8	0	13	3	130	199	353
	2009	1	2	1	0	37	59	100
Punjab	2006	11	0	0	1	22	246	280
	2007	14	0	0	1	22	224	257
	2008	10	0	1	1	18	300	330
	2009	2	0	0	0	2	100	104

1	2	3	4	5	6	7	8	9
Rajasthan	2006	6	1	10	8	158	374	557
	2007	3	0	2	4	145	392	546
	2008	0	0	3	2	104	276	385
	2009	0	0	0	0	33	52	85
Tamil Nadu	2006	0	1	2	0	35	287	325
	2007	3	0	3	0	57	217	280
	2008	0	0	1	2	99	160	262
	2009	0	0	1	0	31	43	75
Uttarakhand	2006	1	0	0	1	20	11	33
	2007	0	0	1	1	8	7	17
	2008	1	0	0	0	6	25	32
	2009	0	0	0	1	2	3	6
Uttar Pradesh	2006	5	1	1	1	231	562	801
	2007	4	0	3	3	352	552	914
	2008	7	0	9	3	322	755	1096
	2009	1	0	2	1	43	184	231
West Bengal	2006	25	2	1	6	187	567	788
	2007	19	1	1	10	209	252	492
	2008	18	4	3	8	184	282	499

	2009	11	0	3	0	48	71	133
Others (Goa, Jammu and Kashmir, Himachal Pradesh and UT)	2006	0	0	0	0	0	19	19
	2007	6	0	1	7	36	50	100
	2008	0	0	0	0	10	13	23
	2009	0	0	0	0	1	2	3
Total	2006	200	38	152	114	4297	5558	10359
	2007	185	22	164	126	4760	5056	10313
	2008	187	21	134	142	5065	5031	10580
	2009 (Upto March)	57	3	39	17	1208	1252	2576

### Assistance to Handloom Sector

\*17. SHRI P. KARUNAKARAN: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is aware of the unsatisfactory condition of people working in handloom sector;

(b) if so, the details thereof;

(c) whether the Government has received representations from various States including the State of Kerala for financial assistance to the handloom sector;

(d) if so, the details thereof; and

(e) the steps taken by the Government for the development of the Handloom Sector?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) and (b) Yes, Madam. The condition of the weavers engaged in the handloom sector is dependent on steady supply of basic inputs like yarn, credit, looms, accessories etc. at reasonable rates especially as they face stiff competition from the organized mill and powerloom sectors and also in marketing of finished products. In order to alleviate the weavers from the problems and to improve their working conditions, the Government of India has formulated schemes to assist them in acquiring looms, organize marketing events, supply of yarn and to provide health and life insurance besides others.

(c) and (d) Yes, Madam. The Government of India has received representations from various States, including the State of Kerala, requesting for waiver of long outstanding loan and interest of weavers cooperative societies that would open up the choked credit lines and to revive the production and employment cycle. A financial package for waiver of loan and interest is under active consideration of the Government of India.

(e) The Government of India is implementing the following schemes for enhancing production, productivity and efficiency of the handloom sector and to enhance the income and socio-economic status of the weavers

through skill upgrading, and for providing infrastructural and marketing support in the XI Plan period.

- (i) Integrated Handloom Development Scheme
- (ii) Marketing and Export Promotion Scheme
- (iii) Handloom Weavers Comprehensive Welfare Scheme
- (iv) Mill Gate Price Scheme
- (v) Diversified Handloom Development Scheme.

### FDI in Civil Aviation

\*18. SHRI BAIJAYANT PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is proposed to allow foreign airlines to invest in the domestic carriers;

(b) if so, the details thereof;

(c) whether Foreign Direct Investment (FDI) is proposed to be confined to loss-making carriers; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The proposal to allow foreign airlines to invest in domestic airline is under examination.

### Revival of Closed/Sick Fertilizer Plants

\*19. SHRI KALIKESH NARAYAN SINGH DEO:  
SHRI B. MAHTAB:

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

(a) the details of the closed/sick fertilizer plants in the country alongwith the reasons for their closure/sickness;

(b) whether the Government proposes to revive these plants;

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

(d) whether the Talcher Fertilizer Plant is included in the revival programme;

(e) if so, the details thereof; and

(f) the details of modernization programmes proposed for the public sector fertilizer units?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI M.K. ALAGIRI): (a) to (f) Out of the nine public sector fertilizer companies under the administrative control of the Department of Fertilizers,

three are sick and are registered with the Board for Industrial and Financial Reconstruction (BIFR) under the Sick Industrial Companies (Special Provisions) Act, 1985. These are Fertilizer Corporation of India Limited (FCIL), Hindustan Fertilizer Corporation Limited (HFCL) and Madras Fertilizers Limited (MFL). Out of these three, the units of FCIL and HFCL are presently lying closed since 2002. MFL has been registered with BIFR as a sick company since 2007. The details of closed/sick units are as under:—

#### I. UNITS REMAINING CLOSED

##### 1. Name of the PSU : Fertilizer Corporation of India Limited (FCIL)

Name of Unit	State in which situated	Date of shut-down of the unit	Date of Government's decision for closure	Reason for closure
Sindri	Jharkhand	March, 2002	5-9-2002	The parent company namely FCIL was continuously making losses due to variety of reasons such as vintage of plants, technological obsolescence, mismatch of equipment/capacity and lack of investment on upgradation/modernization
Gorakhpur	Uttar Pradesh	1990	18-7-2002	
Talcher	Orissa	1-4-1999	18-7-2002	
Ramagundam	Andhra Pradesh	1-4-1999	18-7-2002	
Korba Fertilizer Project	Chhattisgarh	Never Commissioned	Not Applicable	

##### 2. Name of the PSU : Hindustan Fertilizer Corporation Limited (HFCL)

Durgapur	West Bengal	1997	5-9-2002	The parent company viz. HFCL had been continuously incurring losses due to a variety of reasons including obsolete technology, design and equipment deficiencies, power shortages, problems in industrial relations, surplus manpower and resource constraints
Barauni	Bihar	1999	5-9-2002	
Haldia Fertilizer Project	West Bengal	Never Commissioned	18-7-2002	

## II. SICK FERTILIZER PSU

Name of the PSU : Madras Fertilizers Limited (MFL))

MFL has only one unit at Manali, situated in the state of Tamil Nadu. The unit has been continuously making losses but production is being maintained, although below the installed capacity.

## III. PROPOSAL OF THE GOVERNMENT TO REVIVE THE PLANTS

### (A) Revival of closed units

Pursuant to the decision taken by the Government on 12-4-2007, the feasibility of reviving the various closed units of FCIL and HFCL was examined by the Government, subject to the confirmed availability of gas. The revival of closed units, based on gas have been found to be economically feasible, under the New Investment Policy, as per the Techno-Economic Feasibility Reports (TEFR) for revival of the closed units, as prepared by the Projects and Development India Limited (PDIL), a premier consultancy organization in the fertilizer sector. PDIL had opined that revival was economically feasible provided the outstanding GOI loans and interest liabilities of the units are waived and the other dues are settled with the respective creditors. Accordingly, the Government, on 30th October 2008, considered the proposal of the Department of Fertilizers for revival of Barauni Unit of Hindustan Fertilizer Corporation through a Special Purpose Vehicle (SPV), promoted by fertilizer PSUs/Cooperatives. The SPV would submit a fully tied-up revival scheme for the closed fertilizer unit at Barauni.

2. The Government also accorded approval for constitution of an Empowered Committee of Secretaries under the Chairmanship of Secretary (Fert.) and Secretaries of Deptt. of Expenditure, Deptt. of Disinvestment, Planning Commission, Department of Public Enterprises and Ministry of Petroleum and Natural Gas as members, to look into all the financial models for revival of each of the closed units. The Committee would also look into various linkages including gas for facilitating revival of the closed units. The Committee

will submit its recommendations including the model for revival of each of the closed units, to the Government

3. The Government also accorded in-principle approval for considering write-off of Government of India loans and interest liabilities of the FCIL and HFCL. The final decision on waiver will be taken when fully tied-up proposals are received by the Government.

### (B) Revival of sick unit of Madras Fertilizers Limited

A proposal for financial restructuring of Madras Fertilizers Limited is under the active consideration of the Government. The company had appointed M/s. Deloitte Consultants for suggesting measures and a road map for financial revival of the company. The report of the Consultants is under examination by the company. Since the proposal also involves restructuring of the share capital of the company, the matter is under consultation with the minority shareholders, viz. M/s. Naftiran Inter-trade Company Limited (NICO) whose response in the matter is also under examination.

Further, Government has recently approved an amendment in the New Pricing Scheme, Stage-III for urea units which is expected to completely wipe off the losses of MFL on urea operations and make urea production a profitable venture for the Company. Similarly, the production of complex fertilizers by MFL under the Concession Scheme effective with effect from 1st April, 2008 is profitable.

## IV. STEPS TAKEN BY THE GOVERNMENT FOR REVIVAL

Pursuant to the decision dated 30-10-2008, an Empowered Committee of Secretaries (ECOS) has been constituted. As decided by ECOS, technical and financial consultants have been appointed by HFCL and FCIL for suggesting various feasible options for revival of these units through brown field fertilizer projects and financing thereof. The report of the consultants is awaited.

### Status of revival of Talcher Fertilizer Plant of FCIL

Talcher unit is also one of the eight closed units

for which various actions have been initiated by the Department of Fertilizers and the Companies for revival as mentioned above.

#### V. DETAILS OF MODERNISATION PROGRAMME FOR FERTILIZER PSUs

The modernization programme of the PSUs as informed by them are as follows:—

##### A. Rashtriya Chemicals and Fertilizers Limited (RCF)

RCF has undertaken revamp of Thal ammonia Plants at a cost of Rs. 488.75 crores. The scheme envisages increasing Ammonia capacity to 2x1750 MTPD and corresponding increase in Urea capacity from existing 17.07 LMT to 20 LMT per annum.

##### B. The Fertilizers and Chemicals Travancore Limited (FACT)

**Complex Fertilizers:** Currently FACT has an installed capacity to produce 6.33 lakh MTPA Complex 20:20:0:13 (at Udyogmandal Division and Cochin Division together). FACT plans to increase the Annual Complex fertilizer production to 10 lakh MTPA by revamping the existing plant at Cochin Division at a total cost of Rs. 200 crore.

##### C. National Fertilizers Limited (NFL)

The Fuel Oil (FO)/Low Sulphur Heavy Stock (LSHS) based urea unit of the company at Nangal, Bhatinda and Panipat are to be converted into Natural Gas based unit, through an estimated investment of Rs. 4,000 crore.

#### Implementation of 15-Point Programme

\*20. SHRI ASADUDDIN OWASI: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the details of the schemes under implementation presently for the welfare of minorities in the country;

(b) whether the Prime Minister's New Fifteen Point

Programme for the welfare of minorities has been fully implemented in the country;

(c) if so, the details thereof and if not, the present status of the same;

(d) whether the various scholarship schemes for minorities have been implemented in all the states; and

(e) if so, the details thereof and number of students benefited so far by these Schemes, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The schemes under implementation for the welfare of minorities in the country include the following:—

- Pre-matric scholarship scheme
- Post-matric scholarship scheme
- Merit-cum-means scholarship scheme
- Free coaching and allied scheme
- Multi-sectoral development programme
- Equity contribution to National Minorities Development and Finance Corporation (NMDFC) for implementation of schemes to provide loan for economic activities.
- Grant-in-aid to Maulana Azad Education Foundation (MAEF) for implementation of schemes for promoting education.

The details of the schemes are on the website of the Ministry [www.minorityaffairs.nic.in](http://www.minorityaffairs.nic.in)

(b) and (c) Prime Minister's New 15 Point Programme for the Welfare of Minorities was announced in June, 2006. An important aim of the new programme is to ensure that the benefits of various government schemes for the underprivileged reach the disadvantaged sections of the minority communities. In order to ensure that the benefits of these schemes flow equitably to the minorities, the new programme

envisages location of a certain proportion of development projects in minority concentration areas. It also provides that, wherever possible, 15% of targets and outlays under various schemes should be earmarked for minorities.

Schemes included in the new 15 Point Programme which are amenable to earmarking for minorities are as under:—

- Integrated Child Development Service (ICDS) Scheme by providing services through Anganwadi Centres {Ministry of Women and Child Development}
- Sarva Shiksha Abhiyan {Ministry of Human Resources Development}
- Kasturba Gandhi Balika Vidyalaya Scheme {Ministry of Human Resources Development}
- Swarnjayanti Gram Swarajgar Yojana {Ministry of Rural Development}
- Swarn Jayanti Shahari Rojgar Yojana (SJSRY) {Ministry of Housing and Urban Poverty Alleviation}
- Upgradation of existing Industrial Training

Institutes (ITIs) into centres of excellence {Ministry of Labour and Employment}

- Bank credit under priority sector lending {Department of Financial Services}
- Indira Awaas Yojana (IAY) {Ministry of Rural Development}

Guidelines have been issued to all Central Ministries/Departments by the Department of Personnel and Training on 8-1-2007 for giving special consideration to the recruitment of minorities in government and central public sector undertakings. The Ministry of Home Affairs has also issued revised guidelines on communal harmony in June, 2008 to all States/UTs. All these schemes and initiatives included in the new 15 Point Programme are implemented through out the country by the Ministries/Departments concerned.

(d) and (e) The Government has started the implementation of all three scholarships for students belonging to the minority communities, namely—merit-cum-means based scholarship, post-matric scholarship and pre-matric scholarship and the State/UT-wise number of scholarships sanctioned under the above schemes is attached herewith as Statement-I, II and III respectively.

#### **Statement-I**

*Merit-cum means based scholarships for the year 2007-08 and 2008-09*

Sl.No.	State/UT	Number of Scholarships sanctioned	
		2007-08	2008-09
1	2	3	4
1.	Andaman and Nicobar	0	5
2.	Andhra Pradesh	889	1411
3.	Assam	504	1372
4.	Bihar	1595	2500
5.	Chhattisgarh	11	78

1	2	3	4
6.	Chandigarh	6	25
7.	Delhi	178	322
8.	Goa	29	52
9.	Gujarat	195	526
10.	Haryana	132	344
11.	Himachal Pradesh	11	19
12.	Jammu and Kashmir	1012	1392
13.	Jharkhand	399	620
14.	Karnataka	879	1383
15.	Kerala	1786	2239
16.	Madhya Pradesh	393	490
17.	Maharashtra	1126	2006
18.	Manipur	83	158
19.	Meghalaya	3	51
20.	Mizoram	88	179
21.	Orissa	84	188
22.	Puducherry	4	10
23.	Punjab	528	592
24.	Rajasthan	550	882
25.	Tamil Nadu	1311	1659
26.	Tripura	2	23
27.	Uttar Pradesh	3539	4268
28.	Uttarakhand	24	65
29.	West Bengal	1897	3336
Total		17258	26195

**Statement-II***Post-matric scholarships sanctioned for 2007-08 and 2008-09*

Sl.No.	State/UT	Number of Scholarships sanctioned	
		2007-08	2008-09
1	2	3	4
1.	Andhra Pradesh	2070	7178
2.	Assam	562	7917
3.	Bihar	5442	12750
4.	Chhattisgarh	148	415
5.	Goa	110	159
6.	Gujarat	1878	3885
7.	Haryana	256	1934
8.	Himachal Pradesh	63	158
9.	Jammu and Kashmir	129	1738
10.	Jharkhand	973	3500
11.	Karnataka	5721	7232
12.	Kerala	4321	13018
13.	Madhya Pradesh	1615	4319
14.	Maharashtra	5170	11551
15.	Manipur	147	908
16.	Meghalaya	9	56
17.	Mizoram	682	1226
18.	Nagaland	0	27
19.	Orissa	125	837
20.	Punjab	1585	2647
21.	Rajasthan	1905	4341
22.	Tamil Nadu	2858	8004

1	2	3	4
23.	Tripura	71	203
24.	Uttar Pradesh	12503	31995
25.	Uttarakhand	193	71
26.	West Bengal	8054	23235
27.	Andaman and Nicobar	25	24
28.	Chandigarh	10	110
29.	Dadra and Nagar Haveli	0	17
30.	Daman and Diu	0	4
31.	Delhi	456	951
32.	Puducherry	31	122
Total		57112	150532

**Statement-III***Pre-matric scholarships sanctioned for 2008-09*

Sl. No.	State/UT	Number of scholarships sanctioned
1	2	3
1.	Andhra Pradesh	25923
2.	Bihar	43582
3.	Chhattisgarh	1600
4.	Goa	151
5.	Haryana	3727
6.	Himachal Pradesh	540
7.	Jammu and Kashmir	4842
8.	Jharkhand	12003
9.	Karnataka	21018

1	2	3
10.	Kerala	46347
11.	Madhya Pradesh	13719
12.	Maharashtra	58052
13.	Manipur	1960
14.	Meghalaya	5479
15.	Mizoram	2661
16.	Orissa	3542
17.	Punjab	49996
18.	Rajasthan	18775
19.	Tamil Nadu	24135
20.	Tripura	821
21.	Uttar Pradesh	97785
22.	West Bengal	68235

1	2	3
23.	Andaman and Nicobar	220
24.	Chandigarh	398
25.	Dadra and Nagar Haveli	21
26.	Daman and Diu	30
27.	Delhi	6918
28.	Puducherry	177
Total		512657

**Increase in Prices of Fertilizers in  
West Bengal**

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

(a) whether the prices of fertilizers in West Bengal are increasing at an alarming rate;

(b) if so, the reasons therefor;

(c) whether the Union Government has received any complaint about the black-marketing of fertilizers in the State; and

(d) if so, the steps taken/proposed to be taken by the Union Government to curb this black-marketing and supply the fertilizer at the subsidized prices to the farmers of West Bengal?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) No, Sir.

(c) and (d) No, Sir. Under clause 21 of the Fertilizer Control Order (FCO), 1985, it is mandatory to print the maximum retail price on the container of all kinds of fertilizers, whether under statutory price control or out of the purview of the statutory price control. No person shall charge higher than the price printed on the bag. Any person violating this mandatory provision of FCO is held liable under the provisions of FCO and Essential Commodities Act. The State Governments, as the

enforcement agencies, are adequately empowered under Fertilizer Control Order, 1985 to take appropriate action against any offender who indulges in any kind of malpractices including black-marketing.

[Translation]

**Food Processing Industries in  
Andhra Pradesh**

2. SHRI ANJANKUMAR M. YADAV: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the total number of food processing industries functioning presently in Andhra Pradesh;

(b) industry-wise, quantity-wise details of items exported by these industries and the details of foreign exchange earned during the last three years and the current year; and

(c) the steps taken by the Government to provide financial assistance to these industries so that they are able to face competition in the international market?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The data on Food Processing Industries/units and details of foreign exchange earned in the country, including that of Andhra Pradesh is not centrally maintained. Ministry of Food Processing Industries extends financial assistance in the country in the form of grant-in-aid to implementing agencies/entrepreneurs @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas and 33.33% subject to a maximum of Rs. 75 lakhs in Difficult areas under the Scheme of Setting up/Modernization/Expansion of food processing industries.

(c) Since financial assistance schemes are project oriented, no funds have been allocated State-wise. The financial assistance provided to the various units under various major schemes of Ministry of Food Processing Industries (MFPI) in Andhra Pradesh during 2007-08 and 2008-09 are as under:—

Name of the scheme	2007-08		2008-09	
	Nos.	Financial assistance (Rs. in lakhs)	Nos.	Financial assistance (Rs. in lakhs)
Scheme for setting up/Technology upgradation/expansion/modernization of Food Processing Industries	43	947.49	48	908.999
Scheme for Infrastructure Development	—	—	4	989.715
Food Testing Laboratories	2	1.75	1	1.32
Scheme for Human Resource Development	1	0.25	1	0.245

In order to ensure speedy disbursement of financial assistance, the Ministry has decentralized the disbursement procedure through banks via an e-portal under the Scheme of Setting up/Modernization/Expansion of food processing industries with effect from 01-04-2007.

Government has formulated and is implementing several Plan Schemes to provide financial assistance for the establishment and modernization of Food processing units, creation of infrastructure, support of R and D, human resource development besides other promotional measures to encourage development of food processing industries. Moreover, the Government has taken several steps like tax reduction, waiver/reduction of excise duty, reduction of custom duty on specific food items with a view to encourage the growth of Food Processing Industries and make them more competitive. Further, the Ministry under its Plan Scheme of establishing Food Testing Labs, Implementation of Quality Systems such as Hazard Analysis Critical Control Points (HACCP), Promotion of Research and Development, Capacity Building and Human Resources Development provide assistance to food processing industries to enable them to compete in the international market.

*[English]*

#### **Shortage of Air Traffic Controllers**

3. SHRI S.S. RAMASUBBU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of Air Traffic Controllers (ATCs) required and the existing strength of the same in the country;

(b) whether the shortage of ATCs results in instances of near miss Aircraft Collisions;

(c) if so, the details thereof;

(d) whether the Government has taken any steps to recruit more ATCs;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) At present a total number of 1630 Air Traffic Controllers are in position against the sanctioned strength of 2107.

(b) No, Sir.

(c) Does not arise.

(d) and (e) Keeping in view an additional requirement of controllers due to opening of new airports, new ATC sectors and increased Air Traffic in the country, 300 posts of Junior Engineers (JE) (ATC) were filled up during the year 2008 and process to fill 68 posts of Manager (ATC) is in advanced stage. 100 posts of JE (ATC) have been advertised and recruitment process is in preliminary stage. The recruitment process for additional 62 posts of Manager (ATC) is also in preliminary stage.

(f) Does not arise.

#### **Fast Track Courts**

4. SHRI M. RAJA MOHAN REDDY: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether Supreme Court has suggested to set up special fast track courts for riot cases to ensure speedy justice in the country; and

(b) if so, the progress made in this respect?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) Fast Track Courts are set up by the State Governments in consultation with the respective High Courts. No such suggestion for setting up special Fast Track Courts for riot cases has

been received in the Department of Justice.

[Translation]

#### **Railway Projects in Maharashtra**

5. SHRI HARISHCHANDRA CHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the ongoing/pending railway projects alongwith the survey conducted in Maharashtra;

(b) whether the Railways have made any proposal to open new railway divisions and the progress made in the projects thereof;

(c) if so, the details thereof;

(d) whether some projects are running behind schedule;

(e) if so, the reasons therefor; and

(f) the steps taken by the Railways for timely completion of Manmad-Dhule-Surat and Nasik-Pune route project in Nasik District?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The details of ongoing railway projects alongwith survey in Maharashtra are as under:—

(Rs. in crore)

Sl. No.	Name of the ongoing project	Km	Anticipated cost*	Present status and target wherever fixed
1	2	3	4	5
<b>New Line</b>				
1.	Ahmednagar-Beed-Parli Vaijnath	261.25	262.67	Final location survey completed. On Ahmednagar-Narayandoh section 71% earthwork, all major and minor bridges completed.
2.	Amravati-Narkher	138	284.27	Section from Amravati to Chandur Bazar (44 kms) completed. In Chandurbazar-

1	2	3	4	5
				Narkher section, earthwork, bridge work and ballast collection taken up.
3.	Baramati-Lonad	54	138.48	Lonad-Phalton (27 kms)—All major bridges and 16 minor bridges completed.
4.	Puntamba-Shirdi	17.8	79.77	Completed and commissioned.
5.	Wardha-Nanded	270	697	Estimate for land acquisition and major bridges for Wardha-Deoli (16 km) sanctioned and work taken up.
<b>Gauge conversion</b>				
1.	Akola-Purna	210	245.22	Completed and commissioned.
2.	Jabalpur-Gondia including Balaghat Katangi	285	524.88	Gondia-Balaghat completed. On balance portion, land acquisition, earthwork and bridge work taken up.
3.	Miraj-Latur	374	515.57	Conversion of Kurduwadi-Pandharpur and Latur-Latur Road new line portion completed. In balance Pandharpur-Miraj (13.7 kms) section, earthwork, bridge-work taken up.
4.	Solapur (Hotgi)-Gadag	284	357.7	Completed and commissioned.
5.	Chhindwara-Nagpurü	149.52	383.79	Final Location Survey completed. Earthwork and bridgework taken up.
<b>Doubling</b>				
1.	Divã-Kalyan 5th and 6th line	10.73	70	Completed and commissioned.
2.	Pakni-Mohol	17	42.73	Completed and commissioned.
3.	Pakni-Solapur	16.28	38.52	Completed and commissioned.
4.	Panvel-Pen	35.46	96.16	Earthwork, bridge work taken up.
5.	Pen-Roha	40	98.74	Land acquisition, earthwork, bridge work taken up.
<b>Mumbai Urban Transport Project</b>				
1.	Mumbai Urban Transport Project	—	3480.7	Work is progressing satisfactorily on various stages and expected to be completed by December, 2010

1	2	3	4	5
2.	Mumbai Urban Transport Project (Phase-II)—Rail component	—	5300	Work included in the Budget 2008-09 and work taken up.
3.	Santa Cruz-Borivali 5th line	16.37	93.71	Completed and commissioned.
<b>Railway Electrification</b>				
1.	Railway Electrification Udhna-Jalgaon	306	144.42	Completed and commissioned.

Details of Surveys completed during the last three years in Maharashtra are as under:

Sl. No.	Name of Survey	Kms.
1.	Ballarsha-Kazipet 3rd line	234
2.	Chinchwad-Roha	105
3.	Manmad-Indore via Malegaon and Dhule	350
4.	Achalpur-Murtijapur-Yavatmal, Pulgaon-Arvi	221
5.	Itarsi-Nagpur-Wardha-Ballarshah 3rd line	306
6.	Pune-Miraj-Kolhapur	326
7.	Shirput-Mhow	185
8.	Wadsa-Amroli-Gadchiroli	183

(b) No, Madam. At present, there is no proposal for establishing new rail division.

(c) Does not arise.

(d) and (e) Projects are progressing as per availability of resources. The conversion of Miraj-Pandharpur of Miraj-Latur is behind schedule due to failure of contracts. Pen-Roha doubling is getting delayed due to resistance from local villagers.

(f) The proposal of new line from Manmad to Indore processed for requisite approvals. Survey for Dhule-Surat and Pune-Nasik not sanctioned.

#### **Modernisation of Wakf Board**

6. SHRI GANESH SINGH: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has drawn any plan to modernise the Wakf Boards and enhance their powers in the country;

(b) if so, the details thereof; and

(c) the amount likely to be spent by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF

THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Sir.

(b) and (c) Details are under process.

[English]

**Extension and Modernisation of  
Mandya Railway Station**

7. SHRI N. CHELUVARAYA SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for extension and modernisation of Mandya Railway Station in Karnataka;

(b) if so, the details thereof;

(c) the time by which this project is likely to be started and scheduled to be completed; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Mandya railway station in Karnataka has been selected as modern station for the purpose of modernization and giving a face lift.

(b) to (d) Some of the important works completed at Mandya station include face-lifting and remodeling of station building, improvement to circulating area to ensure proper entry/exit of vehicles etc. improved, modern, cost effective lighting arrangements at platforms, concourse, etc. renovated water booth, renovated modern "Pay and Use" toilets, waiting and retiring room with modern furniture, platform extension to accommodate longer trains and provision of facilities for handicapped persons.

Improvement to the Passenger Reservation System (PRS) Office, construction of RPF out-post and covering of existing foot over bridge are planned for completion by 31st March, 2010.

[Translation]

**Baharaich-Tulsipur Rail Link**

8. DR. VINAY KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to connect Baharaich railway station with Tulsipur railway station Bhinga *via* Sirasia under the North-Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) The demand received recently under examination.

**Outdated Rail Engines**

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

(a) whether outdated rail engines are being attached in trains on Pathankot-Jogendra Nagar railway line for a long time which often breakdown on the way and trains do not arrive at stations in time and coaches are too old causing inconvenience to travellers in travelling;

(b) if so, whether the Railways propose to formulate any scheme to replace them in a phased manner;

(c) if so, the action taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) Do not arise.

*[English]*

**Modernisation of Davangere  
Railway Station**

10. SHRI G.M. SIDDESHWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal for modernisation of railway stations in Karnataka including Davangere;

(b) if so, the details thereof;

(c) the time by which the work on the modernisation of railway stations in Davangere is likely to be started and completed; and

(d) the amount allocated and released for this purpose so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) 32 stations in Karnataka including Davangere have been selected as modern stations for the purpose of modernization and giving a face lift.

(c) At Davangere station, modernization works such as face lifting of station building and improvement to circulating area started during 2007-08. The works have since been completed.

(d) The amount allocated/released for the purpose of modernization of Davangere station during the years 2006-07, 2007-08 and 2008-09 are Rs. 1 lakh, Rs. 64.30 lakh and Rs. 112.15 lakh respectively.

*[Translation]*

**Rail Accidents**

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

(a) whether incidents of train accidents are on the increasing due to running of trains beyond the capacity on limited rail tracks and failure of automatic signalling;

(b) if so, the steps being taken by the Railways to increase the rail track capacity;

(c) whether the Railways propose to utilize Train Protection and Warning System to prevent train accidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Some views have been received suggesting that increase of load on Railway track may affect its performance in long term. Close watch is being kept on this issue. Statistics in this regard is under compilation.

(c) and (d) Yes, Madam. Two pilot projects of Train Protection and Warning System (TPWS) have been sanctioned, one on Southern Railway between Chennai Central and Gummidipundi and the other on Delhi-Agra Section of Northern and North Central Railways.

*[English]*

**Incidents of Fire in Coaches**

12. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the increasing incidents of fire in railway coaches;

(b) if so, the details of such incidents that occurred during the last three years, division-wise;

(c) the number of passengers injured or died in these incidents and the loss caused to railway properties;

(d) whether the Railways have taken any steps to prevent the recurrence of such incidents; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam. There is no increase in the incidents of fire in railway coaches.

(b) and (c) Statement showing details of fire incidents in coaches in the years 2006, 2007 and 2008 is enclosed.

(d) and (e) Yes, Madam. The details of preventive measures taken are as under:—

1. Frequent drives are conducted against carrying of inflammable materials and dangerous goods in trains. Defaulters are booked under Section 164 of the Railways Act and cases are registered.
2. Regular checks are being conducted against smoking in trains and the cases are registered against offenders under section-167 of Railways Act.
3. Railways is providing fire extinguishers in locomotives, AC coaches, SLRs and Pantry cars for use in emergency.
4. Surprise checks are carried out by the RPF/GRP and Commercial Staff on luggage and parcels in trains and stations. Checks are also being conducted on two wheelers booked for transportation by trains and action taken if vehicles are found with petrol in them. Officers and Supervisors also carry out surprise checks to ensure vigil on the part of RPF/GRP escorting staff.
5. Traveling public are being educated through Public Address System and Passenger awareness campaigns are being conducted through print and electronic media about the hazards of carrying inflammable material in trains.
6. Surveillance cameras are installed at important railway stations to monitor the movements of suspected elements.
7. All train escorting staff as well as station duty staff are trained to handle fire extinguishers and also briefed to inform the nearest fire service station in case of any eventuality.

**Statement**

Railway	Division	Year	No. of fire incident	No. of passenger injured	No. of passenger died	Loss of Railway property (in Rs.)
1	2	3	4	5	6	7
Central	Mumbai VT	2006	02	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	85200/-
	Bhusawal	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	2100000/-
	Pune	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	100000/-
Eastern		Nil				
East Central	Danapur	2006	01	Nil	Nil	Not ascertained
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	2350000/-
	Mughalsarai	2006	01	Nil	Nil	43000/-
		2007	Nil	Nil	Nil	Nil
		2008	Nil	Nil	Nil	Nil

East Coast		Nil				
Northern	Lucknow	2006	01	Nil	Nil	9000/-
		2007	01	Nil	Nil	1300000/-
		2008	Nil	Nil	Nil	Nil
	Delhi-I	2006	Nil	Nil	Nil	Nil
		2007	02			26500/-
		2008	01	Nil	Nil	1750000/-
	Delhi-II	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	12000000/-
North Central	Allahabad	2006	Nil	Nil	Nil	Nil
		2007	04	Nil	Nil	1510000/-
		2008	Nil	Nil	Nil	Nil
	Agra	2006	01	Nil	Nil	800000/-
		2007	01	Nil	Nil	120000/-
		2008	Nil	Nil	Nil	Nil
	Jhansi	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	1745000/-
North Eastern	Lucknow	2006	01	Nil	Nil	745000/-
		2007	02	Nil	Nil	2300000/-
		2008	Nil	Nil	Nil	Nil

1	2	3	4	5	6	7
	Varanasi	2006	Nil	Nil	Nil	Nil
		2007	05	Nil	Nil	365700/-
		2008	01	Nil	Nil	Nil
North Frontier	Alipurduar	2006	01	Nil	Nil	1002992/-
		2007	Nil	Nil	Nil	Nil
		2008	Nil	Nil	Nil	Nil
	Rangia	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	87000/-
North Western		Nil				
Southern	Chennai	2006	02	Nil	Nil	1095000/-
		2007	01	Nil	Nil	35000/-
		2008	Nil	Nil	Nil	Nil
	Tiruchchirapalli	2006	01	Nil	Nil	2000/-
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	500000/-
	Madurai	2006	Nil	Nil	Nil	Nil
		2007	01	Nil	Nil	347816/-
		2008	02	Nil	Nil	2519456/-
South Eastern	Kharagpur	2006	Nil	Nil	Nil	Nil

		2007	01	Nil	Nil	1500000/-
		2008	Nil	Nil	Nil	Nil
	Ranchi	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	02	Nil	Nil	841655*/-
				*(the cost of one incident yet to be ascertained)		
South East Central	Bilaspur	2006	Nil	Nil	Nil	Nil
		2007	Nil	Nil	Nil	Nil
		2008	01	Nil	Nil	Yet to be ascer- tained
	Raipur	2006	01	Nil	Nil	19000/-
		2007	Nil	Nil	Nil	Nil
		2008	Nil	Nil	Nil	Nil
South Central	Secunderabad	2006	01	Nil	Nil	18822190/-
		2007	02	Nil	Nil	12442000/-
		2008	01	10	27	19894900/-
	Vijayawada	2006	02	Nil	Nil	200000/-
		2007	01	Nil	Nil	Nil
		2008	01	Nil	Nil	250000/-
South Western	Bangalore	2006	Nil	Nil	Nil	Nil
		2007	01	Nil	Nil	461487/-
		2008	Nil	Nil	Nil	Nil

1	2	3	4	5	6	7
Western	Mumbai Central	2006	01	Nil		70000/-
		2007	02	Nil	Nil	188000/-
		2008	Nil	Nil	Nil	Nil
	Vadodara	2006	Nil	Nil	Nil	Nil
		2007	02	Nil	Nil	3414700/-
		2008	Nil	Nil	Nil	Nil
	Bhavnagar	2006	Nil	Nil	Nil	Nil
		2007	01	Nil	Nil	47000/-
		2008	Nil	Nil	Nil	Nil
West Central	Kota	2006	01	Nil	Nil	897000/-
		2007	Nil	Nil	Nil	Nil
		2008	Nil	Nil	Nil	Nil
Konkan Railway		Nil	Nil	Nil	Nil	
Total		2006	17	Nil	Nil	22610182/-
		2007	27	Nil	Nil	26158203/-
		2008	17	10	27	43218211/-
Grand Total			61	10	27	91986596/-

### Justice to Common Man

13. SHRI NAMA NAGESWARA RAO: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government proposes to provide affordable and accessible justice to the common man in the country;

(b) if so, the details thereof;

(c) whether the Government has prepared any scheme in this regard; and

(d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) Yes, Government has enacted the Gram Nyayalayas Act 2008 which provides for establishment of Gram Nyayalayas for every Panchayat at intermediate level or a group of contiguous Panchayats at intermediate level or where there is no Panchayat at intermediate level in any State, for a group of contiguous Gram Panchayats. These Nyayalayas will make justice affordable and accessible to the common man in the rural areas.

Government has decided (i) to bear the non-recurring cost on establishing the Gram Nyayalayas in the States estimated at Rs. 912.06 crore for 5067 Gram Nyayalayas likely to be set up in all the States once the Act is brought into force in all the concerned States, and (ii) to meet 50% of the recurring expenditure for the first three years estimated at Rs. 486.43 crore.

[Translation]

### Halt at Deoria Railway Station

14. SHRI GORAKH PRASAD JAISWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to provide a halt to Sampurna Kranti Train at Deoria Railway station;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) and (c) 2393/2394 Sampurna Kranti Express is not routed via deoria Sadar railway station.

### Non-Completion of Railway Projects

15. SHRI GANESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of Railway projects have incurred time and cost overrun;

(b) if so, the details thereof;

(c) what are the reasons for non-completion of these projects on scheduled time;

(d) the time by which these projects are likely to be completed;

(e) whether Railways propose to strengthen their monitoring mechanism to ensure completion of projects in time; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Railways have a huge throwforward of ongoing projects, under new lines, gauge conversion, doublings, railway electrification and metropolitan transport projects. Due to limited availability of resources, the projects take long time in completion. The targets for the projects are generally fixed on yearly basis based on the availability of resources and progress and many of the projects get completed in phases. The main reasons for delay have been paucity of funds, delay in land acquisition and environmental/forestry clearance, failure of contracts, adverse law and order conditions and other market forces affecting the progress. Ongoing projects undergo cost escalation on account of various reasons like change in the standard of construction and technology, scope of work, inflation, etc. With the present availability of funds and the large throwforward, it is not possible to fix and maintain many targets. Moreover, time and cost overrun is not feasible to be assessed in the

absence of assured availability of matching funds at the time of taking up of the projects. No time frame for completion of all the projects is feasible to be fixed in such a scenario.

(e) and (f) Adequate monitoring mechanism exists to monitor progress of projects at Zonal Railway and Ministry level. Strengthening of the Mechanism whenever required as per the need is done.

### **Electrification of Railway Lines**

16. SHRI PRÉMCHAND GUDDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have accorded approval for electrification of certain rail lines in the country including Madhya Pradesh during the last three years;

(b) if so, the total length of railway lines for which approval has been accorded;

(c) whether electrification of Indore-Ujjain railway line has also been approved; and

(d) if so, the time by when electrification work on

these lines is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam. During last three years from 2006-07 to 2008-09, certain rail lines are approved for electrification. The details are given in the enclosed statement.

(b) The total length of railway lines approved for electrification is as follows:

Year	Route Kilometres
2006-07	1180
2007-08	1165
2008-09	1944
<b>Total</b>	<b>4289</b>

(c) and (d) Yes, Madam. Electrification work is in progress on Indore-Ujjain rail line and targeted for completion by March 2010.

### **Statement**

*The details of Rail lines approved for electrification during last three years from 2006-07 to 2008-09, are as under*

Sl. No.	Section	Route Kilometers
<b>Year 2006-07</b>		
1.	Bina-Kota	309
2.	Utratia-Sultanpur-Mughalsarai	288
3.	Villupuram-Tiruchchirappalli	178
4.	Lingampalli-Wadi	161
5.	Ujjain-Indore and Dewas-Maksi	115
6.	Andal-Pandabeshwar	20
7.	Trichur-Guruvayur and Thiruvananthapuram-Kanniyakumari	109
	<b>Total</b>	<b>1180</b>

Sl. No.	Section	Route Kilometers
<b>Year 2007-08</b>		
1.	Jalandhar-Jammu Tawi	222
2.	Tiruchchirappalli-Madurai	154
3.	Barabanki-Gonda-Gorakhpur-Barauni	729
4.	Shakurbasti-Rohtak	60
	<b>Total</b>	<b>1165</b>
<b>Year 2008-09</b>		
1.	Jhansi-Kanpur including Ait-Konch and Anwarganj-Kalyanpur	244
2.	Vellore-Villupuram	145
3.	Madurai-Tuticorin-Nagercoil	262
4.	Barauni-Katihar-Guwahati	809
5.	Varanasi-Janghai-Unchahar including Phaphamau-Prayag-Allahabad	207
6.	Noli-Shahdara	9
7.	Jammu Tawi-Udhampur	53
8.	Ghaziabad-Meerut	48
9.	Katihar-Barsoi	41
10.	Kengeri-Mysore	126
	<b>Total</b>	<b>1944</b>

[English]

**PNG Connections in Metro Cities**

17. SHRI N.S.V. CHITTHAN:

SHRI GANESH SINGH:

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

(a) the details of localities where gas connections through pipe line have been given in each of the metro city in the country, including those in Madhya Pradesh;

(b) whether preference in this regard is given to areas where co-operative societies are located;

(c) if so, the details of each area in the aforesaid metro cities not yet covered alongwith the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) At present, Piped Natural Gas (PNG)

is being supplied in metro cities of Delhi and Mumbai. PNG is being provided in the following colonies/areas:

### **Delhi**

Kaka Nagar, Bapa Nagar, Pandara Road/Park, Sujan Singh Park, Nizamuddin, Sunder Nagar, Golf Links, Khan Market, IIPA, DIZ Area, Aurangzeb Road, MP Flats, Dr. B.D. Marg, Palika Vaas, Gandhi Sadan, Palika Niketan, Peshwa Road, Balmiki Sadan, MS—Flats Shahjahan Road, Aram Bagh, Hailey Lane, Sarita Vihar, Jasola Vihar, Sukhdev Vihar, Zakir Bagh, Ishwar Nagar, Kalindi Colony, Friends Colony, Maharani Bagh, New Friends Colony, Bharat Nagar, Srinivas Puri, Lodhi Colony, Lodhi Complex, Jor Bagh, Asian Games Village, Jangpura, Pant Nagar, Pragati Vihar Hostel, Gulmohar Park, Neeti Bagh, Andrews Ganj, Mayfair Garden, HUDCO, Gulmohar Enclave, Anand Lok, Sadiq Nagar, Rabindra Nagar, Bharti Nagar, Lodhi Estate, Palika Niwas, Palika Kunj, Ali Ganj, Aditya Sadan, Asia House, Sarojini Nagar, Netaji Nagar, Kidwai Nagar, R.K. Puram, Moti Bagh, Nanak Pura, Chankyapuri, Naroji Nagar, Laxmi Bai Nagar, Satya Sadan, North Avenue, South Avenue, President Estate, Ashok Police Line, Palika Sadan, Charak Sadan, Babu Dham, Sikim House Staff Quarters, NBCC New Moti Bagh, MEA Quarters Radha Krishna Marg, Hauz khas, Mohammad Pur, Munirka Vihar, Pushp Vihar, Vasant Enclave, Palika Niketan, Vasant Kunj, Patparganj, Mayur Vihar, Vasundhara Enclave, Janakpuri, Dilshad Garden and Paschim Vihar.

### **Mumbai**

Colaba (South Mumbai), Borivili/Dahisar (North Western limit of Metropolis, Mulund (North Eastern Limit of Metropolis), Mira Road area Mulund Check Naka on LBS Road, Ghodbunder Road, Manpada, Naupada, Wagle Estate, Vartaknagar, etc.

Presently, there is no PNG network in other metro cities. 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. The Company has initiated project implementation activities in the city of Indore, and has plans to take up similar projects in Ujjain and Gwalior.

(b) and (c) No Sir. PNG pipeline network is provided/expanded in various areas/colonies, irrespective of the type of residential units in that area.

(d) The expansion of PNG infrastructure in different cities in the country is being taken up in a phased manner depending on proximity of natural gas trunk pipeline and economic viability. In order to promote investment from public as well as private sector for laying trunk natural gas pipelines and city/local natural gas distribution networks throughout the country, the Government of India has enacted 'The Petroleum and Natural Gas Regulatory Board (PNGRB) Act, 2006'.

*[Translation]*

### **Improving the Efficiency of Handloom Workers**

18. SHRI ANANT KUMAR HEGDE:  
DR. MURLI MANOHAR JOSHI:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has made any assessment of the actual number of people employed in handloom sector;

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

(c) whether any study has been carried out with a view to improving the efficiency of these workers;

(d) if so, the outcome thereof; and

(e) the plan chalked out by the Government in response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As per Joint Census of Handlooms and Powerlooms 1995-96. 65.51 lakh persons are engaged in weaving and associated activities in the handloom sector.

(b) State-wise details of number of persons engaged in weaving and associated activities in the handloom sector in enclosed as statement.

(c) and (d) No such study has been carried out.

(e) Does not arise.

**Statement**

*State-wise details of number of persons engaged in weaving and associated activities in the Handloom Sector as per Joint Census of Handlooms and Powerlooms Report 1995-96*

Sl. No.	Name of the State	No. of persons engaged in Weaving (Weavers) and Allied Activities
1	2	3
1.	Andhra Pradesh	490616
2.	Arunachal Pradesh	53473
3.	Assam	2322268
4.	Bihar	110732
5.	Chhattisgarh	28362
6.	Delhi	6708
7.	Goa	25
8.	Gujarat	57936
9.	Haryana	22810
10.	Himachal Pradesh	65099
11.	Jammu and Kashmir	51847
12.	Jharkhand	56975
13.	Karnataka	177562
14.	Kerala	63153
15.	Madhya Pradesh	27744
16.	Maharashtra	80901
17.	Manipur	462087
18.	Meghalaya #	#
19.	Mizoram #	#

1	2	3
20.	Nagaland	126228
21.	Orissa	246782
22.	Pondicherry	7369
23.	Punjab	13160
24.	Rajasthan	71915
25.	Sikkim **	1228
26.	Tamil Nadu	607675
27.	Tripura	291761
28.	Uttar Pradesh	401362
29.	Uttaranchal	19322
30.	West Bengal	686254
Total All India		6551354

# Data not received from Meghalaya and Mizoram.

[English]

**Toilets Facilities at Platforms**

19. SHRI PURNMA SI RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have fixed any criteria for providing basic facilities such as toilets and urinals at platforms, waiting halls and sheds;

(b) if so, the details thereof;

(c) whether most of the Railway platforms, waiting halls and sheds do not have the prescribed number of toilets and urinals and many of the existing toilets and urinals are in unusable condition;

(d) if so, the reasons therefor; and

(e) the steps taken by Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes,

Madam. 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 station are as under:—

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

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

(c) to (e) All minimum essential amenities including toilets and urinals have been provided at platforms and waiting halls/sheds at all railway stations as per the prescribed norms. Further augmentation of toilet/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 "Pay and 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.

#### **Increase in Number of Bird Hit Incidents**

20. SHRIMATI MANEKA GANDHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Delhi Airport has recorded rise in bird hits, due to operation of illegal slaughter houses near Airport areas;

(b) if so, the action taken by the Government to close down such slaughter houses;

(c) whether the Government has revived the National Bird Control Committee that would work on reducing cases of bird hits; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Though Delhi Airport has recorded a rise in bird hits, the increase is not attributable to slaughter houses alone.

(b) Airfield Environment Management Committees (AEMC) have been constituted at those airport where scheduled flights operate, to identify the sources of bird attraction and take remedial steps for prevention of such incidents. In the AEMC meeting held on 28-04-2009 at Delhi airport, chaired by Secretary, Environment, Delhi Government, Municipal Corporation of Delhi, Delhi Police were advised by the Chairman to take immediate action to remove illegal slaughtering houses and meat shops.

(c) and (d) Yes, Sir. A high power National Bird Control Committee (NBCC) has been set up under the Chairmanship of Secretary, Civil Aviation and having representatives from Ministry of Defence, Ministry of Environment and Forests, Director General of Civil Aviation, Airports Authority of India, Airline and Airport operators, Ornithologists etc. to effectively coordinate various measures for preventing bird hit incidents.

[*Translation*]

#### **Air Service between Delhi and Gorakhpur**

21. YOGI ADITYA NATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any proposal to start air service by Indian Airlines/Air India between Delhi-Gorakhpur;

(b) if so, the details thereof; and

(c) the time by when this service is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A reference from the honourable member received earlier in the Ministry for commencement of air services on the Delhi-Gorakhpur sector.

(c) The matter was taken up with National Aviation Company of India Limited (NACIL). NACIL has expressed its inability to introduce air service between Delhi-Gorakhpur for the present. However, private airlines are free to operate on this sector, if they so desire.

#### **Introduction of 5 kg. Commercial Gas Cylinders**

22. SHRI SANJAY SINGH CHAUHAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is considering to introduce 5 kg. commercial gas cylinders in the country;

(b) if so, whether there is a proposal to ban the use of bigger gas cylinders for commercial purpose;

(c) if so, the reasons therefor;

(d) whether steps are being taken to prevent the growing black-marketing of such gas cylinders; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (e) No, Madam. At present, there is no proposal under consideration for introduction of 5 kg. commercial LPG cylinders or for banning the use of bigger LPG cylinders (i.e. 19 kg., 35 kg. and 47.5 kg.) for commercial purpose.

The officials of Oil Marketing Companies (OMCs) carry out regular and surprise inspection, refill audits, surprise checks at customers' premises, en-route surprise

checking of delivery vehicles, help State Government offices in raids at commercial establishments, associating with RTO for surprise check of vehicles misusing cylinders, collects customers feedback, carries out regular monitoring of the off takes of LPG distributors of OMCs vis-a-vis historical consumption and customers holdings, customer education and publicity campaigns, etc., as steps for curbing misuse of domestic LPG. If LPG distributor(s) are found guilty, action is taken in accordance with the provisions of the Marketing Discipline Guidelines (MDG).

*[English]*

#### **Modernisation of Non-Metro Airports**

23. SHRI K.S. RAO:

SHRI M. SREENIVASULU REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of development, upgradation and modernisation plan undertaken for non-metro airports in the country;

(b) the details of funds required for the purpose and its availability to upgrade the infrastructure;

(c) whether the Government proposes to reconsider its original plan to ensure adequate availability of funds for completion of project as per the schedule; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The status of the plan for upgradation and modernization of the non-metro airports in the country including the requirements of funds are as under:

Development works have been completed at various non-metro airports are as follows: Vizag (Andhra Pradesh)—construction of new integrated terminal building with a cost of Rs. 94.94 crores; Surat (Gujarat)—development of airport with a cost of Rs. 105 crores; Aurangabad (Maharashtra)—construction of new integrated terminal building with a cost of

Rs. 99.60 crores; Nagpur (Maharashtra)—expansion and modification of terminal building for international operations at a cost of Rs. 79.03 crores; Jaipur (Rajasthan)—construction of new international terminal complex at a cost of Rs. 94.87 crores; Udaipur (Rajasthan)—construction of new terminal building complex at a cost of Rs. 77.44 crores; Trichy (Tamil Nadu)—construction of new terminal building at a cost of Rs. 74.70 crores and Dehradun (Uttarakhand)—construction of new terminal building at a cost of Rs. 72.50 crores.

Development works in progress at various non-metro airports are as under:

Raipur (Chhattisgarh)—construction of new terminal building with a cost of Rs. 135.72 crores; Ahmedabad (Gujarat)—construction of new international terminal building at a cost of Rs. 291 crores; Ranchi (Jharkhand)—construction of new terminal building at a cost of Rs. 137.79 crores; Mangalore (Karnataka)—construction of new terminal building including apron at a cost of Rs. 145 crores; Bhopal (Madhya Pradesh)—construction of new integrated terminal building at a cost of Rs. 135.04 crores; Indore (Madhya Pradesh)—construction of new integrated terminal building at a cost of Rs. 135.6 crores; Pune (Maharashtra)—extension and modification of terminal building at a cost of Rs. 96.30 crores; Coimbatore (Tamil Nadu)—expansion of existing terminal building at a cost of Rs. 145 crores; Madurai (Tamil Nadu)—construction of new integrated terminal building at a cost of Rs. 128 crores; Lucknow (Uttar Pradesh)—construction of new international terminal building at a cost of Rs. 129.40 crores; Varanasi (Uttar Pradesh)—construction of new international terminal building including aerobridges at a cost of Rs. 94.11 crores; Chandigarh (Union Territory)—construction of new terminal building at a cost of Rs. 47.58 crores; Trivandrum (Kerala)—construction of new international terminal complex at a cost of Rs. 245 crores; Khajuraho (Madhya Pradesh)—construction of new integrated terminal building at a cost of Rs. 75.32 crores and Amritsar (Punjab)—modular expansion terminal building at a cost of Rs. 145 crores.

Adequate funds will be made available by Airports Authority of India (AAI) for these projects.

(c) No, Sir.

(d) Does not arise.

#### **Employment to Families Affected Due to Acquisition of Land**

24. SHRI S. SEMMALAI: Will the Minister of STEEL be pleased to state:

(a) whether the families whose land has been acquired for Salem Steel Plant in Tamil Nadu are agitating and demanding of employment to one person per family; and

(b) if so, the action taken by the Government to provide employment to them?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) Yes Sir. The Government of Tamil Nadu had acquired an area of 3973.08 acres of land from 3002 families for Salem Steel Plant during the period 1970-83. Regarding the offer of employment to displaced families, the CPSUs are governed by Government guidelines and Court orders. The writ petitions filed by the displaced families, at Salem were dismissed by a Single Bench of the Hon'ble High Court of Madras with a direction that the individuals should get themselves sponsored by the employment exchange in response to Salem Steel Plant's notification and other things being equal, the persons of the displaced families could be given preference. The issue was further contested by the displaced persons before a Division Bench of the Hon'ble High Court of Madras, which upheld the decision of the Single Bench.

Despite the limited employment potential due to the size of the Plant and installation of sophisticated technology, Salem Steel Plant has still been able to provide employment to 212 displaced persons.

#### **Construction of Aerodrome at Idukki in Kerala**

25. SHRI P.T. THOMAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to construct an aerodrome in Idukki district of Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) On the request of Government of Kerala, Airports Authority of India (AAI) has carried out the feasibility study for setting up of a new greenfield airport at Annakara village of Udumbanchola taluk of Idukki district of Kerala. The report was submitted to Government of Kerala, which is under their consideration.

[Translation]

#### Ratio of Judges

26. SHRI JAI PRAKASH AGARWAL: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether any estimate has been made/proposed to be made regarding the ratio of judges to the total population; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) The Law Commission in its 120th Report recommended that the strength of judges per one million population may be increased from 10.5 to 50 judges per million population. The present judge strength in India is 14 per million population (approx.).

The judge strength of the High Courts is reviewed every three years. The last Triennial Review of the Judge strength of the various High Courts was held in 2006. The data received from the High Courts for the triennial review of the judge strength of the High Courts had been analyzed and according to the guidelines fixed for the increase of the strength, only eight High Courts qualified for increase in their Judge strength. With regard to subordinate judiciary, the Supreme Court, in its judgement of 21st March, 2002, in All India Judges' Association and Ors Vs. Union of India and Ors, directed that an increase in the Judge strength from the existing

10.5 or 13 per 10 lakh people to 50 judges per 10 lakh people should be effected and implemented within a period of five years in a phased manner to be determined and directed by the Union Ministry of Law. The Central Government has filed an affidavit in the Supreme Court praying that the increase in judge strength in the Union Territories for which Central Government is administratively responsible be allowed based on workload and pendency of cases. The matter is sub-judice.

#### Road Over-bridge in Uttar Pradesh

27. CAPT. JAI NARAIN PRASAD NISHAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to construct road over-bridge at link road side at Sahibabad railway station in Uttar Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) The proposal for construction of Road over bridge in lieu of level crossing No. 156-C near Sahibabad Railway station in Uttar Pradesh received from Ghaziabad Development Authority (GDA) has been sanctioned on deposit terms. Matter is under deliberation with GDA.

(c) Does not arise.

[English]

#### Railway Projects in Tamil Nadu

28. SHRI S.S. RAMASUBBU: Will the Minister of RAILWAYS be pleased to state:

(a) the status of Gauge Conversion, Doubling, New Rail Lines and Electrification projects pertaining to the State of Tamil Nadu;

(b) whether the Railways have taken any steps for the early completion of the above projects;

(c) if so, the details thereof, project-wise; and

(d) the time by which the above projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Status of ongoing projects for new line, gauge conversion, doubling and electrification falling fully/partly in the State of Tamil Nadu is as under. Target date, wherever fixed, have been indicated.

Sl.No.	Project	Status
<b>NEW LINE</b>		
1.	Attipattu-Puttur (88.3 Km)	Work entrusted to Rail Vikas Nigam Ltd (RVNL) for execution. Final location survey has been taken up.
2.	Bangalore-Satyamangalam (260 Km)	Tamil Nadu Forest Department has not granted permission to carry survey through Reserve Forest Area. Central Empowered Committee constituted by Hon'ble Supreme Court has also not recommended this project as it will cause damage to Elephant Wild Life Sanctuary. State Governments of Tamil Nadu and Karnataka have been requested for their views on dropping of this project.
3.	Chennai-Cuddalore via Mahabalipuram (179.28 Km)	Feasibility study to decide take off station in Chennai Sub Urban section has been taken up.
4.	Erode-Palani (91.05 Km)	Final location survey has been taken up.
5.	Karur-Salem (85 Km)	All land acquisition litigation cases have been disposed off and required land acquired. Work on various activities has been taken up.
6.	Tindivanam-Gingee-Tiruvannamalai (70 Km)	Final location survey completed. Work on 04 major bridges has been taken up.
7.	Tindivanam-Nagari (179.2 Km)	Work on major bridge across Palar river has been taken up. Tenders for earthwork, minor bridges and ROB/RUBs have been awarded.
<b>GAUGE CONVERSION</b>		
1.	Dindigul-Pollachi-Palghat and Pollachi-Coimbatore (224.88 Km)	Work on Podanur-Coimbatore (6 Km) section has been completed and work on Pollachi-Palghat (58 Km) and Dindigul-Pollachi (141 Km) sections have also been taken up.
2.	Madurai-Bodinayakkanur (90.41 Km)	Tenders for some bridges have been processed.
3.	Manamadurai-Virudhunagar (66.55 Km)	Earthwork, bridgeworks and collection have been taken up.
4.	Mayiladuturai-Karaikudi and Tiruturai-pundi-Agastiyampalli (224 Km)	Tenders for earthwork, bridges, station building and platform works have been processed.

Sl.No.	Project	Status
5.	Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar (357 Km)	Virudhunagar-Tenkasi-Sengottai (131 Km) and Tirunelveli-Tiruchendur (61 Km) sections have been commissioned. Work on Quilon-Punalur (45 Km) section is nearing completion and the work will be commissioned during 2009-10. Work on Tirunelveli-Tenkasi (72 Km) section has also been taken up. Tender has been processed for works on Punalur-Sengottai (48 Km) section.
6.	Tiruchchirappalli-Nagore-Karaikal (200 Km) with extension of Nagapattinam-Velankanni-Tiruturaipundi via Tirukkuveli (43 Km)	Tiruchchirappalli-Thanjavur-Tiruvarur-Nagore section has already been commissioned. Nagapattinam-Velankanni new line is likely to be completed during 2009-10. On Nagore-Karaikal new line, 34.36 out of 39.09 hect. of land has been acquired and work has been taken up. On Nagapattinam-Tiruturaipundi section, land acquisition has been processed. Meanwhile, work on one major bridge has been taken up.
7.	Villupuram-Katpadi (161 Km)	Katpadi-Vellore (10 Km) section has already been commissioned. Work on the balance portion i.e. Vellore-Villupuram (151 Km) has been taken up.
8.	Thanjavur-Villupuram (192 Km)	Thanjavur-Mayiladuturai-Sirkazhi (91 Km) already commissioned and work on Cuddalore-Villupuram (47 Km) has been completed. Work on balance portion i.e. Cuddalore-Sirkazhi (54 Km) is nearing completion. Project will be commissioned in 2009-10.
<b>DOUBLING</b>		
1.	Chengalpattu-Villupuram (103 Km)	Earthwork, bridge works and ballast collection have been started.
2.	Cennai Beach-Attipattu 4th line (22.1 Km)	The work involves exchange of railway land at Royapuram with Chennai Port Trust and the same has been processed.
3.	Chennai Beach-Korukkupet 3rd line (4.1 Km)	The work involves exchange of railway land at Royapuram with Chennai Port Trust and the same has been processed.
4.	Irugur-Coimbatore (17.7 Km)	Works are nearing completion and the project will be commissioned during 2009-10.
5.	Tiruvallur-Arakkonam 4th line (26.83 Km)	This work has been transferred to RVNL for execution. Final location survey completed. Land acquisition papers have been processed.

Sl.No.	Project	Status
6.	Villupuram-Dindigul with electrification (273 Km)	This work has been transferred to RVNL for execution. Final location survey has been taken up.
7.	Attipattu-Korukkupettai 3rd line (18 Km)	Work on Korukkupet-Ennore (12 Km) section has been completed. On Ennore-Attipattu (6 Km) section, various works have been taken up. This involves marshy land and soil stabilisation work has been taken before doing earthwork. This work is likely to be completed during 2009-10.
8.	Pattabiram-Tiruvallur 4th line (15.06 Km) and Tiruvallur-Arakkonam 3rd line (26.83 Km)	Pattabiram-Tiruvallur 4th line has already been commissioned. Work on Tiruvallur-Arakkonam 3rd line has also been completed and awaiting commissioning.
9.	Madurai-Dindigul (62.05 Km)	Dindigul-Kodaikannal Road (22 Km) has already been commissioned. Balance work between Kodaikannal Road-Madurai (40.05 Km) has also been completed and awaiting commissioning.

#### ELECTRIFICATION

1.	Villupuram-Tiruchchirappalli (178 RKM)	Entire section has been energized. Introduction of electric traction is planned during 2009-10.
2.	Tiruchchirappalli-Madurai (154 RKM)	91 Route Kilometres have been energized and balance 63 Route Kilometres are targeted for completion by March, 2010.
3.	Ernakulam-Trivandrum including Trivandrum-Kanyakumari and Trichur-Guruvayur (429 RKM)	Electrification of Ernakulam-Trivandrum and Trichur-Guruvayur sections have already been completed. Electrification of Trivandrum-Kanyakumari is targeted for completion by September, 2010.
4.	Madurai-Tuticorin-Nagercoil (262 Km)	Detailed estimate has been processed. This project is targeted for completion by March, 2013.

(b) and (c) Necessary funds are being provided as per resource availability and continuous monitoring is done to ensure early completion of projects.

(d) There is huge throwforward of ongoing projects with limited availability of resources. In view of this, works are being progressed as per the resource availability. However, the ongoing gauge conversion and electrification projects are likely to be completed in a period of about 5 years.

#### Deregulation of Prices of Natural Gas

29. DR. PRASANNA KUMAR PATASANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is planning to deregulate the prices of Natural Gas and do away with dual pricing strategy;

(b) if so, the details thereof; and

(c) the likely impact thereof on production of power and fertilizer?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) There is no proposal to deregulate the prices of natural gas and to do away with the existing pricing strategy.

(b) and (c) Does not arise.

#### **Road Over-bridges**

30. SHRI ARJUN CHARAN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of Road Over-bridges in the East Coast Zone are far behind the original schedule of completion;

(b) if so, the reasons therefor;

(c) whether the work on Road Over-bridges between Baudpur Railway Station and Bhadrak Railway Station at Randia Gate is likely to be completed;

(d) if so, the details thereof; and

(e) if not, the steps taken to expedite the said work within a stipulated time frame?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Completion of Road over bridges depends upon completion of Bridge proper across tracks by Railway and approaches portion by State Government. Out of 22 sanctioned works on East Coast Railway, 3 have already been commissioned to traffic. However, due to non-approval of General Arrangement Drawing, estimate for approaches, non-acquisition of land for approaches, problem in diversion of Road or removal of encroachments and contractual dispute etc. a few works have got delayed.

(c) to (e) Yes, Madam. The work is in progress. Progress is being closely monitored and reviewed periodically. The entire work is scheduled for completion by 31-3-2010.

#### **Modernisation of Tiruvalla Railway Station**

31. SHRI ANTO ANTONY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any plan for modernisation of Tiruvalla Railway Station; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Tiruvalla station has already been selected as Model Station for providing upgraded amenities.

(b) The important works undertaken in the last three years include improvement to circulating area, provision of multipurpose enquiry terminals, networked Plasma based arrival/departure display board, coach display board, improvement to water supply arrangements, lighting arrangements at platforms and circulating area, raising of platforms etc.

#### **Operation of International Flights from Small Airports**

32. SHRI NISHIKANT DUBEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to operate international flights directly from some small and non-metro airports in the country;

(b) if so, the details thereof; and

(c) the time of the commencement of operation of such flights from these airports, airport-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Unlimited access has been granted to the designated airlines of SAARC (excluding Pakistan) and ASEAN member States to/from 18 tourists destinations in India viz. Ahmedabad, Amritsar, Aurangabad, Bhubaneswar, Calicut, Cochin, Gaya, Goa, Guwahati, Jaipur, Khajuraho, Lucknow, Patna, Port Blair, Trivandrum, Trichy, Varanasi and Vishakapatnam. Apart from this, recently, Lucknow,

Chandigarh, Bagdogra and Coimbatore have been granted as new points of call to the designated airlines of some foreign countries. However, actual operations by any airlines to/from any point of call is always guided by its commercial judgment.

**Pawan Hans Helicopters Ltd.**

33. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the criteria to award miniratna status to a public sector company;

(b) whether the Pawan Hans Helicopters Ltd. which is the largest helicopter operator in the country, satisfies the criteria;

(c) whether the Pawan Hans Helicopters Ltd. has claimed sound financial health and has posted pre-tax profits for the last four years;

(d) if so, the details thereof;

(e) whether the company is planning to raise its fleet size through borrowing; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Department of Public Enterprises (DPE) lays down guidelines for award of Mini-Ratna status to Public Sector Enterprises (PSEs).

(b) Pawan Hans Helicopters Limited (PHHL) does not fulfill all the criteria laid down by DPE.

(c) and (d) PHHL has posted Pre-Tax Profit of Rs. 64.59 crore in 2005-06, Rs. 18.61 crore in 2006-07, Rs. 30.17 crore in 2007-08 and Rs. 47.93 crore (provisional) in 2008-09.

(e) and (f) The Board of PHHL has approved procurement of 10 helicopters (3 light and 7 medium) at a cost of Rs. 394 crore of which Rs. 282 crore (approximately) would be met through external borrowing.

**Expert Committee for Food Parks**

34. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has set up any expert committee to review the functioning to the Food Park Scheme in the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (c) Ministry of Food Processing Industries with a view to make schemes/programmes more supportive for farmers/investors and achieve the targets under the Vision 2015 had set up Sub-group on Infrastructure. The Sub-group reviewed the functioning of Food Parks set up during 8th to 10th Five Year Plan Periods and identified the problems relating to location, basic infrastructure facilities, financial assistance as well as weak linkages with markets and producers. Based on the suggestions of Sub-group, remedial measures were taken in the 11th Five Year Plan and a new scheme under Infrastructure Development, namely setting up of Mega Food Parks has been implemented.

The new scheme envisages an integrated approach having strong backward and forward linkages. The Scheme provides for a grants-in-aid upto 50% of the project cost in general areas and 75% in difficult areas subject to a maximum of Rs. 50.00 crore. The Scheme is a demand driven and cluster based one where availability of raw material in the cluster is of utmost importance to sustain the commercial viability of Mega Food Parks.

**Gauge Conversion between  
Ahmedabad to Udaipur**

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

(a) whether the gauge conversion work between Ahmedabad to Udaipur has been started;

(b) if so, the details thereof including budgetary support for the anticipated cost;

(c) the time by which the work is likely to be completed;

(d) whether the Railways propose to introduce Palace on Wheels type of train on this route; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Preliminary works like Final Location Survey, preparation of plan, estimate, etc. have been taken up. An outlay of Rs. 30.00 crore has been provided for the project in the Interim Budget 2009-10. The anticipated cost of the project is Rs. 742.88 crore.

(c) The time period of completion will depend upon availability of resources.

(d) No, Madam.

(e) Does not arise.

#### **Tatkal Scheme**

36. SHRI PRADEEP MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to revise the Tatkal reservation scheme;

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

(c) whether the Railways have made any assessment of the impact of such revision;

(d) if so, the details thereof; and

(e) the time by which the revised tatkal reservation scheme will be available for the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No such decision has been taken as yet.

(b) to (e) Do not arise.

#### **Bench of Supreme Court in South India**

37. SHRI A. SAMPATH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union Government propose to establish a bench of Supreme Court in South India and benches of various High Courts in the towns other than capital of concerned States; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) and (b) The Government has not received any proposal from the Chief Justice of India for establishment of a bench of the Supreme Court in South India. The Government can consider the matter after such a proposal/recommendation is received from the Chief Justice of India as per the provisions of Article 130 of the Constitution.

Setting up of benches of High Courts away from their principal seats is considered by the Central Government on receipt of a complete proposal from the State Government which has the consent of the Chief Justice of the concerned High Court. No such proposal has been received by the Central Government.

#### **Operation of Flights at Visakhapatnam Airport**

38. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Visakhapatnam Airport does not have night landing facility;

(b) if so, the reasons therefor;

(c) whether there is a demand for operating international flights from the Visakhapatnam Airport; and

(d) if so, the steps taken by the Government to operate international flights and domestic flights round the clock?

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

Sir. Night landing facility is available at Visakhapatnam Airport and flights are permitted to land upto 2200 hrs.

(b) Does not arise.

(c) No, Sir.

(d) There is no demand to operate any domestic flight after 2200 hrs. The airfield is available for 24 hours operation facilities on an as-required basis.

*[Translation]*

#### **Hazipur-Vaishali-Sugauli Railway Line**

39. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Hazipur-Vaishali-Sugauli Rail line in Bihar is under construction for the last three years;

(b) whether there is delay in the process of land acquisition;

(c) if so, the reasons therefor; and

(d) the time by which the construction of said rail line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) The work of new line was taken up in 2003-04.

(b) and (c) More than 50% land has been acquired. The average time taken between filing of application for land acquisition and possession of land is between 2 to 3 years.

(d) The completion of work will depend upon availability of resources.

*[English]*

#### **Commercial Projects on Railway Land**

40. Sk. SAIDUL HAQUE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received proposals for utilisation of unused Railway land for commercial projects during the last three years;

(b) if so, the details of the proposals; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) M/s. Infrastructure Leasing and Financial Services Limited (ILF and S) in November, 2006 proposed for development of railway properties as a Joint Venture (JV) partner with Railways on Public Private Partnership (PPP) basis and as a pilot project ILF and S proposed to develop vacant railway land at Bandra (East)/Mumbai.

(c) The proposal was not considered feasible since Ministry of Railways have set-up a statutory body namely Rail Land Development Authority (RLDA) to undertake commercial development of railway land. Such commercial use may include development of residential or commercial complexes, depending upon market study and other factors.

#### **Experienced Pilots to Fly during Adverse Weather Conditions**

41. DR. M. JAGANNATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether taking into consideration the safety of the passengers the Government has issued instructions to all Airlines Operator Companies to permit only those pilots to fly aircraft during adverse weather condition and heavy rain who have more than hundred hours of flight experience; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Operations Circular No. 10 of 2009 dated 22-04-2009 regarding "Adverse Weather/Monsoon Operations" issued by Directorate General of Civil Aviation specifies the flying experience/training requirement for release of pilots during adverse conditions. As per this circular pilots obtaining commander rating are required to be subjected to adverse weather/monsoon training and two sector adverse weather qualification route checks

before being released to fly as Pilot-in-Command (PIC) in such conditions. In addition, he should have operated as Pilot 2 during a minimum of one monsoon season and should have atleast 100 hours PIC experience before taking up Route Checks.

### **Demand and Supply of Petroleum Products**

42. SHRI SANJAY NIRUPAM:

SHRI M. RAJA MOHAN REDDY:

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

(a) the current demand and supply status of petroleum products, product-wise in the country and the total contribution of our indigenous oilfields in total production;

(b) whether there has been continuous fall in crude oil production in the country over the last three years;

(c) if so, the details thereof and reasons therefor;

(d) the details of oilfields in the country where

exploration work is going on indicating the installed capacity, likely production, details of companies involved in exploration, investment oilfields-wise;

(e) whether public sector oil companies including Oil and Natural Gas Corporation (ONGC) has taken any steps to increase the oil production to meet the country's demand;

(f) the parameters for giving licence for exploration including the monitoring mechanism under New Exploration Licensing Policy (NELP);

(g) whether any case of violation of the policy came to the notice of the Government during the last two years; and

(h) if so, the details thereof including the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The consumption, production, import and export of major petroleum products during the year 2008-09 are given below:—

Figures in Thousand Metric Tonnes (TMT)  
(Provisional)

	Consumption	Production	Import	Export
Liquefied Petroleum Gas (LPG)	12193	9170	2347	109
Motor Spirit (MS)	11257	16021	397	5330
High Speed Diesel (HSD)	51668	63031	2734	13769
Kerosene	9303	8461	1449	77

Total contribution from indigeneous oil fields in petroleum production during the year 2008-09 (Provisional) is as under:—

(Figures in TMT)

Production of products from indigenous crude	2700
Products from fractionators	4191

(b) and (c) No, Madam. However there is slight decline in the production of crude oil during the year 2008-09. The production of crude oil during 2006-07, 2007-08 and 2008-09 was 33.980 Million Metric Tonnes (MMT), 34.053 MMT and 30.404 MMT respectively.

The slight decline in production in 2008-09 is due to less than envisaged gain from ongoing Increased Oil Recovery (IOR) and Enhanced Oil Recovery (EOR)

schemes in Onshore Assets, natural decline of old oil fields and increase in water cut in major matured fields etc.

(d) Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL), Private/Joint Venture Companies viz. HARDY, HOEC, CAIRN, RIL, BGEPII, GEOENPRO, CANORO, HERAMEC, SELAN, INTERLINK, OILEX.NL, JOSHI TECHNOLOGY, NIKO GSPCL, ESSAR and GEECL are engaged in oil and gas production activities in the country. Crude oil and natural gas production is from the States of Assam, Andhra Pradesh, Gujarat, Arunachal Pradesh, Tamil Nadu, Rajasthan, West Bengal and Tripura as well as offshore areas of the country. During 2009-10, crude oil and natural gas production is likely to be 38.1 MMT and 52.16 Billion Cubic Metre (BCM) respectively. Total investment made in exploration activities upto 31st March 2009 by ONGC is Rs. 154085.33 crores and by private Joint Ventures is \$ 112236.170 lakhs. Total expenditure made by OIL in New Exploration Licencing Policy (NELP) Blocks till March, 2009 is Rs. 1109.48 crores.

(e) ONGC has taken various efforts/initiatives for augmenting/maintaining the crude oil production including use of IOR and EOR and stimulation techniques for increasing production from existing fields in addition to focus on repair of existing wells, artificial lift and stimulation of wells etc.

(f) Government of India is offering exploration Blocks Under NELP through International Competitive Bidding (ICB) process. National Oil Companies (NOCs), Indian and Foreign companies are required to compete with each other on an equal footing to secure Petroleum Exploration Licenses (PELs).

The Production Sharing Contract (PSC) signed with the successful bidders provides for constitution of a Management Committee (MC) to monitor various project related activities. There are two nominees of the Government representing Government in the MC whereas each Company constituting the Contractor nominates one member each to represent Company in the MC. In case the Contractor constitutes only one

Company, that Company shall have two members in the MC.

(g) and (h) No violation of the policy has been reported to the Government for the last two years.

#### **Congestion at Delhi and Howrah Railway Stations**

43. SHRI NARAHARI MAHATO:

SHRI PRASANTA KUMAR MAJUMDAR:

SHRI NRIPENDRA NATH ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are formulating an action plan to deal with the heavy rush and crowd at all the Railway Stations in Delhi and Howrah;

(b) if so, the details thereof; and

(c) the time by which the action plan is likely to be formulated and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) In order to deal with the heavy rush and crowd at railway stations in Delhi and Howrah area, short term measures being taken include opening of additional booking windows, running of special trains and augmentation of coaches in existing trains and deployment of supervisory and inspectorial staff to guide the passengers etc.

Long term measures include decongestion through development of additional terminals in Delhi and Kolkata to meet the ever increasing demand of passenger traffic.

*[Translation]*

#### **Model Railway Station**

44. SHRI ANJAN KUMAR M. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for declaring a railway station as a model railway station;

(b) the number of stations in Andhra Pradesh presently fulfilling these criteria;

(c) whether some of the railway stations have not been declared model railway stations despite fulfilling these criteria; and

(d) the names of railway stations in Andhra Pradesh declared as model railway stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) For the purpose of providing upgraded passenger amenities, the existing criteria provides for selecting 'A-1', 'A' and 'B' category stations as model stations.

(b) 67 stations from the State of Andhra Pradesh presently fulfill these criteria.

(c) Yes, Madam. These are those stations which have been upgraded to 'A' or 'B' category only recently.

(d) The names of railway stations in Andhra Pradesh declared as model railway stations are as under:

Dharmavaram Jn., Guntakal, Guntur, Hyderabad, Kacheguda, Kakinada Town, Neltore, Rajahmundry, Secunderabad, Tirupati, Vijayawada, Palasa, Visakhapatnam, Warangal, Vizianagaram, Srikakulam, Anakapalli, Anantapur, Bhimavaram Town, Cuddapah, Eluru, Godavari, Kazipet, Khammam, Ongole, Samalkot, Tenali, Adoni, Chirala, Kurnool Town, Machilipatnam, Manchiryal, Palakollu, Ramagundam, Tadepalligudem, Tandur, Tanuku, Tuni, Bhimavaram, Dhone, Dornakal, Gooty, Gudivada, Gudur, Nadikudi, Nidadavolu, Pakala, Renigunta, Vikarabad, Annavaram, Basar, Bhadrachalam Road, Mantralayam Road, Nalgonda, Srihalahasti, Nandyal and Nizamabad.

[English]

#### **Catalytic Development Programme**

45. SHRI N. CHELUVARAYA SWAMY: Will the Minister of TEXTILES be pleased to state:

(a) the aims and objectives of Catalytic Development Programme (CDP) proposed in the Eleventh Plan to promote silk industry in the country;

(b) whether the Union Government has urged the States to submit proposals under CDP;

(c) if so, the details of the States who have submitted their proposals; and

(d) the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The aims and objectives of Catalytic Development Programme (CDP) proposed in the Eleventh Plan to promote silk industry in the country are to increase in area under mulberry and other host plants, enhance production, productivity and quality of silk, poverty alleviation, generation of employment and income, and also increase in family income of the poor people in rural areas. The CDP is being implemented through Central Silk Board (CSB) through project mode in the form of packages mainly under three sectors viz. seed, cocoon and post-cocoon supported by the Support Service Sector in order to benefit all categories of beneficiaries like farmers, reelers and weavers.

(b) Yes, Sir.

(c) and (d) Proposals under CDP have been submitted by States of Karnataka, Tamil Nadu, Jammu and Kashmir, West Bengal, Maharashtra, Madhya Pradesh, Kerala, Punjab, Himachal Pradesh, Uttar Pradesh, Uttarakhand, Orissa, Chhattisgarh, Jharkhand, Bihar, Assam, Sikkim, Arunachal Pradesh, Meghalaya, Mizoram, Manipur, Nagaland, Tripura and one from Bodoland Territorial Council (Assam) for the current financial year 2009-10 for consideration by the Government through CSB. In Assam, Separate funds are released for Bodoland Territorial Council as a matter of traditional practice. Based on the proposals received from the States, during the first two years of the XI Plan, i.e., 2007-08 and 2008-09, the Government through CSB had released its share of Rs. 80.82 crore and Rs. 90.74 crore respectively towards implementation of various schemes/components under CDP. For the current financial year 2009-10, an outlay of Rs. 75.58 crores has been kept under BE 2009-10 for CDP out of which

an amount of Rs.18.89 crores has been released to CSB and action has been initiated by CSB for release of funds to the States. The details showing amount spent/

released (State-wise) under CDP during 2007-08 and 2008-09 are as under:—

Sl. No.	Name of the State	Amount spent/released during (in lakhs)	
		2007-08	2008-09
1	2	3	4
1.	Karnataka	1015.22	1901.63
2.	Tamil Nadu	745.20	1004.48
3.	Jammu and Kashmir	181.85	316.07
4.	Andhra Pradesh	979.88	1504.84
5.	West Bengal	102.04	273.32
6.	Maharashtra	95.21	200.23
7.	Madhya Pradesh	172.35	518.96
8.	Orissa	65.20	75.18
9.	Bihar	0.00	50.90
10.	Uttar Pradesh	321.01	381.98
11.	Kerala	87.33	147.17
12.	Gujarat	0.00	32.57
13.	Punjab	0.00	26.63
14.	Himachal Pradesh	53.93	165.63
15.	Chhattisgarh	344.07	378.22
16.	Jharkhand	43.60	255.70
17.	Uttaranchal	143.02	208.72
18.	Sikkim	50.04	32.29
19.	Assam	1486.64	388.51
20.	Arunachal Pradesh	220.40	113.83
21.	Manipur	594.59	89.97

1	2	3	4
22.	Meghalaya	74.81	267.14
23.	Mizoram	249.10	230.29
24.	Nagaland	217.11	163.32
25.	Tripura	434.13	144.62
	<b>Total</b>	<b>7676.73</b>	<b>8872.20</b>
	<b>Councils</b>		
1.	Bodoland Territorial Council	404.88	201.95
	<b>Grand Total</b>	<b>8081.61</b>	<b>9074.15</b>

**Budgetary Provision for  
Gauge Conversion**

46. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Gujarat has submitted a proposal to the Union Government for making adequate budgetary provisions for conversion/upgradation of broad gauge projects in respect of certain lines;

(b) if so, the details thereof;

(c) the budgetary provision for each line approved for conversion/upgradation; and

(d) the time by which the work relating to conversion/upgradation is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Minister of Revenue, Disaster Management, Road and Building, Capital Project, Women and Child Welfare, Government of Gujarat had sent a letter in February, 2008 requesting to provide adequate fund for ongoing projects including gauge conversion.

(c) The details of funds for various ongoing projects during 2009-10 will be known once Railway Budget is presented in the Parliament.

(d) Time frame for completion of the ongoing projects will depend upon availability of resources.

**Railway Crossing at Durgapur**

47. DR. VINAY KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to construct unmanned railway crossing at Durgapur between Kaunwapur and Ganahawa railway stations in Balrampur district of Uttar Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) No, Madam. Local peoples are demanding an unmanned level crossing at km. 170/8-9, but one unmanned level crossing No. 134 already exist nearby at km. 169/6-7. As per existing policy, provision of level crossings is made in consultation with the State Government at the time of laying a new line or within 10 years from the date of its commissioning to traffic. Thereafter, any accommodation work such as level crossing can be provided at a technically suitable location on deposit terms, if such a proposal is sponsored by the State Government/Local bodies duly agreeing to bear the

initial cost of construction of the level crossing and one time capitalized cost of recurring maintenance and operational charges. Further, as per policy of Railways, no new unmanned level crossing is permitted on existing lines.

#### **New Railway Lines**

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

(a) the details of the new railway lines proposed

during the last Railway Budget;

(b) status of these rail lines; and

(c) the time by when the said rail lines are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Following new line projects were included in the Railway Budget 2008-09:—

Sl. No.	Name of the Project(s)	Length (in km)
1	2	3
1.	Wardha-Nanded	270
2.	Ara-Bhabua Road	122
3.	Araria-Supaul	92
4.	Dehri on Sone-Banjari	36.4
5.	Gaya-Chhtra	97
6.	Gaya-Daltonganj via Rafiganj	136.88
7.	Kursela-Bihariganj	57.35
8.	Muzaffarpur-Darbhanga	66.9
9.	Muzaffarpur-Katra-Orai-Janakpur Road	66.55
10.	Nawada-Laxmipur	137
11.	Sitamarhi-Jayanagar-Nirmali via Susand	188
12.	Agartala-Sabroom	110
13.	Bhairabi-Sairang	51.38
14.	Jalalgarh-Kishanganj	50.077
15.	Bhanupalli-Bilaspur-Beri	63.1
16.	Banaguram-Ras	27.8
17.	Cuddapah-Bangalore (Bangarapet)	255.4

1	2	3
18.	Attipattu-Puttur	88.3
19.	Chennai-Cuddalore via Mahabalipuram	179.28
20.	Erode-Palani	91.05

Sivok-Rangpo (53 km) new line project was included in the Supplementary Budget 2008-09.

(b) Preliminary activities like final location survey and land acquisition process has been taken up.

(c) Completion of projects are dependent upon availability of resources and other factors.

[Translation]

#### High Speed Trains from Devas and Gwalior

49. SHRIMATI SUMITRA MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the trains being run between Devas-Maksi and Guna-Shivpuri-Gwalior section are of low speed presently;

(b) if so, the reasons therefor; and

(c) the steps taken by the Railways to introduce the high speed trains between Devash-Maksi and Guna-Shivpuri-Gwalior section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam. Maximum permissible speeds are as follows:—s

(i) Devas-Maksi—75 kmph

(ii) Guna-Shivpuri-Gwalior:

Guna-Shivpuri—75 kmph

Shivpuri-Gwalior—65 kmph

(b) The traffic density on these sections is very low. As such incurrence of extra expenditure for giving additional inputs for increasing the speed is not justified.

(c) At present, introduction of the high speed trains is not planned on these sections.

[English]

#### Upgradation of Harihar Railway Station

50. SHRI G.M. SIDDESHWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to upgrade the Harihar Railway Station in Karnataka;

(b) if so, the details thereof;

(c) the estimated cost of this project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Harihar railway station in Karnataka has been selected as modern station for the purpose of modernization and giving a face lift.

(c) and (d) Important works completed at Harihar railway station include face-lifting and remodeling of station building, improvement to circulating area, improvement to covered platform surface etc.

Further, provision of Foot Over Bridge (FOB) at this station has been planned for completion by 31st March, 2010.

Estimated cost of the above works is Rs. 190.55 lakhs.

Other improvement works which have also been completed at this station include platform extension to accommodate longer trains, platform raising to high level and facilities for handicapped passengers.

*[Translation]***Export of Natural Gas**

51. SHRI PRALHAD JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantum of natural gas exported to countries, abroad, country-wise and company-wise during the last three years and the current year; and

(b) the foreign exchange earned therefrom by the Government during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) No export of natural gas is made from India.

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

*[English]***Food Parks**

52. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to set up food park in every district in the country;

(b) if so, the incentives granted to the promoters of food park in every district;

(c) whether the Government proposes to extend the programme to the small and medium towns; and

(d) if not, the steps taken in this regard?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) Under the Scheme for Infrastructure Development, Food Parks were set up during 8th to 10th Five Year Plan Periods. The Scheme envisaged to make available common infrastructure facilities for the Food Processing Industries, especially Small and Medium Enterprises. The Scheme provided for a grant upto 25% of the project cost in general areas and 33.33% in difficult

areas of North-East States, Jammu and Kashmir, Himachal Pradesh and Uttarakhand, subject to a maximum of Rs. 4.00 crore.

In the 11th Five Year Plan, Government with a view to provide an integrated approach having strong backward and forward linkages, has come up with a new Scheme of Mega Food Parks under Infrastructure Development. Under the new Scheme, grants-in-aid will be available upto 50% of the project cost in general areas and 75% in difficult areas subject to a maximum of Rs. 50.00 crore. It is proposed to set up 30 Mega Food Parks during the 11th Five Year Plan Period. The process of setting up of 10 out of these parks has already been initiated. The Scheme is a demand driven and cluster based, where availability of raw material in the cluster is of utmost importance to sustain the commercial viability of Mega Food Parks.

**Compensation of Air Passengers**

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

(a) the total amount of compensation paid in case of air mishap or loss of baggage and cargo on international flights during the last three years;

(b) whether as per the Montreal Convention, the airlines in the country is required to shell out higher compensation in case of the above;

(c) if so, the details thereof;

(d) whether Airlines is also liable for damages on account of delay in the carriage of passengers, baggage or cargo;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Such information is not maintained by Government since the issue of compensation to be paid, is determined by the Courts of Law and is settled between the concerned Parties.

(b) to (f) Yes, Sir. After India's accession to the Montreal Convention, the amount of compensation for death or bodily injury stands enhanced from US \$ 20,000 to US \$ 1,40,000; for damage to the checked baggage from US \$ 20 to US \$ 1400 per kg./passenger; for damage to cargo from US \$ 20 to US \$ 24 per kg. As compensation for delay in the carriage of passengers, baggage or cargo the carrier is liable for damages limited upto US \$ 5180 for each passenger.

#### **Losses Suffered by Aviation Industry**

54. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:  
SHRI PRADEEP MAJHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether due to the global economic slow down and the resultant drastic fall in air traffic on both the domestic and the international sectors, the industry is estimated to have lost nearly Rs 10,000 crore in 2008-09;

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

(c) the corrective measure taken or likely to be taken by the Government to protect the industry?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. The spiralling cost of Aviation Turbine Fuel (ATF) coupled with economic slow down and low load factor have contributed greatly to losses.

The Government has undertaken measures such as:—

- (1) Custom duty on import of ATF has been abolished.
- (2) The State Governments have been requested to reduce the sales tax on ATF. Government of Andhra Pradesh and in certain cases Government of Rajasthan have reduced the sales tax on ATF to 4%. Government of

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

- (3) The infrastructure at the airports and Air Traffic Control and Navigation is being constantly upgraded to meet the future demand of the airlines.

#### **National Gas Highways**

55. SHRI ANANDRAO ADSUL:  
SHRI ADHALRAO PATIL SHIVAJI:

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

(a) whether there is an urgent need for national gas highways on the lines of national highways in the country;

(b) if so, whether the Union Government has prepared any scheme to construct national gas highways;

(c) if so, the details thereof;

(d) whether the Union Government is considering levying of a small cess on natural gas to fund construction of national gas highway network; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) There is an existing natural gas transportation network in the country. The network has trunk pipelines of more than 9,000 km. The pipelines are owned and operated by Central and State Public Sector Undertakings, as also Private Companies. The pipeline network has to be further augmented to connect new sources of indigenous gas and Regasified Liquefied Natural Gas (RLNG) to customers in new areas/states. As laying of natural gas trunk pipelines allows growth of natural gas-based industries, it spurs economic development in the area. Hence, efforts are being made to further develop natural gas transportation network in the country, while no specific scheme has been

formulated by the Union Government for the same, as of now.

(d) and (e) No such proposal has been formulated by the Government.

**Production of Oil and Gas in Krishna  
Godavari and Cauvery Basin**

56. SHRI T.R. BAALU:

SHRI ANANT KUMAR HEGDE:

DR. MURLI MANOHAR JOSHI:

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

(a) the total quantity of oil and gas produced from the Krishna-Godavari basin during the last three years, year-wise;

(b) the steps taken by the Oil and Natural Gas Corporation (ONGC) to enhance its production of gas and oil in Krishna-Godavari and Cauvery basin;

(c) whether the Bombay High Court has ordered/ fixed a much lower price of KG basin gas vis-a-vis those approved by the Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Crude oil and Natural Gas production in Krishna-Godavari (KG) basin by Oil and Natural Gas Corporation (ONGC) and private/Joint Venture Companies during the last three years was as under:—

Year	Crude Oil Production MMT	Natural Gas Production (MMSCM)
2006-07	2.6296	2313.2
2007-08	2.641	2416.3
2008-09	2.37	2512.9

MMT—Million Metric Tonne

MMSCM—Million Standard Cubic Metre

(b) In order to enhance production of crude oil and natural gas from KG and Cauvery basins, ONGC has taken steps which include initiation of water injection schemes, side tracking of wells, dual completions wherever required, water shut off jobs, hydro-fracture jobs in the tight reservoirs as well as efforts to put new discoveries on production as early as possible.

In addition to the above, the exploratory efforts under XI Plan are likely to improve the reserve base which ultimately will help in augmenting production from these basins.

(c) and (d) Natural gas price for this block is in accordance with the formula approved by the

Government under the provisions of Production Sharing Contract.

*[Translation]*

**Gauge Conversion**

57. SHRI BHAUSAHEB RAJARAM WAKCHAURE:  
Will the Minister of RAILWAYS be pleased to state:

(a) the total number of rail routes where gauge conversion is yet to take place;

(b) the length of rail route converted to broad gauge during the Tenth Five Year Plan alongwith the expenditure made thereon State-wise;

(c) the target fixed for gauge conversion in the country during the Eleventh Five Year Plan, State-wise;

(d) the details of the rail routes scheduled to be completed by the end of the current financial year;

(e) whether the Railways proposes to provide additional funds to expedite the projects; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) As on 01-04-2009, there was about 11,000 km of MG/NG track.

(b) During 10th Plan period, 4289 km of Metre Gauge/Narrow Gauge were converted to Broad Gauge. The total expenditure incurred on gauge conversion projects during the plan period was Rs. 6525 crore. State-wise details of expenditure on projects is not maintained.

(c) The targets for conversion of 10,000 km of MG/NG lines to Broad Gauge has been fixed for the 11th Five Year Plan period. State-wise Targets have not been fixed.

(d) The sections proposed to be completed during the current financial year will be known once the Railway Budget 2009-10 is presented in the Parliament.

(e) and (f) A number of initiatives have been taken to generate additional resources through non-budgetary measures like public/private partnership, funding by State Governments and other beneficiaries to expedite progress of ongoing projects.

[English]

#### **Encroachment of Railway Land**

58. DR. M. THAMBIDURAI:

SHRI VILAS MUTTEMWAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether large stretches of Railway land are

being encroached upon in various parts of the country including southern Railway;

(b) if so, the details thereof; and

(c) the measures taken by the Railways to remove such encroachments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Railway land measuring 1023 hectares is under encroachments involving a total of 140177 encroachments. On Southern Railway, there are 9316 encroachments and 63 hectares of land is under encroachment. These encroachments are existing since long. Railways are engaged in continuous exercise to remove encroachments from Railway land.

#### **Doubling of Konkan Railway Line**

59. SHRI M.K. RAGHAVAN:

SHRI K.C. VENUGOPAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have conducted any survey for doubling the Konkan Railway line;

(b) if so, the details thereof and the findings of the survey;

(c) whether there is an inordinate delay in the execution of work of doubling the Shornur-Mangalore rail line;

(d) if so, the reasons for the delay; and

(e) the steps taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) to (e) Doubling of the Shornur-Mangalore route has already been completed and commissioned except 3 km long section between Netravati and Kankanadi (Mangalore) which includes major bridge works across Netravati river. The progress of work in this portion was

affected due to termination of contracts. There were serious problems in fixing new agency for execution of work. Certain technical problems were encountered at site, which have now been overcome. It is expected that this work will get completed during 2009-10.

#### **Khurda-Bolangir Rail Link**

60. SHRI RUDRAMADHAB RAY:

DR. PRASANNA KUMAR PATASANI:

Will the Minister of RAILWAYS be pleased to state:

(a) the present status of Khurda-Bolangir railway line in Orissa;

(b) whether there is any inordinate delay in the construction of the said line;

(c) if so, the reasons therefor; and

(d) the time by which the construction of the said rail line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Work is in progress for earthwork and bridges from km 0 to 36. In this stretch, land has almost been acquired and earthwork progress is almost 80%. All major bridges and 15 out of 51 minor bridges have been completed.

(b) and (c) The project has been advanced as per availability of resources.

(d) Target date of completion of the project will depend upon availability of resources.

#### **Pantry Car for Holidays Special**

61. SHRI NAMA NAGESWARA RAO:

SHRI BAL KUMAR PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to start Holiday Special Trains due to the heavy rush of passengers during summer season;

(b) if so, the details thereof;

(c) whether there is no provision of pantry car in most of the trains and the passengers are facing difficulties as a result thereof; and

(d) if so, the steps taken by the Railways to provide pantry cars in summer specials?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Every year Indian Railways run special trains to clear the extra rush of passengers during summer season. This year about 7500 trips of summer special trains have been run.

(c) and (d) Due to limited availability of pantry cars, provision of pantry cars in all the special trains is not feasible. However, catering services through train side vending and catering units at the stations are available for passengers.

#### **Price Control Mechanism for Petro-Products**

62. SHRI GURUDAS DASGUPTA:

DR. VINAY KUMAR PANDEY:

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

(a) whether the Government proposing to reverse the nearly four decade old price control mechanism for essential petro-products in the country;

(b) if so, the details thereof; and

(c) the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The Government abolished the Administered Pricing Mechanism (APM) with effect from 1st April 2002, and decided that pricing of all petroleum products, except PDS Kerosene and Domestic LPG, would be market-determined. In order to provide PDS Kerosene and Domestic LPG at affordable prices, the Government formulated subsidy schemes, which are in operation since April 2002. To protect the consumer and

the economy from the volatility and uncertainty of the international oil prices, Government is, however, modulating the retail selling prices of the four sensitive petroleum products, namely Petrol, Diesel, Domestic LPG and PDS Kerosene.

### **Expansion of Rail Network in Maharashtra**

63. SHRIMATI SUPRIYA SULE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Maharashtra Government has submitted a number of railway projects to be undertaken in the State;

(b) if so, the details thereof alongwith the action taken by the Railways thereon; and

(c) the present status of each project as on date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) and (c) Chief Minister, Maharashtra has recently requested for taking up following new line projects on 50:50 cost sharing basis:—

(i) Manmad-Indore

(ii) Wadsa-Desaiganj-Gadchiroli

(iii) Pune-Nasik.

Survey for Manmad-Indore has been completed and Survey report is under process. For Wadsa-Desaiganj-Gadchiroli, survey has been taken up and for Pune-Nasik, survey is not sanctioned.

[*Translation*]

### **Incentives/Concessions to Handloom Weavers**

64. SHRI ASHOK KUMAR RAWAT:

DR. MURLI MANOHAR JOSHI:

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:

Will the Minister of TEXTILES be pleased to state:

(a) the number of representations received by the Government seeking more incentives/concessions to the cooperative societies and other allied organizations working for handloom weavers during the last three years and the current year; State-wise;

(b) the action taken by the Government thereon;

(c) the details of incentives/concessions being given to these societies and organizations;

(d) whether the handloom industry has been unable to derive full benefits of existing incentives being provided by the Government;

(e) if so, the mechanism evolved to let the said benefit reach the people engaged in spinning, weaving and other allied sectors; and

(f) the amount targeted to be spent under the said proposal incentives/concessions?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Several representations have been received, from time to time, by the Government seeking more incentives/concessions to the cooperative societies and other allied organizations working for handloom weavers. Based on viable proposals, releases have been made to societies/organizations.

(c) For the development of the handloom sector and welfare of weavers including handloom societies and organizations, the Government of India is implementing five schemes during the 11th Five Year Plan, which are (i) Integrated Handloom Development Scheme; (ii) Handloom Weavers' Comprehensive Welfare Scheme; (iii) Marketing and Export Promotion Scheme; (iv) Mill Gate Price Scheme and (v) Diversified Handloom Development Scheme.

(d) No.

(e) Does not arise.

(f) The amount approved and utilized for the handloom sector are as follows:—

(Rs. in crore)

2007-08		2008-09		2009-10
R.E.	Actual	R.E.	Actual	B.E.
294.52	292.58	325.98	324.44	340.00

*[English]*

**Expenditure on Import of  
Railway Coaches**

65. SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:

Will the Minister of RAILWAYS be pleased to state:

(a) the expenditure incurred on import of Railway spare parts, coaches, engines and other related materials during each of the last three years;

(b) the total estimated expenditure likely to be incurred on import of the above items during the next three years; and

(c) the steps taken by the Railways to manufacture the above items indigenously and achieve self-reliance in this area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Year-wise expenditure on imports is as under:

(Figures in crores of Rs.)

Year	2005-06	2006-07	2007-08
Expenditure on Imports	421	594	614

(b) No estimation is available as Railways follow the policy that imports of materials are made only when the materials of desired quality in required quantity are not available in the country.

(c) Indigenization is a continuous effort. To develop indigenous sources, trial/developmental orders are given to indigenous firms.

*[Translation]*

**Ongoing/Pending Railway Projects**

66. SHRI RAVINDER KUMAR PANDEY:  
SHRI PASHUPATI NATH SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the state-wise details of ongoing and pending railway projects in the country including Jharkhand and Bihar as on date;

(b) the details of the steps taken by the Railways to get each of the pending and ongoing railway projects completed on priority basis; and

(c) the State-wise details of funds proposed to be spent by the Railways for the completion of all the ongoing and pending projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) State-wise details of ongoing projects under the planheads new line, gauge conversion and doubling are as under:—

Sl. No.	State	No. of ongoing Works
1	2	3
1.	Andhra Pradesh	22
2.	Assam and N.E. Region	17
3.	Bihar	51

1	2	3
4.	Chhattisgarh	1
5.	Delhi	4
6.	Gujarat	13
7.	Haryana	8
8.	Himachal Pradesh	3
9.	Jammu and Kashmir	2
10.	Jharkhand	16
11.	Karnataka	22
12.	Kerala	13
13.	Madhya Pradesh	11
14.	Maharashtra	15
15.	Orissa	18
16.	Punjab	6
17.	Rajasthan	16
18.	Tamil Nadu	25
19.	Uttar Pradesh	35
20.	Uttarakhand	4
21.	West Bengal	25
<b>Total</b>		<b>327</b>

Note: The projects falling in more than one State have been shown in each State.

(b) A number of non-budgetary initiatives have been taken to generate additional resources through Public Private Partnership, State Sharing, funds from Ministry of Defence, additional budgetary support for National Projects to expeditiously complete the ongoing projects.

(c) Details of the funds proposed to be spent by Railways for the ongoing projects for the year 2009-10

will be known after the Railway Budget is presented in the Parliament.

[English]

**Delay in Payment of Salaries and Incentives to Air India Employees**

67. SHRI SAKTI MOHAN MALIK:  
SHRIMATI SUSMITA BAURI:  
SHRI MAHENDRA KUMAR ROY:  
DR. ANUP KUMAR SAHA:  
SHRIMATI BOTCHA JHANSI LAKSHMI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India delayed the payment of June month salaries and productivity-linked incentives to its 31,500 employees;

(b) if so, reasons therefor; and

(c) the steps taken by the Government to bail out Air India to overcome this situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. In view of the liquidity crunch faced by Air India, the salary and productivity linked incentive dues to be paid for the month of June 2009 has been deferred and will be paid by 15th July, 2009.

(c) National Aviation Company of India Limited has been advised to formulate a concrete proposal for equity induction and provision of loans.

**Setting-up of New Fertilizer Units/Plants**

68. SHRI ADHIR CHOWDHURY:  
SHRI B. MAHTAB:

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

(a) whether the Government proposes to set-up new units/plants in the country, particularly in West

Bengal for increasing the production of chemical fertilizers to meet the growing demand during Eleventh Five Year Plan;

(b) if so, the details thereof; and

(c) the funds likely to be invested for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) In view of the increasing gap in demand and supply of urea in the country, the Government is encouraging companies for setting up of new urea plants within the country. Towards this end, a New Pricing Policy for attracting new investments in urea sector has also been announced by the Government on 4th September, 2008. The decision regarding setting up of a new unit/plant in the country will entirely be dependent upon the assessment of the investor who may be willing to invest in this sector in view of the emerging demand production gap and the attractive investment policy.

Further, the Government has decided to revive the closed units of erstwhile Fertilizer Corporation of India Ltd. and Hindustan Fertilizer Corporation Ltd. including their closed units at Durgapur and Haldia, which fall under West Bengal, subject to finalization of fully tied up revival proposals. An Empowered Committee of Secretaries under the chairmanship of Secretary (Fertilizers) has been constituted to look into the various possible options for revival of these closed units including closed units in the State of West Bengal. A final decision has not been taken in the matter.

It is estimated that setting up of a one million tonne urea plant would cost approximately Rs. 4500-5000 crore.

#### **Luxury Trains**

69. SHRI BAIJAYANT PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether luxury train tourism is fast picking up in India;

(b) if so, the details of such trains that have since been introduced on the rail system to boost tourism in different regions; and

(c) the action plan of the railways to introduce such a train on the East Coast of Railway (ECoR) system to increase Buddhist tourism in Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) The Indian Railways is operating 'Palace on Wheels' and 'Royal Rajasthan on Wheels' in association with Rajasthan Tourism Development Corporation, 'Deccan Odyssey' in association with Maharashtra Tourism Development Corporation and 'Golden Chariot' in association with Karnataka State Tourism Development Corporation.

(c) Luxury tourist train is introduced at the instance of and in association with respective State Government/ State Tourism Development Corporation. This Ministry has not received any such proposal from the State Government of Orissa.

*[Translation]*

#### **Demand of Steel**

70. SHRI GANESH SINGH: Will the Minister of STEEL be pleased to state:

(a) the production of steel in the country at present, company-wise;

(b) whether the demand of steel in the country is increasing sharply;

(c) if so, the details thereof; and

(d) the measures being taken by the Government to meet the demand of steel?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) The details of production of crude steel in the country by the Main Producers [Steel Authority of India Ltd. (SAIL), Rashtriya Ispat Nigam Ltd. (RINL) and Tata Steel Ltd.], the Major Producers (Ispat Industries Ltd., Essar Steel Ltd., Jindal Steel and Power Ltd. and JSW Steel Ltd.) and other producers for the year 2008-09 and the period from April to May, 2009-10 are as under:—

*Production of crude steel (in million tonnes)*

Category	2008-09*	April-May 2009-10*
SAIL	13.41	2.186
RINL	2.96	0.498
Tata Steel Ltd.	5.65	0.988
Essar Steel Ltd.	3.26	0.642
Ispat Industries Ltd.	2.20	0.290
*Jindal Steel and Power Ltd.	1.57	0.313
JSW Steel Ltd.	3.17	0.782
Other Producers	22.30	3.575
<b>Total</b>	<b>54.52</b>	<b>9.274</b>

Source: Joint Plant Committee (JPC);

\*=Provisional.

(b) and (c) The data on consumption of total finished steel in the country during the last three years shown in the table below indicates that the demand for steel increased in the years 2006-07 and 2007-08 but decreased slightly in the year 2008-09. However as per

the provisional data on consumption of steel for the first two months of the current financial year, the demand has increased as compared to the same period last year:—

Year	Total Finished Steel Consumption (in million tonnes)	
	Total	% change compared to same period, last year
2006-07	46.78	12.9
2007-08	52.12	11.4
2008-09*	52.05	—0.1
April-May 2009-10*	08.22	5.9

Source: Joint Plant Committee (JPC);

\*=provisional.

(d) Under the existing policy regime, Government's role is to act as a facilitator and formulate suitable policy

for the overall growth of the steel industry including steel production to match the anticipated demand in the

country. However, Government has taken various steps to facilitate the production of steel through both green-field and brown-field capacity expansion to take care of growing demand of steel. Some of these initiatives are:—

- (i) To maintain capacity utilization at high levels efforts have been made to provide uninterrupted supply of input materials both from domestic and overseas sources. Duty rates on most of the important raw-materials have been slashed to zero.
- (ii) Import duty on steel is kept low at 5% and steel import has been de-regulated except for Hot Rolled steel which faces unfair competition from cheap imports.
- (iii) An Inter Ministerial Group (IMG) consisting of senior officers of concerned Departments of Central/State Governments has been constituted under the Chairmanship of Secretary (Steel) to monitor and coordinate the issues concerning major steel investments in the country related to infrastructure, raw material supply, environmental clearance and other resource constraints to expedite the process.

#### **Rail Service between Chhapra and Banaras**

71. SHRI GORAKH PRASAD JAISWAL: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have any proposal to introduce any rail service between Chhapra and Banaras via Barhaj Bazar of Deoria District;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

- (b) Does not arise.
- (c) Besides the operational constraints on the

proposed route, a direct route, shorter by 105 kilometre, via Ballia, is already available between Chhapra and Varanasi.

[English]

#### **Protection of Small Investors**

72. SHRI ASADUDDIN OWAISI: Will the Minister of CORPORATE AFFAIRS be pleased to state:

- (a) whether small investors in the country are being cheated out by companies;
- (b) if so, the number of such cases which came to the notice of the Government recently; and
- (c) the steps taken by the Government to protect the interests of small investors?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The investors' complaints received in the Ministry pertain to defaults by the companies from complying with various provisions of the Companies Act, 1956, such as non-receipt of dividend/duplicate shares, non-refund of application money, non-payment of matured deposits and interest thereon, non-redemption of debentures and interest thereon, etc. The Ministry redresses the grievances through the jurisdictional Registrars of Companies. It also coordinates with the Reserve Bank of India, Department of Economic Affairs and Securities and Exchange Board of India for redressal of investors' grievances received in the Ministry but pertaining to these agencies.

(b) The number of investors' complaints received in the Ministry during the period 1-4-2008 to 31-3-2009 were 986.

(c) Government has taken a number of steps to protect the interests of small investors. Appropriate provisions have been made in the Companies Act, 1956, for this purpose under various Sections, such as Sections 252 (i), 58AA, 58A(1) and 399(4). The Companies (Appointment of Small Shareholders'

Director) Rules, 2001 provide for election of a director representing small shareholders as prescribed under the Rules. The defaults in repayment of deposits are to be intimated to the Company Law Board (CLB) by the companies on a monthly basis. Further, in cases of default, CLB can direct the companies to repay within prescribed time and in the manner specified in its order. Other steps taken by the Ministry for protection of small investors include implementation of MCA21, an e-governance programme for easy access to corporate information in public domain; launch of three websites [www.watchoutinvestors.com](http://www.watchoutinvestors.com), [www.investorhelpline.in](http://www.investorhelpline.in), [www.iepf.gov.in](http://www.iepf.gov.in) to provide information about economic defaulters; putting in place suitable mechanisms for redressal of investor grievances and imparting financial literacy to general public etc. All these facilities have been provided free of cost. Besides, Ministry has also organized media campaigns, workshops, etc. to educate investors.

#### Upgradation of Oil Refineries

73. SHRI B. MAHTAB: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Public Sector Oil companies propose to upgrade their refineries in near future;

(b) if so, the details thereof;

(c) whether the proposed new refineries have taken a long time to be in production;

(d) if so, the reasons thereof; and

(e) the steps taken to commission those new refineries in a given time frame?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Public Sector Oil Companies have been undertaking refinery upgradation projects for capacity expansion and to optimize the production of value added products based on economics, pollution levels and product demand.

(b) Details of refinery upgradation projects is given in the enclosed statement.

(c) to (e) 9 MMTPA Refinery of HPCL-Mittal Energy Limited (HMEL) at Bathinda, Punjab and 6 MMTPA Refinery of Bharat Oman Refineries Limited (BORL) at Bina, Madhya Pradesh are progressing as per the revised schedule and are likely to be commissioned in September, 2011 and December, 2009 respectively. In case of BORL, there has been delay in the initial stages due to delay in getting environmental clearance.

As regards, Paradip Refinery Project, though there was delay due to resolution of issues like sales tax incentives with Government of Orissa, the IOCL Board of Directors have accorded approval in February, 2009 for a 15 MMTPA Refinery at an estimated cost of Rs. 29,777 crore. The Paradip Refinery is scheduled for commissioning in March, 2012.

#### Statement

Name of the Project	Details	Approved cost (Rs. in crore)	Likely date of commissioning
1	2	3	4

#### (i) Indian Oil Corporation Limited, New Delhi

Naphtha Cracker Project at Panipat	Petrochemical project to generate value added products	14,439.00	November, 2009
Residue Upgradation and MS/HSD quality improvement project at Gujarat Refinery	— To produce BS-III/IV quality MS and HSD. — To improve distillate Yield from 68% to 75%.	5882.00	January, 2010

1	2	3	4
	— To process increased quantity of High Sulphur Crude from 26% to 58%.		
Improvement in Diesel Quality and Distillate Yield (Hydrocracker) Project along with refinery expansion from 6 to 7.5 MMTPA at Haldia Refinery	— To produce BS-III/IV quality HSD. — To improve distillate Yield from 64% to 67.3%. — Capacity expansion from 6 to 7.5 MMTPA.	2869.00	December, 2009
Panipat Refinery Additional Expansion Project from 12 MMTPA to 15 MMTPA	— Low cost Capacity expansion from 12 to 15 MMTPA — To produce BS-III/IV quality HSD	1007.83	December, 2009— Quality Part (DHDT) April, 2010—Other facilities and Revamp work
MS Quality Upgradation Project at Panipat Refinery	To produce BS-III/IV quality MS	1131.00	December, 2009
Installation of FCC Gasoline Desulphurisation Unit Under MS Quality Upgradation Project at Mathura Refinery	To produce BS-IV quality MS	348.00	December, 2009
MS Quality Upgradation Project at Barauni Refinery	To produce BS-III quality MS	1492.00	June, 2010
MS Quality Upgradation Project at Guwahati Refinery	To produce BS-III quality MS	372.00	June, 2010
MS Quality Upgradation Project at Digboi Refinery	To produce BS-III quality MS	356.00	June, 2010
Diesel Hydro Treatment (DHDT) Project, Bongaigaon Refinery	To produce BS-III quality MS	1646.39	June, 2010
MS Quality Improvement Bongaigaon Refinery	To produce BS-III quality MS	293.60	June, 2010
<b>(II) Bharat Petroleum Corporation Limited (BPCL), Mumbai</b>			
Kochi Refinery Modernization Project	To increase the refining capacity from 7.5 MMTPA to 9.5 MMTPA	3941	End 2009

1	2	3	4
<b>(III) Hindustan Petroleum Corporation Limited (HPCL), Mumbai</b>			
<b>(a) Mumbai Refinery</b>			
Green Fuel and Emission Control Project (GFEC)	To upgrade the MS quality to Euro-III and IV grade	1850	Commenced from May, 2009
LOBS Project	To upgrade LOBS qualities from existing level of Group-I to Group-II/Group-III	1030	May, 2010
New FCC Project	Setting up the 1.45 MMTPA capacity new FCC	900.50	May, 2010
Diesel Hydro Treater Project	To upgrade/produce the Euro-III/IV HSD	3284	September, 2011
<b>(b) Visakh Refinery</b>			
Clean Fuels Project	To upgrade the MS quality to Euro III and IV grade	2147.80	July, 2009
Diesel Hydro Treater Project	To upgrade/produce the Euro-III/IV HSD	3597	September, 2011
<b>(IV) Mangalore Refineries and Petrochemicals Limited (MRPL), Mangalore</b>			
Capacity upgradation project	To increase the refining capacity from 9.69 MMTPA to 15 MMTPA	12,412	October, 2011
<b>(V) Chennai Petroleum Corporation Limited (CPCL), Manali</b>			
Auto Fuel Quality Upgradation Project	To produce MS/HSD Meeting Euro-II/ Euro-IV Specification	2615	July, 2010
Resid Upgradation Project	To improve the distillate yield of the refinery	3350	End 2012
Single Point Mooring Project	Installation of an SPM off-Ennore for crude oil imports	850	—
<b>(V) Numaligarh Refinery Limited (NRL), Numaligarh</b>			
Diesel Quality Upgradation Project	To produce Euro-III HSD as well as limited quantities of Euro-IV HSD	434.94	April, 2010

[Translation]

**Rise in Sale Price of Natural Gas**

74. SHRI JAGDISH SHARMA:  
SHRI ANANT KUMAR HEGDE:

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

(a) whether Government propose to raise the sale price of natural gas in the country;

(b) if so, the details thereof and the criterion evolved for effecting price hike; and

(c) the formula adopted at present to determine the sale price of natural gas in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Government has no proposal under consideration now for increase in price of natural gas.

(b) Does not arise.

(c) The price of Administered Price Mechanism (APM) gas was last revised w.e.f. 1-7-05 by the Government; it was fixed as Rs. 3200/mscm (thousand standard cubic metres) on an adhoc basis. As regards the gas from new Exploration Licensing Policy (NELP) fields, prior approval of Government has to be obtained for the formula or the basis on which price is fixed. The price of gas produced under pre-NELP contracts is determined in terms of the provisions of the Production Sharing Contract (PSC) signed between Government and Joint Venture Consortium. Price of Liquefied Natural Gas (LNG) imported under term contracts is governed by the Sale Purchase Agreement (SPA) between the LNG seller and the buyer; spot LNG cargoes are purchased on mutual agreeable commercial terms.

[English]

#### **Ranganath Mishra Commission**

75. SHRI M.I. SHANAVAS: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the current status of the Ranganath Mishra Commission; and

(b) the steps taken by the Government to table the report of the Commission before Parliament and to reclassify dalit Muslims thereby giving them the status of Scheduled Caste?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) The term of National Commission for Religious and Linguistic Minorities (NCRLM) ended on 15th May, 2007.

(b) The recommendations of the Commission are under consideration of Government.

[Translation]

#### **Construction of New Railway Stations**

76. SHRI PREMCHAND GUDDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have given approval for construction of some new Railway Stations in the country including Madhya Pradesh;

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

(c) the time by which the work on these railway stations is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Yes, Madam. Construction of new railway stations is a continuous process depending on operational or other needs. During 2008-09 the railways have sanctioned 13 new stations, including one in Madhya Pradesh. The details of the State-wise list of stations sanctioned in 2008-09 and their status is given below:

Sl. No.	State	Name of Work	No. of Station	Status of Work
1	2	3	4	5
1.	Andhra Pradesh	Potlapadu, Satyavalli and Nudurpadu-New crossing stations	3	Plan approved, detailed estimate sanctioned tender under finalisation.

1	2	3	4	5
2.	Andhra Pradesh	Nandipalli-New Crossing station	1	Plan approved, detailed estimate being finalised.
3.	Andhra Pradesh	Cheekateegapalem-New crossing station	1	Plan approved, detailed estimate being finalised.
4.	Andhra Pradesh	Sangamjaglamudi-New crossing station	1	Work commenced.
5.	Andhra Pradesh	Between Motumari-Jaggayyapet Town-New crossing station with standard layout	1	Work commenced.
6.	Andhra Pradesh	Mungalipattu-New crossing station with standard layout	1	Plan approved, detailed estimate sanctioned tender under finalisation.
7.	Andhra Pradesh	Lakkavarapukota-New crossing station	1	Plan approved, Tender floated.
8.	Karnataka	Binkadakatti-Additional crossing station	1	Work commenced.
9.	Karnataka	Between Koppal-Ginigera-Additional crossing station	1	Land acquisition being processed.
10.	Madhya Pradesh	Between Ashoknagar-Orr-New crossing station	1	Plan under approval, estimate sanctioned, work awarded.
11.	Rajasthan	Nim ka Kheda-New crossing station	1	Plan under approval, estimate sanctioned, work awarded.
Total			13	

*[English]***Subsidy on Fertilizers**

77. SHRI PURNMASI RAM:

SHRI SANJAY NIRUPAM:

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

(a) the subsidy provided by the Government on fertilizers during each of the last three years and the current year;

(b) whether the farmers are not getting the requisite

benefit of subsidy on fertilizers;

(c) if so, the reasons therefor;

(d) whether the Government proposes to pass on subsidy directly to the farmers according to their economic status; and

(e) if not, the steps taken/being taken by the Government to ensure that the poor and marginal farmers get the maximum benefit of subsidy?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) The quantum of subsidy disbursed by

Government on fertilizer during the last three years and the expenditure on subsidy for the current year till

29-6-2009 is as below:

(Rs. in Crore)

Item	Amount of Subsidy (Gross) disbursed			
	2006-07	2007-08	2008-09	2009-10 (Exp. As on 29-6-09)
Imported Urea	5071.06	9934.99	12971.18	464.36
Indigenous Urea Cash	12650.37	12950.37	17968.74	5210.60
Bonds Imported	—	3500.00	3000.00	
P and K Cash	3649.95	5100.00	23847.69	8637.41
Bonds Indigenous	—	1500.00	8750.00	
P and K Cash	6648.16	7833.80	24707.10	3835.80
Bonds	—	2500.00	8250.00	
<b>Total</b>	<b>28019.54</b>	<b>43319.16</b>	<b>99494.71</b>	<b>18148.17</b>

Further, in the current year, the estimated requirement of fertilizer subsidy has been assessed at Rs. 77,425.19 crore (gross).

(b) and (c) Since, the fertilizer subsidy is transferred to farmers in the form of subsidized Maximum Retail Prices (MRPs) which are much below the normative cost of production and delivery of subsidised fertilizers at the farm gate level, the farmers are getting the requisite benefit of subsidy on fertilizers.

(d) and (e) Since the fertilizer subsidy is transferred to farmers through subsidized MRPs, small and marginal farmers are also benefited to the extent they use fertilizers in their fields. Further the Government is looking into various possibilities for delivery of fertilizer subsidy to the farmers. However, no final decision has been taken on any alternative mode of disbursal of subsidy *inter-alia* including direct subsidy to farmers

according to their economic status or targeted subsidy to small and marginal farmers.

[Translation]

#### Superfast Express Train

78. YOGI ADITYA NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal to start a superfast express train between Gorakhpur and Kolkata; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) Some representations including one from Shri Yogi Adityanath, Members of Parliament have been received.

**Rise in Prices of Steel**

79. SHRI SANJAY SINGH CHAUHAN: Will the Minister of STEEL be pleased to state:

(a) whether the demand of steel in the country has been affected adversely on account of the rise in prices of steel;

(b) if so, the details and the reaction of the Government thereto;

(c) the number of times the prices of steel raised during the last three years;

(d) whether the Government is considering to reduce the prices in the domestic market; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) The price of steel in the country has reduced on year-on-year

basis (May 2009 Vs. June 2008) on account of the global slowdown. However consumption of steel in the country fell only marginally during 2008-09 compared to the previous year on account of global economic slowdown and has even shown a marginal growth during the first two months of the current fiscal year i.e. 2009-10. The details are given in the enclosed Statement-I and II.

(c) The trend of market prices of a representative category of steel items in the retail market of Delhi, during the last three years is given, on a quarterly basis, in the enclosed Statement-III.

(d) and (e) Steel is a deregulated sector and steel prices are determined by the market based on factors like demand and supply situation, landed cost of imports, input costs and price and availability of substitutes etc., and the role of the Government is just that of a facilitator. Nonetheless, in order to stabilize price and supply of steel in the domestic market government has been taking various policy initiatives as necessary.

**Statement-I**

*Production, Import, Export and Consumption: 2008-09 Vs. 2007-08*

(in million tonnes)

Finished Steel	2007-2008	2008-2009	% Change
Production	56.08	56.42	0.6%
Import	7.03	5.72	-18.7%
Export	5.07	3.66	-27.9%
Real Consumption	52.13	52.05	-0.1%

Source: JPC (Figures are provisional)

**Statement-II**

*Production, Import, Export and Consumption April-May 2009-10 Vs. April-May 2008-09*

Finished Steel	April-May 2008	April-May 2009	% Change
Production	9.024	9.240	2.4%
Import	0.925	0.978	5.7%

Finished Steel	April-May 2008	April-May 2009	% Change
Export	0.709	0.426	-39.9%
Real Consumption	7.762	8.222	5.9%

Source: JPC (Figures are provisional)

**Statement-III***Trend of Market Prices of Select Steel Items at Delhi*

(In Rs./ton)

Period	TMT	Wire Rods	Rounds	Plates	HR Coils	CR Coils	GP Sheets
	10 mm	8 mm	16 mm	12 mm	2.5 mm	0.63 mm	0.63 mm
<b>2008-09</b>							
May, 2009	35438	34762	34697	35247	33689	36568	40588
March, 2009	34285	37427	35179	34143	34818	36608	39628
Dec., 2008	36634	37927	38363	37533	36174	36039	39158
Sept., 2008	41934	43664	43788	46250	45327	48700	51662
June, 2008	47451	45925	43875	45200	50045	49492	52986
<b>2007-08</b>							
March, 2008	43775	43225	42875	45000	43800	48000	56000
Dec., 2007	32200	32200	29800	35400	34700	38000	42500
Sept., 2007	29900	30500	27000	36175	35500	39550	46750
June, 2007	36925	30950	31250	36925	35350	39000	48050
<b>2006-07</b>							
March, 2007	29650	29325	28300	35150	33275	38475	48750
Dec., 2006	27250	27050	26525	33275	32750	36925	44500
Sept., 2006	25800	26000	24950	33275	32750	34325	42125
June, 2006	24950	25475	23925	33800	31625	34850	39525

Source: JPC

*[English]***Reduction in Prices of Bulk Drugs**

80. SHRI CHANDRAKANT KHAIRE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a new formula for 184 bulk drugs has been introduced by the Government;

(b) if so, the details thereof;

(c) whether the prices of bulk drugs have been reduced in the recent past; and

(d) if so, the details of such bulk drugs and its impact on the cost of medicines?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) No, Sir.

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

(c) and (d) NPPA have reduced the prices of 9 bulk drugs in the year 2008-09 and 6 bulk drugs in the year 2009-10 (upto June, 2009) is given in the enclosed statement. The reduction in prices will also reduce the prices of medicines containing these bulk drugs.

**Statement**

*Prices of Scheduled Bulk Drugs/Derivatives Fixed/Revised by NPPA in 2008-09 and 2009-10 (upto June, 2009)*

Sl.No.	Name of the Drug	Existing Price (Rs.)	Revised Price (Rs.)	% Change	Remarks
1	2	3	4	5	6
<b>2008-09</b>					
1.	Frusemide	1442	1225	-15.05	Decrease
2.	Potassium penicillin G	1106	629	-43.13	Decrease
3.	Potassium penicillin V	1001	569	-43.16	Decrease
4.	Salbutamol Sulphate	4748	4478	-5.69	Decrease
5.	Chloroquine Sulphate	1692	1248	-26.24	Decrease
6.	Chloroquine Phosphate	874	871	-0.34	Decrease
7.	Chloroquine Sulphate	1248	1244	-0.32	Decrease
8.	Chloroquine Phosphate	871	861	-1.15	Decrease
9.	Chloroquine Sulphate	1244	1230	-1.13	Decrease
<b>2009-10 (upto June 2009)</b>					
1.	Tolnaftate	4121	2500	-39.34	Decrease
2.	Glipizide	29244	26114	-10.70	Decrease

1	2	3	4	5	6
3.	Betamethasone Alcohol Micronised	181	167	-7.73	Decrease
4.	Betamethasone 17 Valerate	171	160	-6.43	Decrease
5.	Betamethasone Disodium Phosphate	145	133	-8.28	Decrease
6.	Betamethasone Dipropionate	106	90	-15.09	Decrease

[*Translaiton*]

### Hike in Air Fare and Passenger Amenities

81. SHRI PASHUPATI NATH SINGH:

SHRI A. SAMPATH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the airlines have hiked the air fares recently;

(b) if so, the details thereof;

(c) whether the Government has taken any steps to improve enquiry service and passengers' amenities; and

(d) if so, the details of the amount spent/to be spent by the Government for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. It has been noticed that all the scheduled domestic airlines increased the airfare in the first week of February.

(b) Domestic air fares are not being regulated by the Government. Domestic airlines are free to charge air fares as per the market forces.

(c) and (d) Airlines have been asked to evolve a single common enquiry system on the lines of Railway Enquiry (139) for all airlines. The Air travelers should be able to receive information on flights timing of any airlines through this number on real time basis.

All the Scheduled Domestic airlines have been advised to display on their websites facilities offered to the passengers, both in terms of free and chargeable, in a conspicuous manner, so that passengers are aware of these before booking air tickets.

All the scheduled domestic airlines have displayed on their respective websites Citizen charter which elaborates various facilities offered to the public and also conditions pertaining to refund of air fares in the event of cancellation of air tickets by passengers and/or cancellation of flights by the airlines with stipulated time frame of refund.

[*English*]

### Airport at Salem

82. SHRI S. SEMMALAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any proposal to operationalise and develop the airport in Salem, Tamil Nadu is pending for approval; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Salem Airport in Tamil Nadu is an operational airport which at present is suitable for operation upto ATR-72 type of aircraft.

Airports Authority of India (AAI) has prepared a Master Plan for the development of Salem Airport for operation of AB-321 type of aircrafts. For this purpose

the Government of Tamil Nadu has been requested to acquire and hand over 563 acres of additional land to AAI free of cost and free from all encumbrances. The matter is still pending with the State Government.

[Translation]

### Services of Air India

83. SHRI JAI PRAKASH AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of countries and cities from where services of Air India are available at present;

(b) whether the Government propose to extend these services to more cities/towns;

(c) if so, the details thereof;

(d) whether the Government propose to start direct flight to America by Air India; and

(e) if so, the time by which it is likely to take place?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Presently, Air India operates its international flights from the following cities:—

Mumbai, Delhi, Kolkata, Chennai, Thiruvananthapuram, Kochi, Kozhikode, Hyderabad, Bengaluru, Ahmedabad, Amritsar, Gaya, Jaipur, Varanasi, Goa, Lucknow and Tiruchirappalli.

Sl.No.	Countries	Cities
1.	USA	New York, New Jersey and Chicago
2.	Canada	Toronto
3.	UK	London
4.	Germany	Frankfurt
5.	France	Paris
6.	Japan	Tokyo and Osaka
7.	Hong Kong	—
8.	Malaysia	Kuala Lumpur

To	Countries	Cities
9.	Thailand	— Bangkok
10.	UAE	— Abu Dhabi, Dubai and Sharjah
11.	Kuwait	—
12.	Bahrain	—
13.	Qatar	— Doha
14.	Oman	— Muscat
15.	Saudi Arabia	— Jeddah, Dammam and Riyadh
16.	China	— Shanghai
17.	Sri Lanka	— Colombo
18.	Afghanistan	— Kabul
19.	Male	—
20.	Myanmar	— Yangon
21.	Kenya	— Nairobi
22.	Nepal	— Kathmandu

Besides the above, Air India operates through code-share to USA (Denver, Detroit, Los Angeles, San Francisco, Washington), Germany (Berlin, Stuttgart, Dusseldorf, Munich), Netherlands (Amsterdam), Russia (Moscow), Austria (Vienna), Denmark (Copenhagen), Norway (Oslo), Sweden (Stockholm), Turkey (Istanbul), Switzerland (Zurich), South Africa (Johannesburg, Durban, Cape Town), Mauritius, Australia (Sydney, Melbourne, Brisbane). In addition to the above, Air India's budget airline viz. Air India Express also operates from Mangalore, Nagpur, Pune and Srinagar to UAE (Al-Ain) and Oman (Salalah).

(b) and (c) Yes. As new aircraft purchased, come into service. However, the actual operations by the airline will be guided by its commercial judgement.

(d) and (e) Air India has commenced direct flights to USA from Mumbai and Delhi to New York and return.

### **Anti-Fog Technology at Airports**

84. SHRI HARISH CHANDRA CHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the fund allocated and utilised by Airports Authority of India in installing anti-fog technology at airports during last three years and current year;

(b) whether most of the airlines are reluctant to earmark funds for upgrading the Aircrafts with the new technology and in training of pilots;

(c) if so, the details thereof; and

(d) the action taken by the Government against such airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) CAT III B ILS permits landing at the airport in foggy weather where runway visual range is less than 200m but not less than 50m. During the last three years and the current year, Airports Authority of India (AAI) has provided ground complement of CAT III B ILS at runway 28 and Advanced Surface Movement Guidance and Control Systems (ASMGCS) at IGI airport, Delhi at an expenditure of Rs. 55 crores and ground complement of CAT III B ILS at the new runway (29/11) alongwith 2nd SMR and Augmentation of ASMGCS at an expenditure of Rs. 20.47 crores.

(b) to (d) Installation of anti-fog technology is not mandatory for Airlines. Also, there is no mandatory requirement for airlines to train their pilots for operating in CAT III B conditions.

### **Supply of Spurious Fertilizers**

85. CAPT. JAI NARAIN PRASAD NISHAD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether attention of the Union Government has been drawn to supply of spurious fertilizers in the country, particularly in Bihar and Uttar Pradesh;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) No, Sir. The sale, manufacturing etc. of fertilizers are regulated under the provisions of Fertiliser (Control) Order, (FCO) 1985, an order under the Essential Commodities Act, 1955. The specifications of various fertilizers have been laid down in Schedule of FCO, 1985. The Order prohibits manufacture and sale of fertilizers, which are not of prescribed standard.

The inspection of quality is a continuous process. There are 68 fertiliser quality control laboratories in the country to test the quality of fertilizers including the four laboratories of the Government of India namely Central Fertiliser Quality Control and Training Institute at Faridabad and three regional laboratories at Bomaby, Kalyani and Chennai. The State Governments are the enforcement agencies and are adequately empowered to take appropriate action against the offenders in terms of provisions contained in FCO, 1985 including for violation, if any in the quality of fertilizers.

No complaints of manufacturing of sub-standard fertilizers have been reported to the Government of India in the Department of Fertilizers (DoF) in the recent past.

*[English]*

### **National Pharmaceutical Policy**

86. SHRI M. RAJA MOHAN REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a new national pharmaceutical policy to regulate the prices of vital medicines has been finalised; and

(b) if so, the time by which it is likely to come into effect?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) A draft National Pharmaceuticals

Policy, 2006 was submitted before the Cabinet for its approval. The Cabinet considered the Policy in its meeting held on 11-1-2007. It was decided that the matter may, in the first instance, be considered by a Group of Ministers (GoM). The GoM had held four meetings but did not make recommendations to the Cabinet.

**Under Measurement of Petrol  
by Petrol Pumps**

87. SHRI NISHIKANT DUBEY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that many petrol pumps in Delhi are dispensing less petrol and also over charging the consumers;

(b) if so, the details thereof

(c) whether the Government has carried out any survey inspection of such arring petrol pumps; and

(d) if so, the details thereof alongwith the punitive action taken by the Government against these petrol pumps?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) The possibility of short delivery of petrol/diesel at Retail Outlet by some unscrupulous elements cannot be ruled out for monetary benefits.

Oil Marketing Companies (OMCs) have reported that during the year 2008-09 they have carried out 1993 inspections in Delhi out of which 16 cases of short delivery of petrol/diesel have been detected. Action has been taken by OMCs against the erring dealers based on the provisions of the Marketing Discipline Guidelines (MDG)/Dealership Agreement.

Regular/surprise inspections of petrol pumps are carried out by officials of OMCs at various levels to check short delivery, overcharging and other malpractices. In addition, the Weights and Measures Department of the State Government also carry out surprise checks to detect short delivery and take appropriate action. Also, the State Governments are

empowered to take legal action against the defaulting dealers under the provisions of the control orders issued by the Government under the Essential Commodities Act, 1955.

**Shortage of LPG Distributors**

88. SHRI SURESH KALMADI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware of the acute short supply of cooking fuel/LPG in Maharashtra;

(b) if so, whether shortage of LPG distributors is one of the main reasons for the erratic supply;

(c) whether the Government is proposing to ensure that at least one gas distributor service every ten thousand ration card holders; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) Public Sector Oil Marketing Companies (OMCs) have reported that at present, there is no overall shortage of LPG in the country including in the State of Maharashtra and LPG supplies to distributors are being made by the OMCs through indigenous production and imports in accordance with the genuine demand of customers registered with the LPG distributors.

As on 01-06-2009, OMCs are serving 140.34 lakh LPG customers through 999 LPG distributorships in the State of Maharashtra, covering about 71.7% of the estimated population. There is no proposal to link the setting up of LPG distributorship to the number of ration card holders. However, identification of new locations for opening new distributorships and thereafter action for setting up new distributorships is an ongoing continuous process. OMCs have finalized a common industry marketing plan covering 1340 locations in the country, including 112 in the State of Maharashtra for setting up of new LPG distributorships, mainly in rural and urban-rural (semi-urban) locations.

### **New Railway Division**

89. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted a feasibility study to make Kazipet junction a New Railway Division under South Central Railway keeping in view its strategic location and flow of passenger, freight traffic and the revenue earnings;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) No, Madam.

(b) Does not arise.

(c) Setting up of a Division at Kazipet has not been found feasible.

### **Catering Policy of Railways**

90. SHRI M. SREENIVASULU REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have reviewed the policy/ decision of handing over the control of catering to Indian Railways Catering and Tourism Corporation Limited (IRCTC);

(b) if so, the findings/observations thereof alongwith reaction of Railways thereto;

(c) whether Railways have also received representations from various catering associations of the country to include their demands/requirements in the catering policy in Railways; and

(d) if so, the details of such demand and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Catering policy of Railways is under examination.

### **Gauge Conversion between Bhiladi-Samdhari**

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

(a) whether the Rail Vikas Nigam Limited has started the work of the gauge conversion between Bhiladi-Samdhari in the State of Gujarat;

(b) if so, the details thereof; and

(c) the time by which work of gauge conversion is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) The work involves Gauge Conversion of 223 km. between Bhiladi and Samdhari.

The present status of work is as under:—

(i) Dismantling of MG section including loop lines has been completed.

(ii) The work of strengthening of bridges to suit Broad Gauge standards has been completed on all the bridges except 3 bridges where work is in progress.

(iii) Construction of Platforms and Station Buildings at all the 23 stations are in advanced stage.

(iv) Cable laying and erection of poles for platform lighting is completed at 9 stations out of 23 and work is in progress in the remaining stations.

(c) The work is likely to be completed by December, 2009.

### **Side Middle Berth in Coaches**

92. SHRI PRADEEP MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received complaints about inconvenience caused to the passengers due to the side middle berth in Railways coaches;

(b) if so, the details of complaints so far received, zone-wise;

(c) whether the Railways propose to remove side middle berth from the sleeper coaches; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Yes, Madam. Complaints about additional berths in the Sleeper and AC 3 tier coaches mainly related to inconvenience and discomfort caused by increased congestion and inadequate space. Complaints on this account have been received on Central (18), East Central (7), East Coast (2), Northern (3), North Central (4), North Western (2), Southern (16), South Central (55), Southeast Central (44), South Western (9), Western (8) and West Central (5) Zonal Railways.

(c) and (d) Yes, Madam. The policy has been reviewed and it has now been decided to discontinue the scheme of provision of longitudinal side middle berths in Sleeper and 3 AC coaches. Such berths provided in the already modified coaches shall be gradually removed.

#### **Operation of Air Kerala**

93. SHRI A. SAMPATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government have received any proposal from Government of Kerala for operating Air Kerala;

(b) if so, whether the Union Government has not accorded permission sanction to Government of Kerala for the establishment and operation of Air Kerala as a budget airline; and

(c) if so, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Though no proposal for formation of any airline by the name "Air Kerala" is pending with the Government for clearance, the Government of Kerala had informed that a public limited company, "Air Kerala International Services Limited" has been registered as a Special Purpose Vehicle for a budget airline project. The Government of Kerala requested this Ministry for exemption to the proposed airline from the stipulated conditions relating to fleet size and the length of

operation in the domestic sector for an airline to be considered for international operations. This request was not considered in the light of the existing Government policy regarding the minimum fleet size of 20 aircraft and experience of 5 years continuous operations in domestic sector for permitting an Indian scheduled carrier to operate international services.

[Translation]

#### **Expansion of Airports in Himachal Pradesh**

94. SHRI ANURAG SINGH THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the charges at Himachal Pradesh airports are comparatively very high as only small planes land there, which is in turn affeting tourism in the State;

(b) if so, whether any plan has been prepared for extension of runways and upgradation of airports in Himachal Pradesh;

(c) if so, the details thereof; and

(d) if not, whether there is any proposal to keep the air fares low as in the case of north-eastern states?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The airport charges are uniform for all domestic airports of Airports Authority of India (AAI). However, for all smaller aircraft having seating capacity of less than 80 seats, no landing charges are levied by AAI. Aircraft weighing upto 10000 kgs. are charged Route Navigation and Facilitation Charges (RNFC)@20% of normal rate and aircraft weighing upto 20000 kgs. are charged RNFC @40% of normal rate.

(b) and (c) Various development works have been either completed or are in progress at Kangra, Kullu and Shimla airports in Himachal Pradesh. Kangra Airport has been upgraded to cater for A TR-72 type of aircraft operation. Ground lighting facilities are being provided.

Kullu airport has also been upgraded to cater for ATR-72 type of aircraft operation with construction of new terminal building for 100 passengers, apron, l.

taxiway, Fire Station and Emergency Medical Centre. Ground lighting facilities are also being provided. The expansion of Shimla airport is not feasible due to the fact that the airport is located on the table top of the hill surrounded by deep gorges at both ends of the runway. Ground lighting facilities are being provided. The State Government has taken up restoration of basic strip and prevention of soil erosion so as to restore full length of runway of 4100 feet.

(d) There is no such proposal under consideration at present.

#### **Maintenance and Upkeep of Aircraft by IA/AI**

95. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of new and old aircraft with Air India and Indian Airlines and the number of aircraft purchased during the last three years alongwith their cost;

(b) the number of aircraft out of these received;

(c) whether all aircraft are being used as per specified criteria;

(d) if not, the reasons therefor; and

(e) the percentage of available number of aircraft in use?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The total number of aircraft with erstwhile Air India and Indian Airlines (including owned and leased) are 53 and 102 respectively. Out of 111 aircraft ordered by erstwhile Air India and Indian Airlines, 49 aircraft have been received as on date. The number of aircraft purchased during the last three years alongwith their cost is as under:

Erstwhile Air India: 25 aircraft at a cost of US\$ 1935.538 million

Erstwhile Indian Airlines: 24 aircraft at a cost of Rs. 4738 crores.

(c) Yes, Sir.

(d) Does not arise.

(e) All the aircraft are in use, except for 5 aircraft (3 A300 and 2 DO228) which were phased out from the fleet and are grounded pending disposal.

[English]

#### **Petroleum Retail Outlets by Private Sectors**

96. SK. SAIDUL HAQUE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has been permitted to operate private sector petroleum retail outlets throughout the country;

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

(c) whether private sector petroleum outlets are charging more than the Government approved rates;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) As per the 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).

As on 01-04-2009, RIL, EOL and SIMPL have set up 1432, 1285 and 69 Retail Outlets (ROs) respectively in the country. State-wise number of ROs established by these companies is indicated in the statement enclosed.

RPL has informed that they have not set up any RO in the country.

(c) to (e) The private sector oil companies are free

to take pricing decisions on commercial considerations and they are not covered under the subsidy sharing

mechanism as per the Government Resolution of 8th March, 2008.

**Statement**

*State-wise number of Retail Outlets set up by private sectors in the country as on 01-04-2009*

State/UT	RIL	EOL	SIMPL
Andhra Pradesh	129	77	08
Bihar	60	62	0
Delhi	46	54	0
Gujarat	246	198	05
Karnataka	80	71	22
Kerala	44	39	0
Madhya Pradesh	111	107	0
Maharashtra	160	172	12
North East States	35	45	2
Orissa	42	33	0
Punjab	85	45	0
Rajasthan	107	97	0
Tamil Nadu	95	63	20
Uttar Pradesh	143	190	0
West Bengal	49	32	0
<b>Total</b>	<b>1432</b>	<b>1285</b>	<b>69</b>

**Closure of Textile Mills**

97. SHRI SANJAY NIRUPAM: Will the Minister of TEXTILES be pleased to state:

(a) the number of workers rendered jobless due to closure of textile mills during the last three years;

(b) the measures taken to rehabilitate them;

(c) the number of workers given financial assistance so far;

(d) the number of workers who have been denied

financial assistance alongwith the reasons therefor; and

(e) the corrective measures taken to ensure that such assistance reach to every worker rendered jobless?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As per records, during the period May 2004 to April 2009, 74 cotton/man made fibre textile mills (Non SSI) were closed down. These mills had 23187 workers on their role.

(b) Government of India under Textile Workers

Rehabilitation Fund Scheme (TWRFS) provides interim relief to the textile workers rendered unemployed as a consequence of permanent closure of any particular portion or entire textile unit. Assistance under the Scheme is payable to eligible workers only for the purpose of enabling them to settle in another employment. Any worker is eligible provided he/she is engaged in a closed textile unit on the date of its closure continuously for five years or more and earning a wage equivalent of Rs. 2500 per month or less for the mills closed between 6-6-1985 to 1-4-1993 and Rs. 3500 or less thereafter. They should be contributing to the Provident Fund maintained by the Regional Provident Fund Commissioner of the State concerned.

(c) and (d) Since inception of the Scheme, a total of 1,02,711 workers out of 1,32,130 workers on rolls have been given financial assistance till 31-5-2009 as per the funds available under the Scheme.

(e) Constant efforts were/are made by the Government to provide relief to displaced workers of closed textile mills at an early date by organizing various Grievances Redressal Meetings, which were/are presided over by the Textile Minister/Textile Commissioner/Joint Textile Commissioner etc. Such meetings had/have the representatives from various State/Central Government Departments/Organisations/Labour Associations and from workers.

#### **Exploration of Gas and Oil Reserves in Karnataka**

98. SHRI N. CHELUVARAYA SWAMY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether gas and oil reserves have been explored in different districts of Karnataka;

(b) if so, the details of the areas where survey work has been completed indicating the quantity of gas and oil reserves explored so far;

(c) whether the Union Government has finalised any scheme for setting up of oil refinery in some areas of Karnataka;

(d) if so, the areas identified for the purpose; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) There are no tertiary sedimentary basins in the State of Karnataka, which warrants oil and natural gas exploration. Therefore, no exploration blocks have been awarded in the State of Karnataka.

(c) to (e) There is no proposal under consideration of the Government of India for setting up of an oil refinery in the State of Karnataka. However, Mangalore Refinery and Petrochemicals (MRPL) already has an oil refinery in Mangalore in Karnataka.

#### **New Railway Line in Gujarat**

99. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Gujarat has requested the Union Government to take up and provide funds for new railway lines, widening and doubling of the existing lines;

(b) if so, the details thereof;

(c) the details of works proposed to be taken up during 2009-10 and the funds allocated for the purpose; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA ): (a) and (b) Yes, Madam. Minister of Revenue, Disaster Management, Road and Building, Capital Project, Women and Child Welfare, Government of Gujarat had sent a letter in February, 2008 requesting to provide funds for ongoing projects and also to take up some new line, gauge conversion and doubling projects.

(c) The details of the works proposed to be taken up and allocation of funds will be known after presentation of the Railway Budget 2009-10 in the Parliament.

(d) Time frame for completion of the projects will depend upon availability of resources.

**Road Over-Bridges**

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

(a) the details of Road Over-Bridges included in the last Railways Budget;

(b) number of Road over-bridges completed as on date, State-wise;

(c) the status of Road over-bridges in Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI K.H. MUNIYAPPA): (a) 139 works of Road over bridges were included in the last Railway Budget and Supplementary Demand for Grants. Railway-wise details are as under:—

CR—4	ER—1	ECR—4	NR—28
NCR—23	NER—11	NFR —1	NWR—6
SR—27	SCR—18	SER—1	SECR—1
SWR—1	WR—3	WCR—5	E.Co.R—5

(b) 38 ROBs were completed during the year 08-09 as under:—

West Bengal-3	Bihar-1	Andhra Pradesh-5
Jharkhand-2	Chhattisgarh-3	Gujarat-1
Madhya Pradesh-1	Tamil Nadu-10	Kerala-2
Haryana-4	Punjab-4	Uttar Pradesh-1
Rajasthan-1	Total-38	

(c) There are 61 works of ROB/RUBs sanctioned on cost sharing basis falling in the State of Kerala. 8 works have been completed in this State, 9 works are in progress. General arrangement drawing (GAD) for 31 works have also been approved but physical work could not be started either due to problem of Land acquisition, estimate for approaches not received from State Government or tender could not be finalized etc. For 4 works, GADs have not been concurred by State Government and in 9 cases alignment details have not been furnished by the State Government.

(d) No firm time period can be fixed for completion of the works, as Railways construct bridge proper (across tracks) and approaches are constructed by State Government. Physical completion of work is dependent upon joint approvals of General Arrangement Drawings (GADs), Estimates by Railways and State Governments/ authorities, availability of encroachment free land for approaches, finalization of contracts and physical construction at site by agencies. Railways make all out efforts to complete their portion of work alongwith the

work of approaches being constructed by State Government.

[Translation]

**Expansion of Airport at Indore**

101. SHRIMATI SUMITRA MAHAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Devi Ahilyabai Holkar Airport, Indore in Madhya Pradesh is proposed to be expanded;

(b) if so, the details of the land available and required for expansion;

(c) whether the Union Government has requested for additional land from State Government; and

(d) if so, the details thereof?

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

(b) to (d) At present, 729.63 acres land is available for development of Indore Airport. The State Government has been requested to provide 2345.2 acres of land free of cost and free from all encumbrances for further expansion of this airport for extension of runway to 3505 meters, establishment of cargo complex, and construction of second runway.

[English]

### **Air Accidents**

102. SHRI G.M. SIDDESHWARA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to work out an action plan to control air accidents;

(b) if so, the details thereof;

(c) whether majority of the air accidents are due to human error and non-compliance of the set procedures;

(d) if so, the action plan of the Government to address this issue; and

(e) whether any preventive action taken to control accidents on the runways by fast moving vehicular traffic, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Standard Operating Procedures are regularly formulated and revised depending upon Air Traffic and safety requirements. All accidents reported are investigated as per prescribed procedures and preventive action are taken on the basis of the recommendations emanating from the investigation of the accident to avoid the recurrence of similar accident.

(c) and (d) Human error and non-compliance of procedures are the major contributory factors in air accidents. To minimise these Human Resource Management Training is imparted to all concerned.

(e) Guidelines have been issued by Directorate General of Civil Aviation (DGCA) in the form of Air Safety Circular restricting the maximum speed of all vehicle except fire and rescue vehicle, ambulance and

Central Industrial Security Force's Quick Response Team vehicle, etc. in the operational area.

[Translation]

### **Smuggling of Fertilizers**

103. SHRI PRALHAD JOSHI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a large scale smuggling of fertilizers from India to Bangladesh and Nepal is taking place;

(b) if so, the names of such States and loss of suffered every year as a result thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) No such confirmed report of smuggling of fertilizers from India to Bangladesh and Nepal has been received from the State Governments. However, State Governments have been advised by the Department of Fertilizers to keep a vigil and to check smuggling of fertilizers from India to other neighboring countries through land and sea routes.

Similarly Union Home Ministry has also alerted Border guarding forces viz., Border Security Force (BSF), Indo-Tibetan Border Police, Assam Rifles and Sashastra Seema Bal and Coast Guard to maintain strict vigilance on the borders to curb smuggling, if any, of fertilizers. Further Union Home Secretary has also addressed the Chief Secretaries to the Government of Arunachal Pradesh, Assam, Bihar, Gujarat, Manipur, Meghalaya, Mizoram, Nagland, Punjab, Rajasthan, Tripura, Uttar Pradesh, Uttarakhand and West Bengal to sensitize the authorities concerned to curb the smuggling, if any, of fertilizers into the neighboring countries.

[English]

### **Expansion and Modernisation of Railway Stations under East Coast Railway Zone**

104. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for expansion and modernisation of different railway stations including Bolangir and Titilagarh under East Coast Railway and also to make Bolangir a model station;

(b) if so, the details thereof;

(c) whether the Railways are aware of poor passenger amenities at Bolangir Railway Station in Orissa;

(d) if so, the details thereof; and

(e) the steps taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) 29 stations of East Coast Railway including Bolangir and Titilagarh have been selected as modern station for the purpose of modernization and giving a face-lift. There is no proposal at present to make Bolangir a model station.

(c) to (e) Bolangir is a 'D' category station where average daily passenger is 1459. Minimum Essential Amenities as per norms have already been provided at Bolangir station commensurate with number of passengers dealt there. Some of the other important facilities provided at the station are:—

1. Passenger Reservation System;
2. One Second Class combined waiting hall;
3. One Upper Class waiting rooms (for ladies and gents separately);
4. Two VIP lounge;
5. One four-bedded dormitory;
6. One two-bedded retiring room;
7. High level platforms;
8. Provision of ATMs; and
9. Refreshment room.

#### **Details of Air Fare Structure**

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

(a) whether the Government is aware that many of the airlines in the country are not showing the various components of their air fares in their advertisements and websites thereby giving deceptive picture to the consumers;

(b) if so, the details thereof;

(c) whether the Government has issued any directions to the airlines to make it mandatory for showing the details of fare structure including taxes, etc., transparent;

(d) if so, the details alongwith the compliance of the airlines thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Yes, Sir. It had come to the notice of the Government that many airlines were giving deceptive advertisements regarding fares. In order to rectify the situation, Rule 135 of Aircraft Rules, 1937 has been amended wherein airlines shall display tariff in a conspicuous manner to show the total amount payable by a passenger and a complete break-up of the total amount, indicating the fare, tax, fees or any other charge, if any, separately.

All the Scheduled airlines have been directed to comply.

#### **Shipping Arrangements for Importing Raw Materials**

106. SHRI EKNATH MAHADEO GAIKWAD:

SHRI MADHU GOUD YASKHI:

Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to delegate powers to the Steel Authority of India Ltd. (SAIL) and Rashtriya Ispat Nigam Ltd. (RINL) for making their own shipping arrangements to import raw materials;

(b) if so, the details thereof;

(c) whether these companies have faced any problem in the existing system while hiring ships for import of raw materials during the last three years;

(d) if so, the details thereof; and

(e) the extent to which the delegation of such powers are likely to be beneficial to these companies?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) Proposals have been received from the Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) for permitting them to make their own shipping arrangements to import raw materials. However, no decision has been taken by the Government as yet.

(c) to (e) The Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) route their imported raw material through vessels chartered by Transchart, in line with present practice. Both SAIL and RINL have represented that the policy of routing their cargoes through M/s. Transchart is not always in their commercial interest, in light of the volatile shipping environment and their individual requirements. They have also represented that if they are given permission to charter their own ships, they may be in a better position to respond to shipping market dynamics and save on freight costs involved in transporting bulk raw materials.

#### **Introduction of New System for Aviation Safety**

107. SHRI ANANDRAO ADSUL:

SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the airlines of some countries have a poor aviation safety record causing serious safety concern;

(b) if so, whether western countries regularly inspect such suspect airlines' planes and ban their operations if maintenance is not upto the mark;

(c) whether there is any proposal to introduce such system in India also; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Ministry of Civil Aviation does not maintain such records.

(b) to (d) As per the International Civil Aviation Organisation (ICAO) standards and recommended practices and regulations, all the airlines are required to be inspected on regular basis. India being an ICAO contracting State, follows these practices and regulations.

#### **Gauge Conversion in Tamil Nadu**

108. SHRI T.R. BAALU:

DR. M. THAMBIDURAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the work on the ongoing gauge conversion projects in Tamil Nadu including Karur and Salem sections has been delayed;

(b) if so, the reasons therefor;

(c) the funds allocated and actually spent on those projects during the last three years; and

(d) the steps taken by the Railways to complete the work within the time frame?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) There is huge throwforward of ongoing projects with limited availability of resources. In view of this, works are being progressed as per the resource availability. However, the gauge conversion projects are likely to be completed in a period of about 5 years. The time frame for completion of Karur-Salem new line has not been fixed.

(c) A statement is enclosed.

(d) Continuous monitoring and pursuing with the concerned authorities are made for early completion of the projects.

**Statement**

*Details of funds allocated and actually spent on ongoing gauge conversion projects falling fully/partly in the State of Tamil Nadu during the last three years i.e 2006-07, 2007-08 and 2008-09*

(Rupees in Crore)

Sl. No.	Name of Work	2006-07		2007-08		2008-09	
		Budget Grant	Actual Expenditure	Budget Grant	Actual Expenditure	Budget grant	Actual Expenditure
1.	Tiruchchirappalli-Nagore-Karaikal with extension upto Nagapattinam-Vellankani-Tiruturaipundi via Thirukkuvai	9.00	40.42	36.00	64.62	50.00	63.38
2.	Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar (357 km.)	50.69	86.06	90.02	93.25	92.00	61.44
3.	Villupuram-Katpadi	25.00	39.10	80.00	128.54	121.00	168.57
4.	Trichy-Manamadurai	50.02	116.16	80.00	126.22	19.99	38.41
5.	Manamadurai-Virudhunagar	1.00	0.10	25.00	2.90	60.00	38.55
6.	Dindigul-Pollachi-Palghat and Pollachi-Coimbatore	1.00	0.01	30.00	6.17	65.00	48.01
7.	Mayiladuturai-Thiruvarur-Karaikudi and Tiruturaipundi-Agastiyampalli (224 km)	—	—	10.00	0.18	50.00	14.00
8.	Thanjavur-Yillupuram (192 km.)	100.00	143.00	75.00	160.58	10.00	117.17
9.	Madurai-Bodinayakkanur	—	—	—	—	0.01	0.00
<b>Total</b>		<b>236.71</b>	<b>424.85</b>	<b>426.02</b>	<b>582.46</b>	<b>468.00</b>	<b>549.53</b>

[Translation]

**Air Connectivity to Shirdi  
in Maharashtra**

109. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to connect pilgrim centre Shirdi in Maharashtra by air;

(b) if so, whether the Government has received any request from public representatives in this regard,

(c) if so, the details thereof are the action taken by the Government in this regard; and

(d) the time by which Shirdi is likely to be provided with air connectivity?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Maharashtra and MADC have in the past been in discussion regarding setting up an airport in Shirdi. The Government has received a formal proposals from MADC for site inspection for the proposed greenfield airport at Shirdi.

(c) and (d) The proposal is at preliminarily stage. However, the nearest airport from Shirdi is Nasik at a distance of 84 km. which is air linked by scheduled air services to/from Mumbai.

[English]

**Promotion of Textiles Exports**

110. DR. M. THAMBIDURAI: Will the Minister of TEXTILES be pleased to state:

(a) the quantum and value of textiles produced and exported during each of the last three years and the current year, State-wise;

(b) the fund allocated, released and utilized by the Government for promotion of textiles exports, State-wise;

(c) the details of schemes launched by the Government to encourage export of textiles during the said period;

(d) whether the Government has recently evaluated the working of such schemes; and

(e) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The quantum and value of textiles produced are compiled on the basis of production of the mills sector, handloom sector, de-centralized powerloom sector, de-centralized hosiery sector as well as khadi, wool and silk. The combined production figures and the value of textiles and clothing exported during 2006-07, 2007-08 and 2008-09 are as follows:—

Year	Production (Cloth in Million Square Meters)	Export (in US\$ Billion)
2006-07	52665	19.15
2007-08	55257	22.13
2008-09	54198	18.52 (Apr.-Feb.)

(b) The Government is not allocating any fund for promotion of textiles exports, per-se.

(c) to (e) The Focus Market Scheme (FMS) was launched in April, 2006 as part of the Foreign Trade Policy-2004-09 (FTP-2004-09) under which 83 foreign markets were notified as focus markets. Exports of all textiles products to these markets are eligible for duty credit scrip at 2.5% of FOB value of exports. Similarly, the Focus Product Scheme (FPS) was launched in April, 2006 as part of the FTP-2004-09 in terms of which silk yarn is being given incentive at 1.25% of exports since 1-4-2008. Hand-made carpets and other textiles floor coverings have also been included under this scheme with incentive of 5% on exports since 23-2-2009. The Market Linked Focus Product Scheme was introduced on 1-4-2008 and exports of garments to Australia, Japan and Brazil are given incentive of 2.5% on exports w.e.f. 1-1-2009. In addition, Garments exported to EU-27 and

USA are eligible for incentive of 2% of exports on FOB value from 1-4-2009 to 30-9-2009. Other incentives provided by the Government for exports of textiles, during the period in question, covers 71 items of handicraft under the Vishesh Krishi and Gramin Udyog Yojana (VKGUY) Scheme, which is a scheme designed for export promotion of agro, marine, forestry and rural origin products. Exports of raw cotton have also been provided incentives under the VKGUY Scheme for the period 1-4-2008 to 30-6-2009. The Government has evaluated the above schemes in the light of the existing global economic situation, with a view to incorporate enhancement of coverage in the upcoming FTP document for the period 2009-14.

#### **Supply of Subsidized LPG Cylinders**

111. SHRI NAMA NAGESWARA RAO:

SHRI VILAS MUTTEMWAR:

DR. MANDA JAGANNATH:

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

(a) whether the Government proposes to cap subsidized LPG at 8-12 refills a year to a consumer;

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

(c) the likely difference in rates about the additional cylinders over and above 8-12 cylinders to be made available to the consumers; and

(d) the reasons for limiting the supply of subsidized LPG at 8-12 cylinders a year to a consumer?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) Various Committees including the High Powered Committee chaired by Shri B.K. Chaturvedi which reviewed the financial position of oil companies have made recommendations for restricting the number of subsidized LPG cylinder to be supplied to a LPG domestic connection holder. However, as of now, no such specific proposal for restricting the subsidized LPG cylinders to 8-12 in a year is under consideration of the Government.

#### **Indo-Iran Gas Pipeline Project**

112. SHRI GURUDAS DASGUPTA:

SHRI PRABODH PANDA:

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

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

(b) whether it is a fact that satisfactory progress has not been made in the discussions with Iran and Pakistan on the 7 billion dollar Iran-Pakistan-India gas pipeline project;

(c) if so, the details thereof and the reasons therefor;

(d) whether Iran and Pakistan have already signed an agreement for this project;

(e) if so, the details thereof;

(f) the total expenditure incurred on this project so far; and

(g) the time by which the project is likely to be completed?

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

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

(d) and (e) According to official statements and media accounts, the Inter-Governmental Framework

Declaration (IGFD) to support the IPI gas pipeline project has been signed between Iran and Pakistan. Further, Gas Sale and Purchase Agreement (GSPA) between Iran and Pakistan has been concluded. Specifics of either IGFD or GSPA have not been made public.

(f) GAIL (India) Ltd. and Indian Oil Corporation Ltd., the PSUs involved with the IPI Project, have spent approximately Rs. 5.25 crore in connection with pre-project activities.

(g) Work on the Project can commence only after satisfactory resolution of issues under discussion amongst the participating countries. As such, completion schedule of the Project cannot be laid down at this stage.

#### Investment in Pharmaceutical Sector

113. SHRIMATI SUPRIYA SULE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has decided to participate with private sector to plan investment of \$ 1 billion to \$ 2 billion in an effort to make India as a leader of Global Pharmaceutical Innovation Hub by 2020;

(b) if so, the details thereof; and

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

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI M.K. ALAGIRI): (a) to (c) The Department of Pharmaceuticals in association with a consultancy firm has prepared a 'White Paper' for making India a Pharma R and D and Innovation Hub by 2020. The Department of Pharmaceuticals has proposed this 'White Paper' for consideration of the Government.

#### Status of Bharat Bhari Udyog Nigam Limited

114. SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:

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

(a) the current status of Bharat Bhari Udyog Nigam Ltd.;

(b) the details of profit/loss position of the Nigam for the last three years;

(c) whether the Government has any plan for modernizing the Bharat Bhari Udyog Nigam Ltd.;

(d) if so, the details thereof; and

(e) the funds allocated/proposed to be allocated for the modernization of the said company?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARUN YADAV): (a) Bharat Bhari Udyog Nigam Limited (BBUNL) was incorporated in 1986 having 10 subsidiary companies. Out of these, Bharat Process and Mechanical Engineers Ltd. (BPMEL), Weighbird India Ltd. (WIL), Reyrolle Burn Ltd. (RBL) and Bharat Brakes and Valves Ltd. (BBVL) have been liquidated and Lagan Jute Machinery Co. Ltd. (LJMC) and Jessop and Co. Ltd. (JCL) have been disinvested. In addition, Bharat Wagon and Engineering Co. Ltd. (BWEL) has been transferred to Ministry of Railways on 13-8-2008. Presently three subsidiary companies of BBUNL viz., Burn Standard Co. Ltd. (BSCL), Braithwaite and Co. Ltd. (BCL), BBJ Construction Co. Ltd. (BBJ) are in operation.

(b) The details of Net Profit/(Loss) position of the Nigam for the last three years are as under:—

(Figure in Rs. crore)

	2006-07/Actual	2007-08/Actual	2008-09/Prov.
1	2	3	4
Burn Standard Co. Ltd. (BSCL)	(151.87)	(151.29)	(199.92)

1	2	3	4
Braithwaite and Co. Ltd. (BCL)	0.56	0.55	1.42
BBJ Construction Co. Ltd. (BBJ)	1.23	1.62	1.38
BBUNL (proper)	0.25	0.26	0.07
BBUNL Group	(149.84)	(148.87)	(197.06)

(c) During the year 2008-09, the Government released Rs. 8.38 crore to BSCL, Rs. 3.76 crore to BCL, Rs. 3.50 crore to BBJ and Rs. 0.10 crore to BBUNL (proper) for modernization and upgradation of production facilities.

(d) As per (c).

(e) Rs. 15.74 crore were disbursed during 2008-09 for this purpose.

[Translation]

**Peripheral/Community Development by SAIL**

115. SHRI RAVINDER KUMAR PANDEY:

SHRI PASHUPATI NATH SINGH:

Will the Minister of STEEL be pleased to state:

(a) the amount spent by the Steel Authority of India Limited (SAIL) and each of its subsidiary companies particularly Bokaro Steel Plant on education, health,

flood-relief and other areas under peripheral/community development during the last three years and the current year;

(b) the details of the villages benefited as a result thereof;

(c) whether the Government proposes to increase the amount allocated for the community development under each subsidiary of SAIL particularly the Bokaro Steel Plant; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) The amount spent by the Steel Authority of India Limited (SAIL) including Bokaro Steel Plant and SAIL's subsidiary, Maharashtra Electros melt Ltd. (MEL) on education, health, flood-relief and other such areas under peripheral/community development during the last three years and the current year is given below:—

(Rs. in Lakhs)			
Year	SAIL (inclusive Bokaro)	Bokaro Steel Plant	Subsidiary (MEL)
2006-07	1013	204	0
2007-08	4903	1575	0.79
2008-09	6133	1200	24
2009-10*	231	0	0

\*Provisional (Q-1)

(b) The number of villages/locations where activities on education, health, flood relief and Community

Development have been taken up are as follows:—

Sl. No.	(A) Units	No. of Villages/ Locations
1.	BSP, Bhilai, Chhattisgarh	77
2.	DSP. Durgapur. West Bengal	10
3.	RSP. Rourkela. Orissa	120
4.	BSL. Bokaro, Jharkhand	183
5.	ISP, Burnpur. West Bengal	26
6.	ASP. Durgapur. West Bengal	1
7.	SSP. Salem. Tamil Nadu	20
8.	VISP. Bhadravati. Karnataka	5
9.	Central Marketing Organisation, (CMO). Kolkata, West Bengal	166
10.	Raw Material Division (RMD). Kolkata. West Bengal	10
11.	Central Coal Supply Organisation (CCSO). Dhanbad, Jharkhand	1
12.	Research and Development Centre for Iron and Steel (RDCIS), Ranchi, Jharkhand	1
<b>(B) SUBSIDIARY</b>		
1.	Maharashtra Electros melt Ltd. (MEL). Chandrapur, Maharashtra	14

(c) and (d) The SAIL Board has taken a decision that 2% of budgeted distributable surplus of the preceding year is to be allocated for CSR activities including Community Development. The increase in allocation of budget would thus depend on the profits of SAIL during the preceding financial year.

[English]

**Waiving of Loans to  
Handloom Sector**

116. SHRI BAIJAYANT PANDA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has proposed to waive

loans that were advanced to handloom sector in the country;

(b) if so, the details thereof, *inter-alia* indicating the number of handloom weaver who have benefited out of this scheme, till date;

(c) whether the Government also proposes to work out any action plan to help the textile industry that has been hit hard by severe competition from China; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) A proposal to look at the problem of debt, which is

afflicting to the handloom sector, is under consideration of Government. The Financial Package consists of a sum of Rs. 3,000 crores. The proposal *inter-alia* includes (i) Cleansing of the balance sheet of Apex and Primary Weavers Cooperative Societies; (ii) Waiver of overdue interest and overdue loans of Weavers/PWCSs/Apex Societies; (iii) Financing the credit needs of handloom weavers/societies at 7% rate of interest with interest subvention.

(c) and (d) Under Marketing and Export Promotion Scheme, assistance are being provided for the promotion of handlooms exports which includes, *inter alia*, participation in International Fairs and Exhibitions and development of exportable handloom products.

Various export promotion schemes are also being operated by Deptt. of Commerce such as Duty Entitlement Pass Book (DEBP), Market Development Assistance (MDA), Market Access Initiative (MAI), Focus Product Scheme, Focus Market Scheme etc.

[*Translation*]

#### **Availability of LPG in Rural Areas**

117. SHRI GANESH SINGH:

SHRI ASADUDDIN OWAISI:

SHRI VILAS MUTTEMWAR:

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

(a) whether the Government proposes to bring forward a scheme named "Gramin LPG Vitrak Scheme" to cover more rural areas in the country ;

(b) if so, the details thereof and the network of agencies required to cover whole country under this scheme; and

(c) the strategy being chalked out by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) Yes, Madam. In order to increase rural penetration and to cover remote as well as low

potential areas, a new scheme is proposed to be implemented. Details of the scheme will be notified shortly.

[*English*]

#### **Development of Muslim Women**

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

(a) whether the Government proposes to launch a scheme for skill development and leadership training to Muslim women;

(b) if so, the details thereof; and

(c) any other steps being taken or proposed to be taken by the Government for the development of Muslim women in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b) A scheme for leadership development of minority women is being formulated.

(c) Three scholarship schemes and a coaching scheme are being implemented by the Ministry of Minority Affairs for students from the minority communities under which 30% of scholarships and coaching seats are earmarked for girl students. A National Scholarship Scheme for Meritorious Girl Students and Mahila Samridhi Yojana are being implemented exclusively for girl students/women beneficiaries from the minority communities by Maulana Azad Education Foundation and National Minorities Development and Finance Corporation respectively.

[*Translation*]

#### **Surplus Funds of PSUs**

119. SHRI JAGDISH SHARMA:

SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:

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

(a) whether several public sector enterprises have invested their surplus capital with banks and other financial institutions;

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

(c) the amount of surplus capital of each public sector enterprise as on 31 March, 2009; and

(d) the details of the banks and financial institutions where this amount was deposited?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI VILASRAO DESHMUKH):

(a) Board of Central Public Sector Enterprises (CPSEs) have been delegated powers to take decisions regarding investment of surplus funds in instruments including deposits with banks and other financial institutions as per the guidelines issued by Department of Public Enterprises (DPE) on the advice of Ministry of Finance from time to time.

(b) and (c) As per Public Enterprises Survey (PE Survey) 2007-08, the latest period for which information is available, as on 31st March, 2008, all CPSEs taken together have a total cash and bank balance of Rs. 2,46,374.60 crore. The individual details of CPSEs, in this regard is available in Volume-III of PE Survey, which is a public document and was placed in both the Houses of Parliament on 25-2-2009.

(d) As per DPE guidelines, surplus funds can be invested in the term deposits with any scheduled commercial bank incorporated in India with paid up capital of at least Rs. 100 crore fulfilling the capital adequacy norms as prescribed by the Reserve Bank of India from time to time and not less than 60% of surplus funds may be placed with Public Sector Banks only.

[English]

### Study on Demand of Fertilizers

120. SHRI M.I. SHANAVAS: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Fertilizers and Chemicals Travancore Limited (FACT) Aluva, Kerala has undertaken any scientific study to measure the annual demand for the various fertilizers produced by it;

(b) if so, the details thereof;

(c) the quantity of various fertilizers produced annually by FACT during the last three years and the current year; and

(d) the measures taken by the Government to resolve the acute shortage of fertilizers faced by the farmers in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) and (b) No Sir. The demand for FACT fertilizers is assessed based on past consumption figures and the requirement as assessed by the Government of Kerala and other State Governments.

At present the Agriculture Department, Government of Kerala informs and Department of Fertilizers, Government of India the requirement of all fertilizers. Based on this Government of India allocates the supply from FACT and other manufacturers to meet the requirement.

(c) Details of annual production during the last three years and the current year is given below:—

('000' MT)

Product	2006-07	2007-08	2008-09	2009-10 (1st April to 29th June 09)
FACTAMFOS	721.20	425.53	605.05	139.03
Ammonium Sulphate	183.49	30.48	128.84	33.11

(d) There has been a slight shortage in the availability of DAP for 2008-09 in so far the state of Kerala is concerned. However, with a view to compensate the shortage there has been excess supplies in other category of fertilizers in the State. Further, FACT is taking appropriate measures to increase the production of complex fertilizers in Kerala. The availability of fertilizers in Kerala during 2008-09 has been adequate enough to take care of the assessed requirement.

[Translation]

#### **Indore-Dahut Rail Link**

121. SHRI PREMCHAND GUDDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether work on Indore-Dahut rail line work has been started as per the schedule;

(b) if so, the progress made in the construction work;

(c) whether any time schedule has been fixed for completing the said project; and

(d) if so, the time by which it is likely to be completed and the total funds likely to be spent on this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam. The work of Indore-Dahod has been started.

(b) The work has already been taken up on part length between Dahod-Katwara and Sagore-Indore (49.72 km.). The land acquisition and bridge works have been taken up.

(c) and (d) The work would be completed as per availability of resources. The total fund likely to be spent on this project is Rs. 948.80 crore as per the present estimates.

[English]

#### **Prices of Life Saving Drugs**

122. SHRI PURNMASI RAM:

SHRI K.S. RAO:

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

(a) the details of mechanism for revising the price of bulk drugs;

(b) whether some pharmaceutical companies charge exorbitant prices of their drugs and formulations without any control/check;

(c) if so, the steps taken to monitor the price of drugs etc.;

(d) the number of cases detected by the drug regulator involving price violations during the last three years and the current year alongwith the action taken against the erring pharmaceutical companies; and

(e) the measures taken to ensure availability of life saving drugs in sufficient quantity in the country at the reasonable prices?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) As per para 3 of Drugs (Prices Control) Order 1995 (DPCO, 1995) prices of scheduled bulk drugs are fixed by the NPPA on the basis of methodology/procedure for price fixation/revision of bulk drugs, in order to make them available at a fair price from different manufacturers. Various steps involved in fixation/revision of Bulk Drug prices are: identification of bulk drugs, collection of data, preparation of actual cost statement, preparation of technical parameters, preparation of estimated cost, calculation of fair price of bulk drug, fixation of maximum sale price of the drug, notification of bulk drug price in the official Gazette etc.

(b) and (c) The 74 bulk drugs specified in the First Scheduled of the Drugs (Prices Control) Order 1995 (DPCO, 1995) and the formulations based thereon are under price control and their prices are fixed / revised by National Pharmaceutical Pricing Authority (NPPA) in accordance with the provisions of the DPCO 95.

Prices of Non-Scheduled formulations are fixed by the manufacturers themselves keeping in view the various factors like cost of production, marketing/selling expenses, R and D expenses, trade commission, market

competition, product innovation, product quality etc. The Government takes corrective measures where the public interest is found to be adversely affected.

The NPPA monitors the prices of all formulations including imported scheduled formulations under price control. Under the DPCO, no person can sell any formulation (medicine) of price controlled category to a consumer at a price exceeding the price notified/ approved by the NPPA/Government. In case, a company is found selling at prices higher than the price notified/ approved by the NPPA/Government, action is taken

against them as per the provisions of the DPCO. As a result of constant monitoring of the prices of medicines by NPPA, a number of drug companies have been found to be selling medicines at prices higher than those fixed by NPPA. In such cases, NPPA initiates action against the companies as per the provisions of DPCO, 1995.

(d) During the last three years (2006-07 to 2008-09) and during the current year upto 15th June, 2009, NPPA has issued demand notices to various companies and recovered the amount as detailed below:—

Sl. No.	Year	No. of cases	Demand Notice Amount (Rs. in crores)	Amount Realized (Rs. in crores)
1.	2006-07	67	38.01	0.96
2.	2007-08	118	820.31	4.51
3.	2008-09	135	435.62	51.41
4.	2009-10	22	21.39	7.54

NPPA has fixed prices in case of 27 non-scheduled formulation packs under paragraph 10(b) and companies have reduced prices voluntarily in case of 60 formulation packs. Thus, in all, prices of 87 packs of non-scheduled drugs have got reduced as the result of intervention by NPPA.

(e) NPPA is also entrusted with responsibility of monitoring the availability of drugs, to identify shortages, if any, and to take remedial steps to make the drugs available. As and when reports for shortage of particular drug(s) in any part of the country are received, the company concerned is asked to rush the stock and to make the drugs available.

*[Translation]*

#### **Gauge Conversion Work in Uttar Pradesh**

123. YOGI ADITYA NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion work is going on in certain areas of Uttar Pradesh;

(b) if so, the details thereof; and

(c) the status of the gauge conversion work of Gorakhpur-Nontanwa-Gonda rail line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The details of ongoing gauge conversion projects falling partly/fully in Uttar Pradesh are as under:

Sl. No.	Name of Project	Length in kms.
1	2	3
1.	Aurnihar-Jaunpur	59

1	2	3
2.	Bhojipura-Pilibhit-Tanakpur	101.79
3.	Gonda-Bahraich	60
4.	Gonda-Gorakhpur Loop including Anandnagar-Nautanwa	260
5.	Kanpur-Kasganj-Mathura-Bareilly and Bareilly-Lalkuan	544.50
6.	Kaptanganj-Thawe-Siwan-Chhapra	233.5
7.	Mathura-Achnera	35

Of the above mention projects, gauge conversion of Kanpur-Kasganj-Mathura and Thawe-Siwan sections has already been completed and commissioned. Gorakhpur-Anandnagar-Nautanwa has also been completed but is yet to be commissioned.

(c) On Gonda-Gorakhpur, Anandnagar-Nautanwa project, Gorakhpur-Anandnagar-Nautanwa (81.28 km.) has been completed. The converted route will be commissioned after completion of residual works and inspection of Commissioner of Railway Safety. On the balance portion of Anandnagar-Gonda section (178.89 km.), earthwork, bridgework etc. have been taken up.

[English]

#### **Incentive to Steel Sector**

124. SHRI CHANDRAKANT KHAIRE: Will the Minister of STEEL be pleased to state:

(a) whether the Government proposes to give more incentives to steel sector in wake of on-going lull in the economy;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Government is also contemplating upward revision of excise duty on steel; and

(e) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (c) The Government is closely monitoring the situation arising out of the global economic downturn and is in continuous dialogue with the steel industry. The following measures have already been taken by the Government in view of the current downturn:—

(i) Export Duty on all steel items (except melting scrap) withdrawn w.e.f. 31-10-2008.

(ii) DEPB on steel items restored w.e.f. 14-11-2008.

(iii) Import Duty on iron and non-alloy steel items re-imposed at 5%, w.e.f. 18-11-2008.

(iv) 'Hot Rolled Coil' brought into restricted category of import w.e.f. 21-11-08.

(v) CENVAT on steel items reduced from 14% to 10% w.e.f. 7-12-2008.

(vi) Countervailing duty (CVD) on TMT bars and structurals reintroduced w.e.f., 2-1-2009.

(d) and (e) Ministry of Steel has no proposal under its consideration for upward revision of excise duty on steel.

[Translation]

**Expenditure Incurred on  
Advertisements**

125. SHRI JAI PRAKASH AGARWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the money spent on advertisements by each of the public sector oil companies during each of the last three years till date;

(b) whether the Government has issued/proposed

to issue any guidelines for the public sector oil companies in this regard;

(c) if so, the details thereof; and

(d) the norms fixed and adopted by the public sector oil companies for selecting the print media and electronic media for the purpose of advertisements?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The money spent on advertisements by major public sector oil companies during each of the last three years is as under:

(Rs. in lakhs)

	2006-07	2007-08	2008-09
Oil and Natural Gas Corporation	4735.00	1458.00	1291.00
Oil India Limited	250.27	462.85	803.21
India Oil Corporation	6624.61	9227.58	6037.24
Bharat Petroleum Corporation	4141.09	5067.34	1412.57
Gas Authority of India Limited	613.00	459.00	457.00
Hindustan Petroleum Corporation Limited	3643.00	2887.00	673.00

(b) and (c) Advertisements are issued by the Public Sector Oil Companies as per their requirements and their internal guidelines.

(d) Advertisements by Public Sector Oil Companies are released to print media and electronic media depending on the requirements, circulation, location and reach and popularity of the newspaper/electronic channels.

**Investment in Steel Sector**

126. SHRI HARISHCHANDRA CHAVAN: Will the Minister of STEEL be pleased to state:

(a) the number of Memoranda of Understandings signed between the various State Governments and the private companies for the investment in the steel sector during the last three years and the current year;

(b) the number of mega projects being implemented at present; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) The details of MoUs signed alongwith the name of companies for setting up of iron and steel plants in mineral rich states Jharkhand, Orissa and Chhattisgarh during the last three years and current year and the present status of projects, state-wise and project-wise are given in the enclosed statement, as per the record of information available in the Ministry of Steel.

(b) and (c) The likely production capacities in respect of some of the major steel investors in the country are furnished below:—

(Crude steel in Million tonnes)

Sl. No.	Name of the company	Current production capacity	Capacity likely to be achieved by 2011-12	Total proposed capacity by 2019-20
1.	Steel Authority of India Ltd.	12.84	24.84	60.0
2.	Rashtriya Ispat Nigam Ltd.	2.9	6.3	6.3
3.	NMDC Ltd.	—	—	3.0
4.	Tata Steel Ltd.	6.8	13.0	33.5
5.	Essar Steel Ltd.	4.6	14.50	20.5
6.	JSW Steel Ltd.	4.1	11.0	31.0
7.	Jindal Steel and Power Ltd.	2.4	10.45	26.5
8.	Ispat Industries Ltd.	3.0	5.0	17.0
9.	POSCO India Pvt. Ltd.	—	—	12.0
10.	Arcelor Mittal India Ltd.	—	—	24.0

**Statement***List of Steel Plant Projects for which MoUs have been Signed with the State Government of Orissa*

Sl. No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status and progress	
1	2	3	4	5	6	7	
1.	M/s. Patnaik Steel and Alloys Ltd.	Purunapani, Joda, Keonjhar	0.27	337.42	04-05-2005	Likely to commence production	
2.	M/s. Rathi Udyog Ltd.	Potapally-Sikridi, Sambalpur	0.30	272.85	04-05-2005	Land acquisition is under progress	
3.	M/s. Viraj Steel and Energy Ltd.	Gurupali, Pandaloi, Sambalpur	0.30	207.00	04-05-2005	Commence production of sponge iron and Steel	
4.	M/s. Deepak Steels and Power Ltd.	Topodih, Barbil, Keonjhar	0.25	195.31	04-05-2005	Commence production of sponge iron	
5.	M/s. Konark Ispat Ltd.	Hima, Jharsuguda	0.25	196.50	04-05-2005	Land acquisition is under progress	
6.	M/s. Beekay Steel and Power Ltd.	Uliburu, Barbil, Keonjhar	0.28	319.80	04-05-2005	Commenced production of sponge iron	
7.	M/s. BRG Iron and Steel Co. (P) Ltd.	Khurunti, Dhenkanal	0.25	228.05	04-05-2005	Commenced production of sponge iron	
8.	M/s. Jain Sponge (P) Ltd.	Durlaga, Jharsuguda	0.30	251.77	04-05-2005	Likely to commence production	
9.	M/s. Jindal Stainless Ltd.	Duburi, Jaipur	Phase-I Phase-II	0.8 0.8	1,612.00 5,016.00	09-06-2005	Commenced production of Ferro Chrome

10.	M/s. Rungta Mines Ltd.	Kamando, near Koira, Sundargarh and Jharaband, Dhenkanal (1 MTPA each)	2.00	2275.00	3-11-2005	Land acquisition is under progress	
11.	M/s. Brand Alloys Ltd..	Palaspanga, Keonjhar	0.27	307.54	3-11-2005	Land acquisition is under progress	
12.	M/s. Eastern Steels and Power Ltd.	Lahandabud, Jharsuguda	0.25	254.00	3-11-2005	Commenced production of sponge iron	
13.	M/s. Jai Balaji Jyoti Steels Ltd.	Tanisar, near Lathikata, Sundargarh	0.33	321.14	3-11-2005	Commenced production of sponge iron and steel	
14.	M/s. Welspun Power and Steel Ltd.	Bhadrak district or Cuttack or nay other suitable location in the State	3.00	5828.15	01-10-2006	Land acquisition is under progress	
15.	M/s. Uttam Galva Steels Ltd.	Location is yet to finalized	3.00	6103.80	3-10-2006	Land acquisition is under progress	
16.	M/s. SSL Energy Ltd.	Nuahata near Banarpal, Angul	Phase I	3.00	4339.00	21-12-2006	Land acquisition is under progress
			Phase II		4270.00		
17.	M/s. MGM Steels Ltd.	Nimdiha, Motagaon, Dehnkanal	0.25	208.10	22-12-2006	Land acquisition is under progress	
18.	M/s. Surendra Mining Industries Pvt. Ltd.	Barahamus Nimidiha, Motagaon, Dhenkanala, Bonai, Sundergah	0.25	221.62	22-12-2006	Commence production of sponge iron	
19.	M/s. Crackers India (Alloys) Ltd.	Gobardhanpur, Konjhar	0.25	236.39	22-12-2006	Commence production of sponge iron	

1	2	3	4	5	6	7
20.	M/s. Erahamani River Pellet Ltd.	Tonto, Nalda in Keonjhar and Duburi in Jaipur	4.0 (Pelletation plant)	1485.00	15-03-2008	Production not started
21.	M/s. Pradhan Steel and Power (P) Ltd.	Durusia, Athagada, Cuttack	0.50	606.00	29-01-2008	Production not started
22.	M/s. Tecton Ispat Private Ltd.	Tarkabeda, Dhenkanal	0.25	291.00	29-01-2008	Production not started
23.	M/s. Atha Mines Private Ltd.	Tarkabeda, Dhenkanal	0.25	227.13	29-01-2008	Production not started

*List of Mega Steel Plant Projects for which MoUs have been signed with the State Government of Orissa*

Sl. No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status and progress
1.	M/s. ESSAR Steel Orissa Ltd.	Paradeep	4.00	10,721	21-04-2005	Land acquisition is under progress
2.	M/s. POSCO India Project (P) Ltd.	Paradeep	12.00	51,000	22-06-2005	Land acquisition is under progress
3.	M/s. Jindal Steel and Power Ltd.	Beneficiation Plant at Deojhar, Keonjhar and Steel Plant at Angul	6.00	13,135.02	3-11-2005	Land acquisition is under progress
4.	M/s. Bhushan Steel and Strips Ltd.	Meramundali, Dhenkanal	3.00	5,828.15	3-11-2005	Commence production of sponge iron and steel billets
5.	M/s. Mittal Steel Company N.V.	Patna, Keonjhar	12.00	40,000	21-12-2006	Land has been identified. The DPR has not submitted.

*List of Iron and Steel Plant Projects for which MoUs have been Signed with the State Government of Jharkhand*

Sl. No.	Name of the Company	Location	Capacity in MTPA	Project cost Rs. in crore	Date of Signing of MoU	Present status and Progress
1	2	3	4	5	6	7
1.	M/s. BMW Industries Ltd.	Bokaro	(a) Sponge Iron 0.21 (b) Steel 0.5 (c) Pig Iron 0.5	591.00	12-04-05	Production not stated
2.	M/s. Anindita Traders and Investment Ltd.	Ramgarh	(a) Sponge Iron 0.334	300.00	12-04-05	1st Phase Commissioned
3.	M/s. Narbhe Ram Gaspoint Pvt. Ltd.	Jasshedpur	(a) Sponge Iron 0.135 (b) Steel 0.045	100.00	12-04-05	Production not started
4.	M/s. Goel Sponge Pvt. Ltd.	W. Singhbhum	(a) Sponge Iron 0.115 (b) Steel 0.09	67.00	12-04-05	Production not started
5.	M/s. Rungta Mines Ltd.	Chaibasa	(a) Sponge Iron 0.51	517.00	12-04-05	1st Phase Commissioned
6.	M/s. Raj Refractories (P) Ltd.	Bundu	(a) Sponge Iron 0.6 (b) Steel 0.06	68.50	12-04-05	Production not started
7.	M/s. Contisteel Limited.	Chandil	(a) Sponge Iron 1.2 (b) Steel 1.4 (c) Liquid Steel 1.25	1560.00	18-07-05	Production not started
8.	M/s. Kohinoor Steel Pvt. Ltd.	Buladih near Chandil	(a) Sponge Iron 0.225	410.00	18-07-05	1st Phase Commissioned

		(b) Pig Iron	0.12				
9.	M/s. Jindal Steel and Power Ltd.	Ghatshila	(a) Sponge Iron	0.5	11500.00	05-07-05	Production not started
			(b) Steel	5.0			
10.	M/s. Bhushan Power Steel Ltd.	Potka, Jamshedpur	(a) Sponge Iron	1.5	10500.00	23-07-05	Production not started
			(b) Steel	3.0			
11.	M/s. Kalyani Steel Ltd.	Silli, Ranchi	(a) Sponge Iron	0.23	1843.00	23-07-05	Production not started
			(b) Steel	1.0			
12.	M/s. Tata Steel Ltd. (Green Field Project)	Manoharpurū/ Chandil	Integrated Steel Plant	12.0	42000.00	08-09-05	Production not started
13.	M/s. Tata Steel Ltd. (Expansion)	Jamshedpur	Integrated Steel Plant	5.0	11000.00	08-09-05	Production not started
14.	M/s. V.S. Dempo and Compnay Pvt. Ltd.	Manohanpur	Integrated Steel Plant	0.5	1016.00	04-10-05	Production not started
15.	M/s. Arcellor Mittal Limited	Not decided	Integrated Steel Plant	12.0	40000.00	08-10-05	Production not started
16.	M/s. JSW Steel Ltd.	Hesalong, Nimdih	Integrated Steel Plant	10.0	35000.00	09-11-05	Production not started
17.	M/s. Ranchi Integrated Steel Limited	Silli, Near Muri	Integrated Steel Plant	1.5	5452.00	30-12-05	Production not started
18.	M/s. Essel Mining Industries Ltd.	Jagnathpur, W. Singhbhum	Integrated Steel Plant	1.0	1900	05-05-06	Production not started
19.	M/s. Sesa Goa Limited	Saraiakela- Kharswan	Integrated Steel Plant	0.5	1242	07-09-06	Production not started
20.	M/s. Mukund Steel	Barlanga, Hazaribag	Integrated Steel Plant	2.0	4335	07-07-06	Production not started

1	2	3	4	5	6	7	
21.	M/s. Feegrade and Company Pvt. Ltd.	Guraa and Rangamati W. Singhbhum	Integrated Steel Plant	0.3	688.8	11-09-06	Production not started
22.	M/s. Bonai Industrial Company Limited	Kundubera and Singh Pokharia, W. Singhbhum	Integrated Steel Plant	0.25	819	11-09-06	Production not started
23.	M/s. Rungta Mines Ltd.	Chaibasa	Integrated Steel Plant	4.5	11320	11-09-06	Production not started
24.	M/s. Vini Iron and Steel Udyog Limited	Lupungdih, Chandil, Saraikela Kharswan	Integrated Steel Plant	0.6	880.64	14-09-06	Production not started
25.	M/s. Narsingh Ispat Limited	Khunti, Chandil, Saraikela Kharswan	Mini Steel	0.25	610	14-09-06	Production not started
26.	M/s. Core Steel and Power Ltd.	Musabani, Ghatsila	Mini Steel	1.0	3300	29-12-06	Production not started
27.	M/s. Ispat Industry Ltd.	Nandpur/ Manoharpur	Integrated Steel Plant	2.8	6750	12-01-07	Production not started
28.	M/s. Ma Chandi Durga Ispat Ltd.	Nala Block Jamtara	Integrated Steel Plant	1.1	1500	09-02-07	Production not started
29.	M/s. Jagdamba Fiscal Services Ltd.	Raneshwar, Sikaripara, Dumka	Integrated Steel Plant	1.1	1500	09-02-07	Production not started
30.	M/s. Brahmi Impex Ltd.	Afjalpur, Balablock, Jamtara	Integrated Steel Plant	1.1	1500	09-02-07	Production not started

31.	M/s. Adhunik Corporation Ltd.	Kumrabad, Dumka	Integrated Steel Plant	1.1	1500	09-02-07	Production not started
32.	M/s. Traingle Trading Pvt. Ltd.	Pathanmara	Steel Plant	0.24	300	14-02-07	Production not started
33.	M/s. Premier Ferro Alloys and Securities Ltd.	Bartanga	Steel Plant	1.0	1830	23-02-07	Production not started
34.	M/s. Pushp Steel and Mining (P) Ltd.	Goridih and Rugri new Chowka	Steel Plant	0.25	361	24-02-07	Production not started
35.	M/s. Sarthak Industries Ltd.	Rajkharswan	Steel Plant	2.2	6300	26-02-07	Production not started
36.	M/s. Jindal Steel and Power Ltd.	Patratu	Steel Plant	6.0	18560	08-11-07	Production not started
37.	M/s. Bhushan Steel Ltd.	Galudih, E. Singhbhum	Integrated Steel Plant	3.1	7000	—	Production not started
38.	M/s. Ma Chhinmasitika Sponge Iron Ltd.	Ramgarh	Integrated Steel Plant	1.0	1840	—	Production not started
39.	M/s. Maa Chhinmastika Cement and Ispat Pvt. Ltd.	Ramgarh	Integrated Steel Plant	0.128	353.53	—	Production not started
40.	M/s. V.M. Salgaocar and Brothers Pvt. Ltd.	Ghatishila	Integrated Steel Plant	0.5	847	—	Production not started
41.	M/s. Ramgarh Sponge Iron Pvt. Ltd.	Hosir, Hazaribagh	Steel Plant	0.25	785	—	Production not started
42.	M/s. SKS Ispat and Power Ltd.	Kanchi Bundu, Ranchi	Steel Plant	1.3	655	—	Production not started
43.	M/s. Jupiter Iron Industries Pvt. Ltd.	Ramgarh	Steel Plant	0.25	655	—	Production not started

*List of Steel Plant Projects for which MoUs have been Signed with the State Government of Chhattisgarh*

Sl. No.	Name of the Company	Location	Capacity in MTPA	Investment Rs. in crore	Date of signing of MoU	Present status and progress
1	2	3	4	5	6	7
1.	M/s. Jindal Steel and Power Ltd.	Rajgarh	(a) Steel Melting Shop-1.25 (b) Blast Furnace-1.25 (c) Wire Rod/Rolling Mill-0.7	2595.00	07-1-2005	Partially Commissioned
2.	M/s Chhattisgarh Electricity Co. Ltd.	Raipur	(a) Sponge Iron-0.6 (b) Steel Plant-1.0	2010.00	7-1-2005	Partially Commissioned
3.	M/s. Prakash Industries Ltd.	Champa	(a) Sponge Iron-0.4 (b) Steel Melt Shop-0.9 (c) Pig Iron-0.25 (d) Rolling/Wire Rod Mill-0.6	1017.00	7-1-2005	Partially Commissioned
4.	M/s. Chhattisgarh Steel and Power	Janjgir, Champa	Sponge Iron-0.38	464.88	07-01-2005	Partially Commissioned
5.	M/s. Pushp Steels and Mining Pvt. Ltd.	Borai Growth Centre, Durg	Sponge Iron-0.315	380.00	07-01-2005	Production not started
6.	M/s. Salasar Sponge and Power Ltd.	Raigarh	(a) Sponge Iron-0.165 (b) Steel-0.1	287.51	7-1-2005	Partially Commissioned
7.	M/s. Shri Radhe Industries Pvt. Ltd.	Bilaspur	(a) Sponge Iron-0.26 (b) Steel Melting Shop-0.05	232.50	7-1-2005	Partially Commissioned

8.	M/s.Satyarth Steel and Power Ltd.	Raipur	(a) Sponge Iron-0.22 (b) Induction Furnace-0.182 (c) Re-rolld Products-0.0314	175.00	07-01-2005	Partially Commissioned
9.	M/s. API Ispat and Powertech Pvt. Ltd.	Raipur	(a) Sponge Iron-0.315 (b) Steel Ingot-0.0864	158.00	07-01-2005	Partially Commissioned
10.	M/s. Topworth Steel Pvt. Ltd.	Borai Growth Centre, Durg	(a) Sponge Iron-0.21 (b) Steel Melting Shop-0.1	129.00	07-01-2005	Partially Commissioned
11.	M/s. Crest Steel and Power Pvt. Ltd.	Durg	Sponge Iron--0.231	116.5	07-01-2005	Partially Commissioned
12.	M/s. Tata Steel	Bastar	Integrated Steel Plant-5.00 (Approx.)	10000.00	04-06-2005	Production not started
13.	M/s. Essar Steel Chhattisgarh Ltd.	Bastar	Integrated Steel Plant-3.2 (Approx.)	7000.00	05-07-2005	Production not started
14.	M/s. Ind Synergy Limited (Expansion Project)	Raigarh	Sponge Iron-0.40	960.00	06-10-2006	Partially Commissioned
15.	M/s. Shree Bajranj Power and Ispat Ltd. (Expansion Project)	Raipur	Sponge Iron-0.60 Blast Furnace-0.231	1400.00	06-10-2006	Production not started
16.	M/s. SKS Ispat Limited (Expansion Project)	Raipur	Sponge Iron-0.33 Mini Blast Furnace-0.5	1175.00	06-10-2006	Partially Commissioned
17.	M/s. Raipur Alloys and Steel Limited (Expansion Project)	Raipur	Sponge Iron-0.50 Steel-0.24	720.00	06-10-2006	Partially Commissioned
18.	M/s. Shree Bajrang Metallics and Power Limited (Expansion Project)	Raipur	Pig Iron-0.060	109.41	21-10-2006	Production not started

1	2	3	4	5	6	7
19.	M/s. Rajesh Strips Limited (Expansion Project)	Raipur	Steel Melting shop)-0.30	120.00	18-05-2007	Production not started
20.	M/s. Jindal Steel and Power Ltd. (Expansion Project)	Raigarh	Blast Furnace-0.32	8000.00	18-05-2007	Production not started
21.	M/s. Bhushan Power and Steel Ltd.	Rajnandgaon	Integrated Steel Making Facility-1.2	5500.00	06-10-2006	Production not started
22.	M/s. Monnet Ispat and Energy Ltd. (Expansion Project)	Naharpalli, Raigarh	Blast Furnace-1.0  Sponge Iron for captive use-0.40	2087.00	04-05-2007	Production not started
23.	M/s. Vandana Ispat Limited	Borai, Durg, Anjora, Rajnandgaon	Integrated Steel Plant-0.83 Steel Melting Shop-0.75	1310.00	04-05-2007	Production not started
24.	M/s. Topworth Steel Pvt. Ltd. (Expansion Project)	Borai, Durg	Blast Furnace-0.50	1225.74	04-05-2007	Production not started
25.	M/s. MSP Steel and Power Limited (Expansion Project)	Raigarh	Pig Iron-0.40  Sponge Iron for captive use-0.3	1400.00	04-05-2007	Production not started
26.	M/s. Salasar Sponge and Power Ltd. (Expansion Project)	Raigarh, Champa	Steel Plant-0.10	230.00	04-05-2007	Production not started
27.	M/s. Prakash Industries Ltd. (Expansion Project)	Champa, Janigir, Chapra	Steel Plant 1.2	2145.00	18-06-2007	Production not started
28.	M/s. Singhal Enterprises (Expansion Project)	Raigarh	Sponge Iron-0.2  Steel-0.3	500.00	23-06-2007	Production not started

29.	M/s. Anjani Steel Private Limited (Expansion Project)	Ramgarh	Integrated Steel Plant-0.25	410.00	02-08-2007	Production not started
30.	M/s. H.E.G. Limited (Expansion Project)	Durg	Sponge Iron-0.35	280.00	02-08-2007	Production not started
31.	M/s. Mangal Sponge and Steel Limited (Expansion Project)	Bilaspur	Sponge Iron-0.12	445.00	02-08-2007	Partially Commissioned
32.	M/s. S.K. Sarawagi and Company Pvt. Ltd.	Bilaspur	Sponge Iron 0.21 Steel 0.15	330.00	02-08-2007	Production not started
33.	M/s. Aarti Sponge and Power Pvt. Ltd.	—	Sponge Iron-0.105 Steel Melting Shop-0.09	305.00	08-08-2008	Production not started
34.	M/s. API Ispat and Powertech Pvt. Ltd.	—	Sponge Iron-0.525	1000	08-08-2008	Production not started
35.	M/s. Jai Balaji Industries Ltd.	—	DRI Plant-0.6 Steel Melt Shop-1.0	1450.00	08-08-2008	Production not started
36.	M/s. Baldev Alloys Pvt. Ltd. (Expansion Project)	—	Sponge Iron-0.54 SMS Plant-0.2	430.00	08-08-2008	Production not started
37.	M/s. Crest Steel and Power Pvt. Ltd. (Expansion Project)	—	Sponge Iron-0.75 Steel Melting Shop-0.5 EAF-0.32	1536.00	08-08-2008	Production not started
38.	M/s. Godawari Power and Ispat Ltd	—	DRI 0.6 Steel Billet-0.6	1570.00	08-08-2008	Production not started
39.	M/s. Jindal Steel and Power Ltd. (Expansion Project)	—	DRI- 5.1	18300.00	08-08-2008	Production not started

1	2	3	4	5	6	7
40.	M/s. Khetan Sponge and Infrastructure Pvt. Ltd. (Expansion Project)	—	Sponge Iron-0.09 Induction Furnace-0.06	209.00	08-08-2008	Production not started
41.	M/s. Nalwa Steel and Power Ltd. (Expansion Project)	—	DRI (Coal based)-0.33 Steel Melting Shop-0.336 DRI (gas based)-2.0	3100.00	08-08-2008	Production not started
42.	M/s. Jaysawal Necco Industries Ltd.	—	Sponge Iron-0.6 Steel Billet-0.7	2020.00	08-08-2008	Production not started
43.	M/s. Nova Iron and Steel Ltd. (Expansion Project)	Bilaspur	Sponge Iron-0.6	606.00	08-08-2008	Production not started
44.	M/s. Raipur Power and Steel Ltd.	—	Sponge Iron-0.135 Induction Furnace-0.09	135.00	08-08-2008	Production not started
45.	M/s. Rashmi Ispat Pvt. Ltd.	—	Sponge Iron-0.315 Steel Melting shop-0.21	550.00	08-08-2008	Production not started
46.	M/s. Real Ispat and Power Ltd. (Expansion Project)	—	Sponge Iron-0.30	720.00	08-08-2008	Production not started
47.	M/s. R.L. Steel and Energy Ltd.	—	Sponge Iron-0.4	293.00	08-08-2008	Production not started
48.	M/s. Satya Power and Ispat Pvt. Ltd.	—	Sponge Iron-0.24	376.00	08-08-2008	Production not started
49.	M/s. Shri Shyam Sponge and Power Ltd. (Expansion Project)	—	Sponge Iron-0.135	205.00	08-08-2008	Production not started

50.	M/s. SKS Ispat and Power Ltd.	—	Sponge Iron-1.2 Blast Furnace-0.27	3611.00	08-08-2008	Production not started
51.	M/s. Surya Global Steel and Jenpower Ltd.	—	DIR-1.4 Blast Furnace with PCM-06	3000.00	08-08-2008	Production not started
52.	M/s. Visa Steel Limited	—	Blast Furnace with sinter-1.5 Sponge Iron-1.0	4750.00	08-08-2008	Production not started
53.	M/s. NMDC Limited	—	Integrated Steel Plant-3.00	10000.00	03-09-2008	Production not started
54.	M/s. K. Energy Limited	—	Sponge Iron-0.21 Induction Furnace-0.192	469.00	12-09-2008	Production not started
55.	M/s. Prakash Industries Limited	—	Blast Furnace-1.15 Sponge Iron-1.6 Steel Melting shop-2.0	2750.00	12-09-2008	Production not started
56.	M/s. Singhal Steel Pvt. Ltd.	—	Blast Furnace-0.3 Sponge Iron-0.2 Induction Furnace-0.3 EAF-0,3	700.00	01-10-2008	Production not started
57.	M/s. MSP Steel and Power Ltd.	—	Sponge Iron-0.9 Blast Furnace-0.7 Steel Melting Shop 1.5	4930.00	01-10-2008	Production not started
58.	M/s. Mahendra Sponge and Power Pvt. Ltd.	—	Sponge Iron-0.27 Steel Billet-0.15	485.00	01-10-2008	Production not started
59.	M/s. Hind Energy and Coal Beneficiation (India) Pvt. Ltd.	—	Sponge Iron-0.405 Steel melting shop-0.216	505	03-10-2008	Production not started

**Air-Connectivity to Sravasti in  
Uttar Pradesh**

127. DR. VINAY KUMAR PANDEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to bring Sravasti in Uttar Pradesh on air map so that foreign devotees/followers of Lord Buddha can reach there easily;

(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 such proposal is with the Government. However, the nearest airport from Sravasti in Uttar Pradesh in Lucknow at a distance of 125 km. which is air linked by scheduled air services to/from Delhi, Kolkata, Mumbai and Varanasi.

*[English]*

**Accidents in Steel Plants**

128. SHRI NISHIKANT DUBEY: Will the Minister of STEEL be pleased to state:

(a) the number and nature of accidents that took place in various steel plants in the country during each of the last three years and current year, plant-wise;

(b) the number of persons injured/died in these accidents during the said period;

(c) whether any investigation was conducted to identify the causes of such accidents;

(d) if so, the outcome thereof;

(e) the action taken against the officials found responsible for such accidents;

(f) the amount of compensation paid to injured/families of deceased persons in such cases; and

(g) the concrete steps taken/being taken to avoid recurrence of such accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) to (g) The information in respect of the steel plants of Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) during the last three years and the current year is given in the enclosed statement.

**Statement**

I. SAIL:

(a) The number of accidents that took place in SAIL Plants/Units during each of the last three years and the current year, plant-wise are as follows:

Plant/Unit	Nature and Number of Accidents occurred during							
	2006		2007		2008		2009 (Jan-May)	
	Non Fatal	Fatal	Non Fatal	Fatal	Non Fatal	Fatal	Non Fatal	Fatal
Bhilai Steel Plant	3	4	2	4	2	6	4	0
Durgapur Steel Plant	24	3	8	0	2	1	0	0
Rourkela Steel Plant	35	3	31	1	14	4	6	2
Bokaro Steel Plant	14	5	16	4	21	4	5	5
IISCO Steel Plant	120	2	17	4	20	4	3	1
Alloy Steel Plant	10	2	2	1	3	2	1	0
Salem Steel Plant	3	0	7	1	3	0	0	0
Visvesvarya Iron and Steel Ltd.	14	0	13	1	21	0	4	0
Maharashtra Elektrosmet Limited	11	0	22	2	10	0	1	0
Raw Material Division	9	1	2	3	10	3	2	1
BSP Mines	47	1	37	0	36	0	15	0
ISP Collieries	10	2	32	0	18	0	4	0
CMO Stockyards	0	0	0	1	1	1	0	1
<b>Total</b>	<b>300</b>	<b>23</b>	<b>189</b>	<b>22</b>	<b>161</b>	<b>25</b>	<b>45</b>	<b>10</b>

**Nature of accidents:**

Investigation of fatal accidents conducted during the aforesaid period had revealed the following immediate causes:—

- Fall from Height
- Hit/Caught/Pressed by moving objects/machines
- Rail-Road fatalities
- Burns/Explosion
- Gas Poisoning
- Electrocution
- Suffocation/ Buried Under

(b) The number of persons injured/died in these accidents during the last three years:—

Year	Number of persons	
	Injured (Reportable)	Died (Fatal)
2006	300	23
2007	189	22
2008	161	25
2009 (till May)	45	10

(c) All fatal accidents are investigated by Plant level enquiry committee to identify the causes of such accidents and give recommendations.

(d) Implementation status of the recommendations by Plants/Units are monitored and reviewed at appropriate levels for their timely compliances.

(e) Wherever recommended by the Plant enquiry committee, appropriate actions were taken against the erring employees/officials for violation of safety norms leading to an accident. In case of contractual employees,

the same is done as per the penalty provisions prevailing in the terms and conditions of the contract.

(f) In case of contract labour, the compensation is covered under Employee State Insurance scheme (ESI) and paid by ESI Corporation. In case of fatal accidents to regular employees, the compensation is given as per the company policy.

(g) Some of the concrete steps being taken by SAIL Plants/Units to obviate the occurrence of accidents in identified areas of concern are as follows:—

- Enforcing usage of job specific Personal Protective Equipments (PPEs) by all concerned, mandatory use of full body harness in place of safety belts:—
- Campaign and training on rail and road safety;
- Use of fire retardant dress while handling liquid metal;
- Provision of automatic gas leak detection and alarm system in hazardous areas, Conducting periodic mock drills as per emergency plan;
- Strict adherence to Inter Plant Safety Standards procedures;
- Enforcement of safety induction training; and
- Strict adherence to safety procedures, medical fitness and height pass.

**II. RINL:**

(a) The number of accidents that took place in RINL in the past three years and current year are as follows:—

Year	Total
2009-10 (upto May)	8
2008-09	49
2007-08	58
2006-07	64

Nature of Accidents:—Slip and Fall, Electrocution, Struck against Object, Hit by Moving Object, Pressed Between Objects.

(b) The number of persons who were injured/died in these accidents during last three years and current year are as follow:—

Year	Injured	Died
2009-10 (upto May)	8	—
2008-09	44	5
2007-08	56	2
2006-07	60	4

(c) (i) All reportable accidents are investigated and analyzed by Safety Engineering Dept. alongwith concerned department.

(ii) All fatal accidents are investigated by Standing Fatal Accident Enquiry Committee, headed by a General Manager.

(d) All remedial measures suggested are implemented. The status of accidents and implementation of remedial measures is reviewed by Executive Director (Works) every month. This has resulted in reduction of accidents over the years.

(e) Appropriate action is taken against erring contractors and officials if safety norms are proven to be violated.

(f) In case of contract labour, the compensation is covered under Employee State Insurance scheme (ESI) and paid by ESI Corporation. In case of fatal accidents to regular employees, the compensation is given as per the company policy.

(g) RINL has taken several remedial measures to prevent recurrence of such accidents in future, some of which are as under:—

— Ensuring implementation of safety standards.

— Continuous round the clock monitoring by safety personnel during capital repair works.

— Installing temporary barricading around repair areas, provision of external support to arrest falling objects.

— Ensuring strict compliance on wearing of safety gear by all workers within plant premises.

— Conducting on-site mock drills and safety training programmes for employees.

#### **Setting Up of National Passengers Advisory Board**

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

(a) whether Air India has recently decided to set up a National Passengers Advisory Board to address the passengers grievances; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Air India has set up a National Passenger Advisory Board to address issues relating to passenger needs and comfort. This is to strengthen the Customer Care and undertake various customer outreach programmes.

#### **New Railway Lines in Gujarat**

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

(a) whether the Government of Gujarat has submitted a proposal for construction of a number of new railway lines in the State during the last three years;

(b) if so, the details thereof; and

(c) the status of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) Yes,

Madam. Minister of Revenue, Disaster Management, Road and Building, Capital Project, Women and Child Welfare, Government of Gujarat has sent a letter in

February, 2008 requesting for 10 new rail lines in Gujarat. The details and status of the proposed new lines is as under:

Sl. No.	Proposal	Status
1.	Viramgam-Sankheshwar	No survey for these lines have been taken up.
2.	Daman-Nasik	
3.	Nadiad-Tarapur-Khoda-Matar	
4.	Godhra-Dahod-Indore-Devas	There is already a rail line between Indore-Dewas and Dahod-Godhra. Construction of new line from Indore to Dahod has been taken up.
5.	Tarapur-Mahemdavad	No survey has been taken up.
6.	Ahmedabad-Khedbrahma-Ambaji	A metre gauge line already exists from Ahmedabad-Himmatnagar-Udaipur. Gauge conversion of this line has been taken up. The survey for gauge conversion of Himmatnagar-Khedbrahma with extension to Abu Road via Ambaji has been taken up.
7.	Mahesana-Harij-Radhanpur	Survey completed. Proposal could not be considered due to un-remunerative nature, heavy throw forwarded of going projects and constraint of resources.
8.	Vejalpur-Botad	No such survey has been taken up.
9.	Rajkot-Jaipur-Marwar	There is already a railway line connecting Rajkot, Marwar and Jaipur.
10.	Porbandar-Porbandar Port	Survey completed.

#### **Janata Meal in Trains**

131. SHRI PRADEEP MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to restart cheap and good quality Janata Meal in trains and platforms;

(b) if so, the details thereof;

(c) the name of the agency who will provide Janata Meal to railway passenger; and

(d) the time by which it is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Action has been initiated to increase easy availability of Janata Meal in trains and on platforms. The agency and modalities are under review.

[Translation]

#### **Exploration of Gas at Jwalamukhi District of Himachal Pradesh**

132. SHRI ANURAG SINGH THAKUR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the work of gas exploration at Jwalamukhi in Kangra district of Himachal Pradesh is going on for a long time and recently there have been some indications of huge gas reserves there;

(b) if so, the details thereof; and

(c) the time by when commercial production of gas at the site is likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) ONGC presently holds two Petroleum Exploration Licences (PELs) in Himachal Pradesh. One is a nomination block (falling in Kangra, Hamirpur, Bilaspur and Mandi Districts) for which the PEL was awarded on 10-11-1997, while another PEL was awarded, for Block HF-ONN-2001/1 under NELP-III (encompassing Sirmour, Solan and Shimla Districts), on 10-6-2003.

No commercial discoveries have been made till date in any of the Blocks.

#### **Expenditure on Subsidy to Farmers**

133. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the expenditure of the government on subsidy for the production, sale of fertilizers and its supply to the farmers; and

(b) the measures taken by the Government to reduce the expenditure on subsidy and to ensure that farmers get the benefits of subsidy?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) The expenditure on fertilizer subsidy for the last three years is as below:—

(Rs. in Crore)

Item	Amount of Subsidy (Gross) disbursed		
	2006-07	2007-08	2008-09
Imported Urea	5071.06	9934.99	12971.18
Indigenous Urea			
Cash	12650.37	12950.37	17968.74
Bonds		3500.00	3000.00
Imported P and K Cash Bond	3649.95	5100.00	23847.69
		1500.00	8750.00
Indigenous P and K			
Cash	6648.16	7833.80	24707.10
Bonds	—	2500.00	8250.00
<b>Total</b>	<b>28019.54</b>	<b>43319.16</b>	<b>99494.71</b>

Further, in the current year, the estimated requirement of fertilizer subsidy has been assessed at Rs. 77,425.10 crore (gross).

(b) The increase in expenditure on subsidy is mainly due to the increase in international prices of fertilizer inputs and finished fertilizers over the last few

years. The Government is encouraging investments by Indian entities in joint venture projects abroad in fertilizer sector, so as to ensure future supplies of fertilizer inputs and finished fertilizers, and also to insulate these supplies from the volatilities of international prices. Government is also encouraging conversion of all non-gas based units to gas, in order to encourage efficiency of production and reduce subsidy outgo. The fertilizer sector has been accorded highest priority in allocation of Natural gas from KG Basin, and existing shortfall in supply of gas to urea units has been completely met from the supplies from KG Basin. This has led to substitution of Naphtha by natural gas in gas based urea units, leading to an expected savings in subsidy of approximately Rs. 3000 Crore in 2009-10.

Under the current fertilizer subsidy regime, the farmers are getting the benefits of the subsidy in the form of subsidized MRPs, which are much below the normative cost of production/import and delivery of fertilizers at farm level.

[English]

#### **Revival of Closed/Sick Heavy Industries**

134. Sk. SAIDUL HAQUE: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to revive closed/sick Public Sector Heavy Industries in the country;

(b) if so, whether there is any revival proposal of Mining and Allied Machinery Corporation Limited (MAMC) of Durgapur in Joint Venture with Coal India Ltd. and Damodar Valley Corporation; and

(c) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI VILASRAO DESHMUKH): (a) So far as Public Sector Enterprises (PSEs) under the Department of Heavy Industry are concerned, Board for Reconstruction of Public Sector

Enterprises (BRPSE) is making recommendations on revival and future of the PSEs. Based on recommendations of BRPSE Government has approved implementation of revival/restructuring packages in case of 15 PSEs.

(b) and (c) The revival of the MAMC (in liquidation) in the form of taking over the assets of the company by a Consortium consisting of Coal India Limited (CIL), Damodar Valley Corporation (DVC) and Bharat Earth Movers Limited (BEML) is under consideration subject to the permission by the High Court of Calcutta.

On 16-5-2002 winding up order of MAMC was passed and the Official Liquidator was appointed by the High Court of Calcutta to auction the assets of the company. The assets of the company were to be auctioned on 5th October, 2007, but CIL and DVC moved an application seeking permission for the takeover of the company. The High Court, Calcutta accepted an application moved by both CIL and DVC to takeover and granted time of 14 weeks for due diligence. The Court has periodically extended the time limit for filing a reply.

Meanwhile BEML had joined CIL and DVC as the lead partner in the consortium.

#### **Regulatory Mechanism for Fixing Prices of Fertilizers**

135. SHRI N. CHELUVARAYA SWAMY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has decided to constitute a regulatory mechanism in the fertilizer industry to fix prices; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) No decision has been taken to constitute a regulatory mechanism in fertilizer industry to fix prices.

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

**Assistance to Fast Track Courts**

136. SHRI VIKRAMBHAI ARJANBHAI MADAM:  
Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether after September 2006, the Government has discontinued the status of Centrally sponsored scheme for the Fast Track Courts functioning in the States;

(b) if so, the main reasons therefor;

(c) whether the Grant-in-Aid to Fast Track Courts is very meager and the recurring and non-recurring expenditure is high;

(d) if so, the details of Grant-in-Aid provided and recurring/non-recurring expenditure incurred thereon; and

(e) the action taken/proposed to be taken to increase Grant-in-Aid to Fast Track Courts?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (e) No, Government has not discontinued the scheme of central assistance to the states for the Fast Track Courts. In fact while extending the scheme for a period of five years beyond 31-3-2005, Government enhanced central assistance for non-recurring expenditure and made a provision for an additional amount of Rs. 8.60 lakh per court being given to the States for the first two years after 31-3-2005.

Central assistance to the States under the scheme is provided on the basis of the approved norm i.e. Rs. 4.80 lakh per court per annum towards the recurring expenditure. Some of the States have reported expenditure in excess of the assistance provided to them. A Statement indicating the central assistance released to the States and the expenditure incurred by them during the year 2007-08 is enclosed.

There is no proposal at present to increase the rate of central assistance to the States for the Fast Track Courts.

**Statement**

*State-wise Central grant released and actual expenditure incurred by the States during 2007-08 under the scheme of Fast Track Courts*

(Rs. In lakhs)

Sl. No.	Name of the States	Central Grant released	Expenditure incurred by the States
1	2	3	4
1.	Andhra Pradesh	412.80	568.58
2.	Arunachal Pradesh	14.40	22.07
3.	Assam	96.00	136.58
4.	Bihar	720.00	1238.60
5.	Chhattisgarh	129.60	247.95
6.	Goa	24.00	75.67
7.	Gujarat	571.20	1006.89*
8.	Haryana	67.20	138.00
9.	Himachal Pradesh	0	Not received

1	2	3	4
10.	Jharkhand	190.17	426.63
11.	Karnataka	230.40	598.90
12.	Kerala	148.80	563.85
13.	Madhya Pradesh	259.80	522.11
14.	Maharashtra	782.40	2232.23
15.	Manipur	9.60	17.14
16.	Meghalaya	0	20.70
17.	Mizoram	14.40	14.40
18.	Nagaland	9.60	9.60
19.	Orissa	158.40	300.69
20.	Punjab	51.20	117.64
21.	Rajasthan	398.40	1232.17
22.	Tamil Nadu	235.20	634.87
23.	Tripura	0	8.30
24.	Uttar Pradesh	495.52	1258.00
25.	Uttaranchal	129.60	70.82
26.	West Bengal	571.20	1662.01
Total		5719.89	13124.40

\*Expenditure from April 2007 to September 2007.

[Translation]

### Earnings from Freight Carriage

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

(a) whether the International economic slowdown has affected the earnings of the Railways received from freight carriage;

(b) if so, the extent of decline in freight carriage

of the Railways;

(c) the total losses incurred to the Railways during 2008-09 and 2009-10 under this head; and

(d) if so, the efforts being made by the Railways to overcome the losses?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Yes, Madam. Although the overall goods earnings during 2008-09 grew at 12.6% over 2007-08 showing an

increase of Rs. 5998.50 crore over 2007-08, the revised budgetary target for 2008-09 however could not be met due to economic slow down in the latter half of the fiscal year. Against the revised budgetary target for 2008-09 for Rs. 55293 crore, the approximate actuals are Rs. 53433 crore only. The overall growth rate in loading in 2008-09 was 4.9%. In the first half of 2008-09 the growth rate in loading was 8.5% which came down to 1.8% in the second half of 2008-09. In the first two months of the current fiscal, 2009-10, growth rate in loading is 2.8%. Efforts are being made to take measures to stimulate traffic demand and also to encourage long lead traffic.

[English]

#### **Rajdhani Express from Delhi to Koraput**

138. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have a proposal to introduce some more Rajdhani Express from Delhi to different States;

(b) if so, the details thereof;

(c) whether introduction of a Rajdhani Express from Delhi to Koraput via Bolangir and Titilagarh in Orissa is also under the consideration of the Railways; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) The matter is under examination.

#### **New System for Recruitment**

139. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the present system of recruitment is obsolete Railways are facing problems;

(b) if so, the details thereof;

(c) whether there is any proposal to evolve a new system of recruitment;

(d) if so, the details thereof; and

(e) the time by which the new system is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (e) The matter is under examination.

#### **Vanishing Companies**

140. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government has identified more than 100 vanishing companies in the country in the recent past;

(b) if so, the details thereof;

(c) the number of such companies against whom the cases filed so far under the provisions of the Companies Act, 1956; and

(d) the steps taken by the Government to check recurrence of such activities of these companies in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b) Out of the companies that came out with the IPOs during 1992-2001, a total of 238 companies were identified as vanishing companies. With the continuous efforts of the Ministry, 117 companies have been traced back, resulting in the number of vanishing companies being reduced to 121. Further, none of companies that came out with IPOs during the period i.e. 2001-2005 fall in the category of vanishing company.

(c) The Government has taken following action against the vanishing companies and their Promoters/Directors:

(i) Prosecutions have been filed in 110 cases for

violations of various provisions of the Companies Act, 1956.

- (ii) FIRs have been filed in 112 cases under the Indian Penal Code (IPC).
- (iii) SEBI has debarred 100 companies and 378 directors u/s 11B of the SEBI Act from entering capital market for a period of five years.

(d) The Government has already launched MCA-21 e-Governance project under which all statutory filings by the companies are done in e-Governance mode. This project provides for mandatory Director Identification Number (DIN) under which the identity of authorised directors and professionals is established in a secure manner. Government has issued directions to Registrars of Companies (RoCs) to carry out technical scrutiny of Balance Sheets of companies to find out the end use of IPOs proceeds. Apart from above, the SEBI has amended the existing Clause 49 of the Listing Agreement which seeks to strengthen the disclosure requirements in particular pertaining to promoters and also providing for monitoring of utilisation of funds raised from the public, as a result of which none of companies that came out with IPOs during the period i.e. 2001-2005 fall in the category of vanishing company.

#### **Airport at Navi Mumbai**

141. SHRI ANANDRAO ADSUL:

SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry of Environment and Forests has suggested to change the site of Navi Mumbai airport;

(b) if so, the details thereof and the reasons therefor;

(c) whether the project for Navi Mumbai Airport has not been cleared by the Ministry of Environment and Forests;

(d) if so, the objections raised by the Ministry of Environment and Forests in this regard; and

(e) the response of the Ministry of Civil Aviation thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) On the proposal of M/s. City and Industrial Development Corporation of Maharashtra Limited (CIDCO) regarding environmental clearance of Navi Mumbai international airport, Ministry of Environment and Forests requested to submit a revised proposal deleting the Coastal Regulation Zone area from the project. Ministry of Environment and Forests has since amended the Coastal Regulation Zone Notification 1991 permitting greenfield airports in Coastal Regulation Zone. CIDCO is in the process of getting the approval of Terms of Reference for "Environment Impact Assessment Study" for environmental clearance.

#### **Modernisation of Chennai Airport**

142. SHRI T.R. BAALU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the modernisation work of Chennai Airport is in progress

(b) if so, the present status thereof;

(c) the time schedule for completion of this Project;

(d) whether there is any time and cost overruns in this Project;

(e) if so, the details thereof; and

(f) the steps taken by the Government to complete the work within the stipulated time schedule?

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

(b) All the works related to modernisation of Chennai airport including construction of a new Terminal Building and other associated works like extension of

runway, construction of bridge are in progress and are as per schedule.

(c) The project is expected to be completed by January, 2011.

(d) and (e) No time overrun is anticipated in completing the project. However, there was a cost overrun due to high cost of materials at the time of award.

(f) A reputed Project Management Consultant has been appointed for Quality Control and Monitoring of the project.

*[Translation]*

#### **Survey for Food Processing Industries**

143. SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to carryout survey for setting up food processing industries in backward and rural areas of the country; and

(b) if so, the details thereof?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Ministry of Food Processing Industries has currently no proposal to carryout any specific survey for setting up food processing industries in backward and rural areas of the country as a whole. However, surveys/studies/evaluations have been conducted by the Government as a measure for development of Food Processing Industries in different States of the country like Uttar Pradesh, Assam, Maharashtra, Gujarat, West Bengal and Jharkhand.

Under the scheme of Promotional Activities, the Ministry has a provision to make need based financial support available for survey/studies to be done by State Governments for development of food processing sector in their respective state. The Ministry has, accordingly, been funding various Studies/Surveys on Regional and Sectoral basis towards promotion of food processing

industries. State Governments have been advised to undertake such Studies/Surveys in a comprehensive and proactive manner for their State through a competent consultant assuring the financial assistance by this Ministry as per the provisions of the plan scheme.

*[English]*

#### **Pending Cases in Various Courts**

144. SHRI GURUDAS DASGUPTA:

SHRR SANJAY SINGH CHAUHAN:

SHRI PRABODH PANDA:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the total number of cases pending in Supreme Court and High Courts as on date;

(b) the reasons for this pendency; and

(c) the steps being taken by the Government to speed up disposal of the long pending cases?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) 50163 cases were pending in the Supreme Court as on 31-3-09. As per the reports received from the High Courts, 39,14,669 cases were pending in the High Courts as on 31-12-08.

(b) While there are many reasons for pendency in the courts, some that are relevant in the case of pendency in the superior courts are:—

- (i) Population and Litigation Explosion.
- (ii) Institution of fresh cases.
- (iii) Lack of priority of disposal of old cases.
- (iv) Additional burden on account of Election Petitions.
- (v) Accumulation of First appeals.
- (vi) Continuance of the ordinary original civil jurisdiction in some of the High Courts.
- (vii) inadequacy of Judges strength.

- (viii) Delays in filling up of vacancies in the High Courts.
- (ix) Inadequacy of staff attached to the High Courts.
- (x) Granting of unnecessary adjournments.

(c) The time taken in disposal of cases is within the domain of judiciary. However, the Government has taken various measures to facilitate speedier disposal of cases in courts.

- (1) Government reviews the Judges strength in High Courts periodically and ensures prompt filling up of vacancies so that administration of Justice does not suffer from inadequate number of Judges. On the basis of these reviews, 163 posts of Judges have been created in various High Courts. This increase in the number of Judges is expected to help in reducing the arrears in the High Courts. The strength of Judges in the Supreme Court has been increased from 26 to 31.
- (2) Government introduced a scheme of 'Fast Track Courts' which has been extended upto 31-3-2010. As per the information received, 25.07 lakh cases have been disposed of by these courts out of 31.01 lakh cases transferred to them.
- (3) Alternative modes of disposal including mediation, negotiation and arbitration have been encouraged. Some legislative measures have also been introduced for improvement in judicial procedure and for expediting disposal of civil and criminal cases in courts. The Civil Procedure Code has been amended, inter alia, limiting the number of adjournments that can be given to a party. Appropriate changes have been made in the Code of Criminal Procedure through Code of Criminal Procedure (Amendment) Act, 2005 which *inter-alia* introduced the concept of 'Plea-Bargaining'.

- (4) Other measures like grouping of cases involving common questions of law, constitution of specialized benches, setting up of special courts and organizing Lok Adalats at regular intervals have also been taken.
- (5) Steps have also been taken for modernization of the judicial infrastructure through computerization of courts. Government is implementing a scheme for computerization of District and Subordinate Courts and for upgradation of the Information and Communication Technology infrastructure of the Supreme Court and the High Courts.
- (6) Government has enacted the Gram Nyaya-layas Act, 2008 (Act 4 of 2009) which provides for establishment of nearly 5067 Gram Nyaya-layas.

[Translation]

#### **Working Days in High Courts**

145. SHRIMATI SUMITRA MAHAJAN: Will the Minister of LAW AND JUSTICE be pleased to state:

- (a) whether the number of working days in the High Courts is less than that in the lower courts;
- (b) if so, the reasons therefor;
- (c) whether the Government proposes to increase the number of working days in High Courts for early disposal of the cases; and
- (d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) The working days in the High Courts are regulated by the rules framed by the respective Courts. According to available information, all High Courts in the country normally have 210 working days in a year and the number of working days of the District/Subordinate Courts are regulated by the concerned High Court.

In the year 2002-2003, this Department had

examined the matter of increasing the number of working days in Courts. In order to reduce the huge pendencies prevailing in the High Courts, this Department addressed to all the High Courts, requesting them to fix the period of vacations in such a way that the number of working days of High Courts generally do not fall below 222 days in a year.

Various other steps have been taken by the Government to expedite disposal of cases, these include periodically monitoring the pendency position in courts, grouping of cases involving common question of law, constitution of specialized benches, timely filling up the vacancies of judges, increasing the judge strength, organizing Lok Adalats at regular intervals, encouraging alternative modes of disputes resolution like negotiation, mediation and arbitration and setting up of special tribunals like Central Administrative Tribunals, State Administrative Tribunals, Income Tax Appellate Tribunals, Family Courts, Labour Courts etc., establishing Fast Track Courts, and computerization of courts.

[English]

#### **Inadequate Number of Flights to Gulf Countries**

146. SHRI P. KARUNAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Non-resident Indians in the Gulf countries particularly the Keralites are facing difficulties in visiting their home land during vacation period due to operation of inadequate flights to and from Gulf Countries to India;

(b) whether the Union Government has received any representation from the State of Kerala in this regard;

(c) if so, the details thereof; and

(d) the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) At present the designated airlines of foreign countries and Indian carriers are operating around 163 and 226

services/week respectively from the different airports in Kerala to the Gulf Region. From time to time representations have been received from Non-Resident Indian bodies, State Governments and passengers for increase of passenger flights from the Gulf Region to Kerala. During the festival season, extra section flights on the Gulf-Kerala sector are operated to meet the increased demand.

#### **Representation of Minorities in Private Sector**

147. SHRI ASADUDDIN OWAISI:  
SHRI M.I. SHANAVAS:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has taken follow-up action on the recommendation of Sachar Committee report on higher participation of minorities in the Private Sector;

(b) if so, the details thereof;

(c) the steps taken or being taken by the Government in this regard;

(d) whether any specific mechanism evolved for the implementation of the Sachar Committee Report in various States; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) to (c) A Coaching and Allied Scheme was launched in July, 2007 with a view to enhance the skills and knowledge of students and candidates from the minority communities to secure employment in government service, public sector undertakings and jobs in the private sector.

(d) and (e) The decisions of the Government on the follow-up action on the recommendations of Sachar Committee pertain to various Ministries/Departments of the Central Government and these are implemented through them.

### Unmanned Level Crossing

148. SHRI PURNMASI RAM:

SHRI S.S. RAMASUBBU:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of unmanned level crossings in the country as on date;

(b) the number of accidents occurred on unmanned level crossing during the last six months; and

(c) the measures taken by the Railways to man the unmanned level crossings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) As on 01-04-2009, there are 16,976 unmanned level crossings in the country.

(b) During the last six months, 24 number of accidents have occurred at unmanned level crossings.

(c) Railways make continuous efforts to man the unmanned level crossings qualifying for manning as per the laid down criteria. Also, increased outlay for level crossing works has been made.

### Hike in Oil and Gas Price

149. SHRI G.M. SIDDESHWARA:

SHRI SANJAY SINGH CHAUHAN:

SHRI SANJAY NIRUPAM:

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

(a) the details of subsidy being given on different petroleum products and the current losses being incurred by Oil Marketing Companies (OMCs) on account of the subsidy product-wise;

(b) whether the Government is considering to increase the prices of petroleum products in the country keeping in view the hike in the prices of petroleum products in the international market;

(c) the percentage of increase registered in the

prices of crude oil in international market during the last two years, till date;

(d) the likely impact of the price-rise on the country's economy and on subsidy structure;

(e) whether the Union Government is considering to empower the petroleum companies to fix the prices of petroleum products; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) Government is providing subsidy of Re. 0.82 per litre on PDS Kerosene and Rs. 22.58 per 14.2 kg. Domestic LPG cylinder from the fiscal Budget to the Public Sector Oil Marketing Companies (OMCs), namely, Indian Oil Corporation, Hindustan Petroleum Corporation and Bharat Petroleum Corporation. There is no fiscal subsidy on Petrol and Diesel. However, during 2008-09, to compensate the OMCs for their under-recoveries incurred on the sale of Petrol, Diesel, PDS Kerosene and Domestic LPG, Government issued Oil Bonds of Rs. 71,292 crore to the OMCs while the Upstream Oil PSUs, viz. ONGC, OIL and GAIL contributed Rs. 32,000 crore in price discounts on crude oil and petroleum products.

Based on the Refinery Gate Prices applicable for 1st July, 2009, the OMCs are incurring under-recoveries of Rs. 5.82 per litre on Petrol, Rs. 3.62 per litre on Diesel, Rs. 15.26 per litre on PDS Kerosene and Rs. 92.96 per 14.2 kg. Domestic LPG cylinder.

(c) The average price of Indian Basket of Crude Oil during the last three years and upto 26-6-2009 is given below:—

Year	\$ per barrel	% increase/ (decrease) over previous year
1	2	3
2006-07	62.46	—
2007-08	79.25	27%

1	2	3
2008-09	83.57	5%
2009-10 (upto 30-06-09)	59.46	(-)-29%

(b), (d), (e) and (f) As passing on the entire impact of the increase in the oil prices to the consumers would result in a steep increase in the domestic prices, the Government has been following the equitable Burden Sharing Mechanism to ensure that the burden of under-recoveries is shared by all the stakeholders, namely the Government, the Public Sector Oil Companies and the consumers.

The Government abolished the Administered Pricing Mechanism (APM) with effect from 1st April 2002 and decided that pricing of all petroleum products, except PDS Kerosene and Domestic LPG, would be market-determined. In order to provide PDS Kerosene and Domestic LPG at affordable prices, the Government formulated subsidy schemes, which are in operation since April 2002. To protect the consumer and the economy from the volatility and uncertainty of the international oil prices, Government, however, has been modulating the retail selling prices of the four sensitive petroleum products; namely Petrol, Diesel, Domestic LPG and PDS Kerosene.

In view of the increase in price of the Indian Basket of Crude Oil by about 75% since December, 2008, the Government has increased the retail selling prices of Petrol by Rs. 4 per litre and Diesel by Rs. 2 per litre (at Ddhi) with corresponding increases in the rest of the country with effect from the midnight of 1st/2nd July, 2009. However, there has been no increase in the retail selling prices of PDS Kerosene and Domestic LPG.

#### **Losses on Royalty**

150. SHRI CHANDRAKANT KHAIRE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government stands to lose heavy amount of royalty in the light of the recent decision of

Mumbai High Court in Reliance Industries Krishna-Godavari Basin gas issue;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (c) The Court case between Reliance Industry Ltd. (RIL) and Reliance Natural Resources Ltd. (RNRL) is a commercial matter between two companies. As far as Government take, including royalty, is concerned, it is governed by the Production Sharing Contract (PSC) signed between the Government and the signatory to the PSC Royalty is to be paid to the government as per PSC provisions.

*[Translation]*

#### **Revival of Closed Fertilizer Units**

151. SHRI HARISHCHANDRA CHAVAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to withhold subsidy for the revival of closed fertilizers units in the public sector;

(b) if so, the reason therefor;

(c) whether any plan has been chalked out to mobilise funds for revival of closed fertilizer units; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (d) The Government has decided to examine the various options for revival of all the urea units of Hindustan Fertilizer Corporation Ltd. and Fertilizer Corporation of India Limited. An Empowered Committee of Secretaries (ECOS) have been constituted to look into various feasible options for revival of these units alongwith the requisite investments for the same.

As directed by ECOS, technical and financial consultants have been appointed by both the companies

for suggesting various feasible options for revival and financing of the revival project. The report of the consultants in the matter is awaited.

[English]

### Infrastructure for Judiciary

152. SHRI NISHIKANT DUBEY: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union Government provides financial assistance to State Governments/UTs for the development of infrastructure for judiciary;

(b) if so, the details thereof and financial assistance

provided to the State Governments/UTs during each of the last three years till date; and

(c) steps taken to monitor the proper utilization of funds provided to the States/UTs for this purpose?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) Yes.

(b) Details of financial assistance provided to the States/UTs during the years 2006-07, 2007-08 and 2008-09 are given in the enclosed statement.

(c) The utilization of funds is monitored through progress reports, Statements of expenditure and utilization certificates furnished by the State Governments and Union Territories.

### Statement

*Details of funds released to States/UTs during 2006-07, 2007-08 and 2008-09*

(In lakhs of Rs.)

State	2006-07	2007-08	2008-09
1	2	3	4
Andhra Pradesh	386	595	913
Arunachal Pradesh	0	0	0
Assam	443.11	0	1047
Bihar	0	436	330
Chhattisgarh	114	233.58	722
Goa	0	162	33
Gujarat	190	1006	1035
Haryana	80	161	306
Himachal Pradesh	0	0	0
Jammu and Kashmir	0	0	324
Jharkhand	70	0	756
Karnataka	200	516	423
Kerala	128	118.26	255

1	2	3	4
Madhya Pradesh	205	1000	53
Maharashtra	416	1330	1517
Manipur	0	0	0
Meghalaya	0	0	0
Mizoram	0	53.7	51
Nagaland	550	635.6	502
Orissa	503	687	0
Punjab	105	1100	268
Rajasthan	0	0	1256.75
Sikkim	542	0	0
Tamil Nadu	245	924	170
Tripura	0	0	0
Uttarakhand	0	0	275
Uttar Pradesh	642	1222	1290
West Bengal	0	0	728.05
Andaman and Nicobar Islands	0	0	0
Chandigarh	0	200	720
Dadra and Nagar Haveli	0	0	0
Daman and Diu	0	0	0
Delhi	0	0	0
Lakshadweep	0	0	0
Puducherry	0	0	272.52
<b>Total</b>	<b>4819.11</b>	<b>10380.14</b>	<b>13247.32</b>

#### **Maharatna Status to PSUs**

153. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the PSU giants have recently asked the Government to bestow them the status of "Maharatna" so as to distinguish them from the emerging and new navratna PSUs; and

(b) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI VILASRAO DESHMUKH): (a) No proposal from any Public Sector Undertaking (PSU) has been recently received in Department of Public Enterprises for grant of "Maharatna" status to it.

(b) Does not arise.

#### **Evening Courts**

154. SHRI HARIN PATHAK: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has received proposals from different State Governments to give grant to the newly established 'Evening Courts';

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

(c) whether such proposal has also been received from the State Government of Gujarat; and

(d) if so, the details thereof and action taken thereon?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (d) The Government of India had received a proposal from the Government of Gujarat for providing special fund of Rs. 5.00 crore for Evening Courts. The proposal could not be accepted to as administration of Justice is primarily the concern of the State Governments and there is no such scheme under which central assistance could be provided for Evening Courts.

#### **Promotion of Steel Industry**

155. SHRI PRADEEP MAJHI: Will the Minister of STEEL be pleased to state:

(a) whether the Government has prepared any agenda for the promotion of steel industry in the country;

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

(c) whether the Government proposes to make joint ventures with various other companies for the promotion/development of ferro alloy plants in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) and (b) Government has already prepared the National Steel Policy, 2005 which enumerates the broad policy parameters for ensuring an all around growth of steel industry in the country. National Steel Policy 2005 has projected India's steel production capacity at 110 million tonnes by 2019-20. However, based on the investment scenario in the steel sector, it has been further assessed that the steel production capacity in the country is likely to be 124.06 million tonnes by the year 2011-12.

With view to facilitate speedy implementation of major steel investments in the country, an Inter Ministerial Group (IMG) has been constituted to monitor and coordinate issues concerning major steel investments in the country. The IMG consists of representatives from Ministry of Steel, Ministry of Railways, Department of Industrial Policy and Promotion, Ministry of Mines, Ministry of Environment and Forest, Ministry of Road Transport and Highways, Ministry of Shipping and the concerned State Governments. The broad terms of reference of the IMG are to review and coordinate measures for growth of steel capacity in the country and address various problems concerning infrastructure, availability of raw materials, environmental and forest clearance and availability of other resources such as land water.

(c) and (d) As per the extant policy, steel is a deregulated sector and government does not participate directly in setting up steel units. However, Manganese Ore India Limited (MOIL) has formed a joint venture company viz., SAIL-MOIL Ferro Alloys Pvt. Ltd., at village Nandini, Bhilai (Chhattisgarh) with Steel Authority of India Limited (SAIL). MOIL has also signed a joint venture agreement with Rashtriya Ispat Nigam Ltd. (RINL) for setting up a Ferro Alloy Plant at Bobli (Andhra Pradesh).

#### **Installation of Radio Tag on LPG Cylinders**

156. SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MADHU GOUD YASKHI:

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

(a) whether the Government proposes to install radio tags on LPG cylinders being supplied by the State owned marketing oil companies in the country;

(b) if so, the details thereof and the likely expenditure incurred thereon;

(c) the extent to which misuse of subsidized cooking gas in commercial establishment is likely to be curtailed as a result thereof; and

(d) the time by which all the domestic cylinders will be equipped with radio tag in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) At present, Hindustan Petroleum Corporation Limited (HPCL) is running a pilot project in their Nasik LPG plant by putting RFID tags on the LPG cylinders.

RFID tags on LPG cylinders will help in identifying cylinders quickly and effectively but these tags alone cannot prevent misuse of subsidized cooking gas in commercial use. However, use of these tags on LPG cylinders will streamline operations in the LPG bottling plant.

As at present, there is no specific proposal for use of RFID tags on all the LPG cylinders being marketed by the OMCs.

#### **Promotion to Textile Industry**

157. SHRI ANANDRAO ADSUL:

SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has conducted any study to assess the impact of global slowdown on Indian textiles and clothing industry;

(b) if so, the details thereof;

(c) the quantum of exports declined as a result of global slowdown during the last year and the steps taken by the Government to boost the textile and clothing industry; and

(d) the details of further measures initiated by the Government to improve textile exports and competitiveness of Indian Textile Industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir.

(b) Does not arise.

(c) and (d) As per the latest available provisional data of Directorate General of Commercial Intelligence and Statistics, Kolkata, India's textiles and clothing export has indicated a growth of over 7% in Indian rupee terms during April-February 2008-09 over the corresponding period of previous year. However, in US dollar terms, it recorded a decline of 5.31%. The Government has already introduced several packages of relief measures in the wake of the global economic slowdown, to provide relief to the domestic industry including textiles industry. These measures *inter-alia* include:—

- (i) Additional allocation of Rs. 1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS).
- (ii) All items of handicrafts to be included under 'Vishesh Krishi and Gram Udyog Yojana (VK and GUY)'.  
(iii) Across-the-board cut of 4% in the ad-valorem Cenvat rate till 31-3-2009.
- (iv) Interest subvention of 2% upto 31-3-2009 subject to minimum of 7% per annum on pre and post-shipment export credit (since extended to 20-9-2009 in the Union Budget 2009-10).
- (v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- (vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products.
- (vii) Refund of Service Tax on foreign agent commissions of upto 10% of FOB value of

exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme.

- (viii) Credit targets of Public Sector Banks revised upward to reflect the needs of the economy.
- (ix) State Level Bankers Committee would hold meetings for resolution of Credit issues of MSMEs.
- (x) Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%.
- (xi) DEPB rates restored to pre-November, 2008 levels and extended till 31-12-2009.
- (xii) Duty Drawback on knitted fabrics enhanced retrospectively from 1-9-2008.

#### **Setting up of Airport at Kanchipuram**

158. SHRI T.R. BAALU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken a policy decision to construct an airport in the Kanchipuram district with a view to meet the increasing rush of air passengers at the existing Chennai airport; and

(b) if so, the details thereof?

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

(b) Does not arise.

[Translation]

#### **Vacancies of Judges in Various Courts**

159. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the total number of sanctioned posts of judges

in the High Courts and Session Courts of various States alongwith the number of vacant posts and the dates since the said posts are vacant;

(b) the reasons for not filling up the said vacant posts;

(c) whether the Government proposes to appoint more judges in the High Courts to bring down pendency of cases in the said courts;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI M. VEERAPPA MOILY): (a) to (e) A Statement containing the total number of sanctioned posts of Judges in the High Courts alongwith the number of vacant posts and the dates since the said posts are vacant is enclosed.

The Government proposes to fill up all the vacancies in the High Courts to bring down pendency of cases. At present, proposals for appointment of 42 Judges in various High Courts are under consideration of the Government. To fill up the remaining 190 vacancies covering both the Bar and the Judicial Service, the proposals are to be initiated by the Chief Justices of the concerned High Courts as per the Supreme Court Judgement of October 6, 1993 read with their Advisory Opinion of October 28, 1998. The Government has been requesting the Chief Justices of the High Courts from time to time to initiate proposals for filling up the existing vacancies as well as the vacancies anticipated during the next six months.

As per article 235 of the Constitution of India, the administrative control over the members of the subordinate judiciary in the States vests with the concerned State Governments and the High Courts. Filling up of the vacant posts of Judges/Magistrates in district and subordinate courts is, therefore, the responsibility of the respective State Governments and High Courts. The Government does not maintain information on the sanctioned posts of Judges and vacancies of Session Courts in various States.

**Statement**

Sl. No.	Name of the High Court	Approved Strength as on 30-06-2009	Working Strength	Vacancies	Dates of vacancies
1	2	3	4	5	6
1.	Allahabad	160	88	72	1-4-2007 (48 posts newly created) 15-06-2007 10-09-2007 05-09-2007 01-01-2008 30-01-2008 14-09-2008 01-04-2007 10-06-2007 01.07.2007 07-07-2007 01-10-2007 01-01-2008 21-01-2008 01-02-2008 25-05-2008 22-07-2008 27-07-2008 03-10-2008 06-10-2008 19-11-2008 04-03-2009

1	2	3	4	5	6
					07-04-2009
					11-05-2009
					26-06-2009
2.	Andhra Pradesh	49	30	19	20-03-2005
					03-05-2005
					12-01-2007
					01-11-2006 (10 posts newly created)
					01-06-2007
					15-03-2008
					14.05.2008
					01-07-2008
					20-07-2008
					01-07-2009
3.	Bombay	75	66	9	01-11-2006 (1 posts newly created)
					15-08-2008
					07-11-2008
					18-11-2008
					25-12-2008
					17-03-2008
					28-03-2008
					06-01-2009
					23-05-2009
4.	Calcutta	58	41	17	01-11-2006 (4 posts newly created)
					05-03-2005
					15-07-2005

1	2	3	4	5	6
					09-09-2005
					24-11-2005
					15-12-2006
					03-05-2007
					31-10-2008
					17-12-2008
					01-02-2009
					11-02-2009
					27-02-2009
					19-03-2009
					20-04-2009
5.	Chhattisgarh	18	10	8	01-11-2006 (7 posts newly created)
					25-07-2008
6.	Delhi	48	44	4	01-11-2006 (2 posts newly created)
					02-08-2008
					20-10-2008
7.	Gauhati	24	21	3	09.04.2008
					01.05.2008
					01-02-2009
8.	Gujarat	42	29	13	29-12-2002
					07-06-2004
					04-03-2005
					19-07-2006
					07-08-2006
					14-04-2007

1	2	3	4	5	6
					28-09-2007
					12-11-2007
					15-12-2007
					20-08-2006
					16-10-2007
					27-06-2009
					17-05-2009
9.	Himachal Pradesh	11	10	1	12-11-2007
10.	Jammu and Kashmir	14	11	3*	14-05-2009 (2 Judges are transferred to outside)
11.	Jharkhand	20	14	6	01-11-2006 (5 posts newly created)
					06-08-2008
12.	Karnataka	41	38	3	01-04-2007
					08-09-2008
					17-12-2008
13.	Kerala	38	33	5	01-11-2006 (2 posts newly created)
					20-05-2008
					01-06-2008
					13-05-2009
14.	Madhya Pradesh	43	37	6	02-10-2008
					18-04-2008
					07-10-2008
					31-12-2008
					11-05-2009
					30-06-2009

1	2	3	4	5	6
15.	Madras	60	56	4	01-09-2008 (3 posts newly created) 16-04-2009
16.	Orissa*	22	16	6	02-01-2007 16-10-2008 19-02-2007 20-02-2008 02-10-2008 09-01-2009
17.	Patna*	43	23	20	08-01-2004 (2 posts newly created) 02-10-2005 31-01-2006 12-07-2006 04-08-2006 26-12-2006 16-06-2007 12-11-2007 06-03-2005 01-01-2006 28-02-2006 12-02-2008 10-06-2008 08-07-2008 27-10-2008 03-11-2008 02-01-2009

1	2	3	4	5	6
					20-01-2009
					01-02-2009
18.	Punjab and Haryana	68	46	22	22-03-2006
					02-01-2007
					25-12-2007
					12-10-2007
					01-11-2006 (14 posts newly created)
					20-01-2008
					31-05-2008
					03-06-2009
19.	Rajasthan*	40	30	10	01-01-2006
					27-10-2006
					20-02-2007
					12-11-2007
					03-03-2008
					11-10-2008
					17-12-2008
					09-08-2008
					01-09-2008
					01-07-2009
20.	Sikkim	3	3	—	—
21.	Uttarakhand	9	8	1	01-07-2008
Total		886	654	232	

[English]

**Upgradation of Rajkot Airport**

160. SHRI VIKRAMBHAI ARJANBHAI MADAM:  
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airport Authority of India (AAI) has acquired land from the Railway authorities for the purpose of upgradation of Rajkot Airport;

(b) if not, the reasons therefor;

(c) whether AAI has prepared any development plan for the upgradation of Rajkot Airport; and

(d) the time frame by which the work on this project is likely to be completed?

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

(b) The Railway Authorities have agreed to transfer the requested land to Airports Authority of India (AAI) on lease at market rate with the condition that AAI has to rehabilitate the affected residential units at its own cost. This proposal is estimated to cost Rs. 50 crores to AAI. Due to financial constraints, AAI has taken up the matter with Railway Board for handing over the land at concessional rate.

(c) Yes, Sir.

(d) The initiation of development works any subject to transfer of land by the Railways.

#### **Upliftment of Weavers**

161. SHRI KALIKESH NARAYAN SINGH DEO: Will the Minister of TEXTILES be pleased to state:

(a) whether any scheme has been sponsored by the Government for the upliftment of weavers in the country;

(b) if so, the details thereof and the benefits given to weavers of Sambalpur sarees in Orissa;

(c) whether the Government proposes to set up a Textile Training and Marketing Unit in Sonepur District for the benefit of a large number of Textile Weavers in the State; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. The Government of India is implementing the following schemes during the XI Five Year Plan to enhance production, productivity and efficiency of the handloom sector and to enhance the income and socio-economic status of the weavers.

(i) Integrated Handlooms Development Scheme

(ii) Marketing and Export Promotion Scheme

(iii) Handloom Weavers Comprehensive Welfare Scheme

(iv) Mill Gate Price Scheme

(v) Diversified Handloom Development Scheme

Benefits given under the scheme implemented by the Office of the Development Commissioner for Handloom are not product specific but are for the development of the handloom sector and for the welfare of weavers engaged in it. However in order to provide legal protection and to prevent unauthorized production of goods, the Government of India, under the Marketing and Export Promotion Scheme, provides assistance upto 1.50 lakhs per product for registering the item under the Geographical Indications of Goods Act 1999 on the basis of viable proposals received from the concerned State Government.

(c) and (d) At present no proposal is pending with the Ministry of Textiles for setting up of a Textile Training and Marketing unit in Sonepur District. However, Government of Orissa has reported that for extension of training facility to the weavers of Sonepur and its nearby Districts, State Government has taken steps for setting up of Training-cum-Production Centres in the District of Sonepur.

[*Translation*]

#### **Foreign Airlines in Domestic Aviation Sector**

162. SHRI PRALHAD JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering to allow foreign airlines to enter the domestic aviation sector;

(b) if so, whether the said proposal has been submitted to any committee for consideration;

(c) if so, the details thereof;

(d) the names of the foreign airlines proposals which have been received by the Government in this connection; and

(e) the details of profit likely to be earned and the loss to be incurred by the domestic airlines as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The proposal to allow foreign airlines to invest in domestic airline is under examination.

(d) No such proposals have been received.

(e) Does not arise.

[English]

**Increase in Prices of Medicines/  
Life Saving Drugs**

163. SHRI G.M. SIDDESHWARA:

SHRI PASHUPATI NATH SINGH:

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

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

(b) if so, the reasons therefor alongwith the percentage increase in prices of medicines/drugs;

(c) the steps being taken by the Government to keep the prices of medicines/life saving drugs under control;

(d) whether the Government proposes to decrease the prices of medicines/life saving drugs in the country;

(e) if so, the details thereof;

(f) whether the Government has set up or proposes to set up any high powered committee to review price control mechanism; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) to (c) The 74 bulk drugs specified in the First Scheduled of the Drugs (Prices Control) Order 1995 (DPCO, 1995) and the formulations based thereon are under price control and their prices are fixed/ revised by National Pharmaceutical Pricing Authority (NPPA) in accordance with the provisions of the DPCO 95.

Prices of Non-Scheduled formulations are fixed by the manufacturers themselves keeping in view the various factors like cost of production, marketing/selling expenses, R and D expenses, trade commission, market competition, product innovation, product quality etc. The Government takes corrective measures where the public interest is found to be adversely affected.

The NPPA monitors the prices of all formulations based on the reports of ORG IMS and the information furnished by the individual manufacturers. Wherever a price increase beyond 10% per annum (20% before 1-4-2007) is noticed, the manufacturer is asked to bring down the price voluntarily failing which, subject to prescribed conditions action is initiated under paragraph 10(b) of the DPCO, 1995 for fixing the price of formulation in public interest. This is an ongoing process. Based on monitoring of prices of non-scheduled formulations, NPPA has fixed prices in case of 27 non-scheduled formulation packs under paragraph 10(b) and companies have reduced prices voluntarily in case of 60 formulation packs. Thus, in all, prices of 87 packs of non-scheduled drugs have got reduced as the result of intervention by NPPA.

As per ORG IMS monthly SSA report of February, 09 the increase/decrease in respect of prices of 57249 formulation packs are as follows:—

Price changes during the month	No. of medicines (packs)	% of total
1	2	3
A. Price Declines	19	0.03%

1	2	3
B. Price Increases	11	0.02%
(a) upto 5%	04	0.01%
(b) above 5% and upto 10%	05	0.01%
(c) above 10% and upto 20%	02	0.00%
(d) above 20%	—	—
C. No change in price	57219	99.95%
<b>Total</b>	<b>57249</b>	<b>100.00%</b>

During the current financial year 2009-10 (upto 28th June, 2009), the prices of 481 medicine packs have been fixed/revised by the NPPA, out of which only in 42 cases the prices were increased after cost study which comprises 8.7% of the total cases for which prices were fixed/revised during the year. In the remaining cases, prices were either reduced or fixed for the first time or there was no change in the price.

(d) and (e) The Government has been opening Jan Aushadhi Stores in various parts of the country to make available generic medicines at cheaper prices as compared to branded medicines.

(f) and (g) Review of price control mechanism of medicines is also one among the proposals made in the draft National Pharmaceutical Policy, 2006, which was referred to GOM for consideration.

#### **Losses to Oil Companies**

164. SHRI CHANDRAKANT KHAIRE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the petroleum marketing companies are incurring losses in sale of petroleum products, in the country;

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

(c) the steps taken by the Government to curtail losses of these companies;

(d) whether the Government plans to minimise effect of such steps on the common man and inflation; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Yes, Madam. Based on the Refinery Gate Prices applicable for 1st July, 2009, the Public Sector Oil Marketing Companies (OMCs), namely, Indian Oil Corporation, Hindustan Petroleum Corporation and Bharat Petroleum Corporation are incurring under-recoveries of Rs. 5.82 per litre on Petrol, Rs. 3.62 per litre on Diesel, Rs. 15.26 per litre on PDS Kerosene and Rs. 92.96 per 14.2 kg. Domestic LPG cylinder.

(c) to (e) Since passing on the entire impact of the increase in the oil prices to the consumers would have resulted in a steep increase in the domestic prices, the Government has been following an equitable Burden Sharing Mechanism, to ensure that the burden of under-recoveries is shared by all the stakeholders; namely the Government, the Public Sector Oil Companies and the consumers.

During 2008-09, Government issued Oil Bonds of Rs. 71,292 crore to the OMCs while the Upstream Oil PSUs, viz. ONGC, OIL and GAIL contributed Rs. 32,000 crore in price discounts on crude oil and petroleum products.

The Government is closely monitoring the international oil price situation and will continue to take appropriate decisions to protect the interest of the consumers particularly the poorer and vulnerable sections of society.

[Translation]

**Upgradation of Technology for  
Food Processing Industries**

165. SHRI HARISHCHANDRA CHAVAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to upgrade the technology of food processing industries in various States;

(b) if so, the details thereof;

(c) whether the Government proposes to provide any incentives to the State Governments and private entrepreneurs in this regard;

(d) if so, the details thereof, State-wise;

(e) whether foreign funding has also been sought for this purpose; and

(f) if so, the details thereof?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (d) To upgrade the technology of Food Processing Industries, the Government extends financial assistance in the country in the form of grants-in-aid to implementing agencies/entrepreneurs @ 25% of the cost of Plant and Machinery and Technical Civil Works subject to a maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in Difficult areas under the Scheme of Setting up/Modernization/Expansion of food processing industries. The Ministry release the funds in the shape of grants-in-aid to the agencies/entrepreneurs depending upon the availability of funds within the budget provision on year to year basis.

(e) No, Sir.

(f) Does not arise.

[English]

**Food Testing Laboratories**

166. SHRI NISHIKANT DUBEY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the number of food testing laboratories set up in the country, State-wise;

(b) whether these laboratories meet the international standards of industry;

(c) if not, whether the Government has any proposal to upgrade these laboratories;

(d) if so, the details of laboratories likely to be upgraded/modernized in each State; and

(e) the total funds sanctioned and expenditure incurred thereon during the last three years till date?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) As per the study conducted on behalf of the Ministry of Food Processing Industries (MFPI), 312 food testing laboratories are functioning in Public and Private sector in the country. State-wise details are given in the enclosed Statement. The study observed that only few laboratories are fully equipped to cater to the domestic regulatory testing and export testing needs of the industry.

(c) and (d) Although MFPI does not set up food testing laboratories on its own, it provides financial assistance for setting up/upgradation of food testing laboratories under its Plan Scheme to various stakeholders such as Central/State Government organizations IITs, Universities, private sector organizations. The schemes operated by MFPI are not State specific. The proposals received from States and other stakeholders for setting up/upgradation of food testing laboratories are considered as per guidelines of this Ministry. During

the 11th Plan, MFPI has a target to set up/upgrade 74 food testing labs in the country.

(e) An amount of Rs. 18.70 crore was spent during the last three years for setting up/upgradation of food testing laboratories.

**Statement**

*Details of State-wise number of food testing laboratories in the country*

Sl. No.	Name of the State	Food Testing Laboratories
1	2	3
1.	Andhra Pradesh	19
2.	Andaman and Nicobar Islands	1
3.	Assam	4
4.	Bihar	3
5.	Delhi	27
6.	Goa	1
7.	Gujarat	19
8.	Haryana	10
9.	Himachal Pradesh	6
10.	Jammu and Kashmir	5
11.	Jharkhand	2
12.	Karnataka	21
13.	Kerala	15
14.	Madhya Pradesh	13
15.	Maharashtra	47
16.	Manipur	3
17.	Meghalaya	1
18.	Nagaland	1

1	2	3
19.	Orissa	4
20.	Pondichery	1
21.	Punjab	7
22.	Rajasthan	16
23.	Tamil Nadu	30
24.	Tripura	1
25.	Uttar Pradesh	31
26.	West Bengal	19
27.	Chandigarh	5
Total		312

**Setting up of Strategic Oil Reserves**

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

(a) whether the Government has any proposal to set up strategic oil Reserves/storages in view of rise in global crude oil prices; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) and (b) Yes, Madam, The Government decided in September, 2005 to set up a Strategic Crude Oil Reserve of 5 Million Metric Tonne (MMT) capacity at 3 locations viz., Vizag (1.0 MMT), Mangalore (1.5 MMT) and Padur, Udipi (2.5 MMT) through the Indian Strategic Petroleum Reserves Limited (ISPRL), which is a 100% subsidiary of the Oil Industry Development Board (OIDB). This strategic storage of crude oil would be in addition to the existing storages of crude oil and petroleum products available with the oil companies. Crude oil from the reserves will be released by a Government-appointed High Powered Committee, to deal with any short-term disruptions in crude oil supplies

due to any unforeseen global event like war etc., leading to an abnormal increase in crude oil prices, or to deal with a contingency arising out of a natural calamity, etc.

The construction of the underground cavern is under progress at Visakhapatnam. The work order for underground civil works at Mangalore has been awarded to the successful bidder. Pre-project activities relating to land acquisition and obtaining the required clearances are under progress at Padur.

#### **Equal Opportunities Commission**

168. SHRI M.I. SHANAVAS: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has decided to put the Equal Opportunities Commission on fast track;

(b) if so, the responsibilities assigned to the Equal Opportunities Commission;

(c) whether various Central Ministries have raised objections that Equal Opportunities Commission has encroached upon panels for SCs, STs, OBCs, women and children; and

(d) if so, the response of the Government thereto and the steps taken to ensure effective utilisation of Equal Opportunities Commission?

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): (a) to (d) It has already been announced in the President's Address to Parliament on 4th June, 2009 that an Equal Opportunity Commission will be set up. The report of the expert group to study and recommend the structure and functions of an Equal Opportunity Commission has been examined and is presently under consideration.

#### **Tatkal Scheme**

169. SHRI ADHALRAO PATIL SHIVAJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passengers are required to pay

for the entire fare of the train's originating station to the terminating point under the "Tatkal Scheme";

(b) if so, the reasons therefor;

(c) whether the Government proposes to reconsider the change this scheme; and

(d) if so, the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Tatkal scheme is primarily meant for passengers travelling from originating to destination stations. The passengers boarding from intermediate stations have been allowed to avail this facility in such trains by paying fare from originating to destination with boarding facility from intermediate station. This has been done with a view to maximize the utilisation of available accommodation.

On low demand sectors, Tatkal quota has also been earmarked at certain intermediate stations, so that the passengers travelling from originating station to any station short of such intermediate station will pay fare upto that intermediate station only.

For trains with less than 50% average utilization of Tatkal accommodation in Sleeper class, there is no such restriction and Tatkal tickets can be booked like general quota on payment of requisite tatkal charges.

(c) and (d) No such decision has been taken as yet.

#### **Development of Food Processing Industries**

170. DR. VINAY KUMAR PANDEY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether there is a shortage of skilled manpower in food processing industry sector in the country;

(b) if so, the details thereof;

(c) whether the country is lagging behind internationally on account of lack of infrastructure facilities;

(d) the details thereof and the reasons therefor; and

(e) the action taken to improve infrastructure and other steps proposed to be taken by the Government for the development of food processing industry in the country?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) Yes, Sir. There is shortage of skilled manpower but the details of such shortage in the food processing sector is not maintained in the Ministry.

(c) Yes, Sir. India is lagging behind internationally on account of lack of infrastructure facilities.

(d) and (e) There are gaps in the On-farm infrastructure like primary processing centres, strategic distribution centres, collection centres, supply chain, cold chain infrastructure/value addition infrastructure, in addition to lack of modern abattoirs and food testing laboratories, which adversely affect the development of food processing industries and result in huge wastages. The Ministry of Food Processing Industries has prepared a Vision Document which, inter alia, aims at increasing the processing levels from 6% to 20%, the value addition from 20% to 35% and India's share in world food trade from 1.5% to 3% by the year 2015. In this regard, the Ministry has taken strategic initiatives in the development of Food Processing Infrastructure which aim at filling the gaps in the supply chain, strengthening of cold chain infrastructure/value addition infrastructure, modernisation of abattoirs leading to overall development of food processing industries and reduction in wastages. To further strengthen the Food Processing Infrastructure, Government has approved a scheme for Mega Food Parks, which envisages a well-defined agri/horticultural-processing zone containing state of the art processing facilities with support infrastructure and well established supply chain. The scheme 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. 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.

Other strategic initiatives during 11th Plan include scheme for Integrated Cold Chain and Preservation Infrastructure including Controlled Atmosphere/Modified Atmosphere Storage, Value Added Centres, Packaging Centres and Irradiation facilities. Benefits of the Scheme will also be available to integrated projects of value addition/processing/preservation of horticulture, dairy, marine, and meat sector. Another infrastructure development scheme is for setting up/up-gradation of food testing laboratories which would benefit all stakeholders including domestic industry, exporters, entrepreneurs, small and medium enterprises, existing academic and research institutions, food standards setting bodies.

Further, the Ministry has several other schemes for promotion of the food processing industry. The Scheme for Technology Upgradation/Establishment/Modernisation of Food Processing Industries is aimed at creation of new processing capacity and up-gradation of existing processing capabilities, modernization of Food Processing Sector to include milk, fruit and vegetables, meat, poultry, fishery, cereal, consumer items, oil seeds, rice milling, flour milling, pulse etc.

Similarly Scheme for Quality Assurance, Codex Standards, R and D and Promotional Activities, is aimed at motivating the food processing industries for adoption of food safety and quality assurance mechanisms such as TQM including ISO 14000, ISO 22000, HACCP, GMP, GHP, and preparing them to face global competition in post WTO Regime. The scheme is also aimed at ensuring that end product/outcome/findings of R and D work should benefit Food Processing Industries in terms of product and process development, improved packaging, value addition and leading to innovative products and processes, with commercial value.

The Scheme for Human Resource Development focuses on developing technologists, managers, entrepreneurs and manpower for quality management in Food Processing. The scheme also aims at development of rural entrepreneurship and transfer of technology for processing of food products by utilizing

locally grown raw material and providing "Hands-on" experience at such production cum training centres, while according priority to SC/ST/OBC and women minorities candidates.

The Scheme for Strengthening of Institutions is aimed at strengthening of existing institutes like Indian Institute of Crop Processing Technology and establishing National Institute of Food Technology and Entrepreneurship Management (NIFTEM). The objective of NIFTEM is to promote cooperation and networking amongst existing institutions both within the country and international bodies, create a complete data base on domestic resources and bring in international best practices for improving the food processing sector. Besides above mentioned institutions, two boards have been set up under the Ministry i.e Indian Grape Processing Board and National Meat and Poultry Processing Board under the scheme.

In addition to the above mentioned schemes, certain fiscal incentives have been given to the food processing industry. Some of these are exemption to fruits and vegetable processing units from paying income tax, reduction of excise duty on ready to eat packaged foods and instant food mixes from 16% to 8%. There is automatic approval for 100% foreign equity in food processing sector.

#### **Package for Handloom Sector**

171. DR. M. THAMBIDURAI: Will the Minister of TEXTILES be pleased to state:

(a) whether a large number of handloom units in the country are facing threat of closure;

(b) if so, the details thereof, State-wise and the reasons therefor;

(c) whether the Government proposes to provide a package for reviving handloom sector in the country; and

(d) if so, the details thereof, alongwith funds earmarked for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF

TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The Government of Andhra Pradesh, Tamil Nadu, Karnataka, Tripura and Chhattisgarh has reported that handloom units in their States are not facing any threat of closure whereas the State Governments of Assam, Uttar Pradesh, Rajasthan, Maharashtra and Orissa have informed that some of the handloom units are facing threat of closure on account of competition from the mechanized sector, non-availability of credit, non-adaptability with the market requirements etc.

(c) and (d) The Government of India has formulated a Financial Package of Rs. 3000 crore for waiver of the overdues of loans of the handloom cooperatives of the country and also, to provide loans at concessional rates of 7% per annum. The package has been sent to the Ministry of Finance. Furthermore, the Government of India is implementing the following scheme for development and welfare of the handloom weavers:—

- (i) Integrated Handlooms Development Scheme;
- (ii) Marketing and Export Promotion Scheme;
- (iii) Handloom Weavers Comprehensive Welfare Scheme;
- (iv) Mill Gate Price Scheme; and
- (v) Diversified Handloom Development Scheme.

#### **Expansion/Upgradation of Refineries**

172. SHRI ADHIR CHOWDHURY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether various Public Sector Oil companies have upgraded their refineries to reduce their import bill in the future;

(b) if so, the details of investment made for the last three years and results achieved thereof;

(c) the profit of oil PSUs likely to be increased through such steps/measures; and

(d) the resultant benefit which will be passed on to the public?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) The Public Sector Oil Companies have been undertaking refinery upgradation projects for capacity expansion and to optimize the production of value added products. The value added products optimization causes increase in distillate yield percentage and hence reduction in import bill.

(b) Details of estimated cost of refinery upgradation projects is given in the enclosed Statement.

(c) and (d) Expansion and upgradation of refineries entail huge investment and hence may not necessarily

lead to higher profit as the profit of oil PSUs depend on various factors including changes in prices of crude and petroleum products in the international market, retail selling price of controlled products in domestic market (MS, HSD, LPG, SKO), domestic demand, feasibility of exports, occurrence of refinery shutdowns, transportation problems, seasonal disturbances. In some cases refinery upgradation has to be carried out even if it may not be profitable, like projects for fuel quality improvement to meet auto fuel quality programme as per Auto Fuel Policy. Any expansion/upgradation programme in refineries leads to benefits finally transferred to public in the form of price, quality products, improved air quality etc.

### Statement

#### Details on Expansion/Upgradation of Refineries and the Estimated Cost

Name of the Project	Details	Estimated cost (Rs. in crore)
1	2	3
<b>(I) Indian Oil Corporation Limited, New Delhi</b>		
Naphtha Cracker Project at Panipat	Petrochemical project to generate value added products	14,439.200
Residue Upgradation and MS/HSD quality improvement project at Gujarat Refinery	— To produce BS-III/IV quality MS and HSD — To improve distillate Yield from 68% to 75% — To process increased quantity of High Sulphur Crude from 26% to 58%.	5882.00
Improvement in Diesel Quality and Distillate Yield (Hydrocracker) Project alongwith refinery expansion from 6 to 7.5 MMTPA at Haldia Refinery	— To produce BS-III/IV quality HSD — To improve distillate Yield from 64% to 67.3% — Capacity expansion from 6 to 7.5 MMTPA	2869.00
Panipat Refinery Additional Expansion Project from 12 MMTPA to 15 MMTPA	— Low cost Capacity expansion from 12 to 15 MMTPA — To produce BS-III/IV quality HSD	1007.83
MS Quality Upgradation Project at Panipat Refinery	To produce BS-III/IV quality MS	1131.00
Installation of FCC Gasoline Desulphurisation Unit under MS Quality	To produce BS-IV quality MS	348.00

1	2	3
Upgradation Project at Mathura Refinery		
MS Quality Upgradation Project at Barauni Refinery	To produce BS-III quality MS	1492.00
MS Quality Upgradation Project at Guwahati Refinery	To produce BS-III quality MS	372.00
MS Quality Upgradation Project at Digboi Refinery	To produce BS-III quality MS	356.00
Diesel Hydro Treatment (DHDT) Project, Bongaigaon Refinery	To produce BS-III quality HSD	1646.39
MS Quality Improvement Bongaigaon Refinery	To produce BS-III quality MS	293.60
<b>(II) Bharat Petroleum Corporation Limited (BPCL), Mumbai</b>		
Kochi Refinery Modernization Project	To increase the refining capacity from 7.5 MMTPA to 9.5 MMTPA	3941
<b>(III) Hindustan Petroleum Corporation Limited (HPCL), Mumbai</b>		
<b>(a) Mumbai Refinery</b>		
Green Fuel and Emission Control Project (GFEC)	To upgrade the MS quality to Euro-III and IV grade	1850
LOBS Project	To upgrade LOBS qualities from existing level of Group-I to Group-II/Group-III	1030
New FCC Project	Setting up the 1.45 MMTPA capacity new FCC	900.50
Diesel Hydro Treater Project	To upgrade/produce the Euro-III/IV HSD	3284
<b>(b) Visakh Refinery</b>		
Clean Fuels Project	To upgrade the MS quality to Euro-III and IV grade	2147.80
Diesel Hydro Treater Project	To upgrade/produce the Euro-III/IV HSD	3597
<b>(IV) Mangalore Refineries and Petrochemicals Limited (MRPL), Mangalore</b>		
Capacity upgradation project	To increase the refining capacity from 9.69 MMTPA to 15 MMTPA	12,412

1	2	3
<b>(V) Chennai Petroleum Corporation Limited (CPCL), Manali</b>		
Auto Fuel Quality Upgradation Project	To produce MS/HSD Meeting Euro-II/Euro-IV Specification	2615
Resid Upgradation Project	To improve the distillate yield of the refinery	3350
Single Point Mooring Project	Installation of an SPM off-Ennore for crude oil imports	850
<b>(VI) Numaligarh Refinery Limited (NRL), Numaligarh</b>		
Diesel Quality Upgradation Project	To produce Euro-III HSD as well as limited quantities of Euro-IV HSD	434.94

[Translation]

**Railway Recruitment Board**

173. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Bureau of Investigation (CBI) is investigating certain irregularities in recruitment for which Railway Recruitment Board conducted examination;

(b) if so, the details thereof;

(c) the total number of cases of misconduct and corruption brought to the light by the Railway Vigilance Department and other investigation agencies in each Railway Zone of the Country during the last three years and the current year; and

(d) the details of the action taken against the personnel of each category in the case brought to light?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Madam.

(b) The Central Bureau of Investigation has registered a case vide Registered Case No. 0062009A0022 dated 09-06-2009 against Shri Y.A. Siddiqui, the then Secretary, Railway Recruitment Board, Allahabad and others in connection with irregularities in recruitment of Assistant Station Masters held in the year 2007. The case is being investigated by the Central Bureau of Investigation.

(c) Total number of cases of misconduct and corruption brought to the light by Railway Vigilance Department through Preventive Checks are as under:—

Railways	2006	2007	2008	2009 (upto May)
1	2	3	4	5
Central	471	682	609	187
Eastern	616	1057	323	148
East Central	642	583	636	103
East Coast	163	92	25	79

1	2	3	4	5
Northern	961	882	1303	520
North Western	144	243	220	108
North Central	148	281	356	143
North Eastern	443	1939	1166	442
Northeast Frontier	183	282	252	89
Southern	685	923	895	318
South Central	1506	1250	1023	599
South Eastern	127	275	314	210
South East Central	190	144	192	119
South Western	106	527	1477	129
Western	1480	1121	677	331
West Central	370	386	297	111
<b>Total</b>	<b>8235</b>	<b>10667</b>	<b>9765</b>	<b>3636</b>

(d) The number of staff booked for action under Disciplinary and Appeal Rules as a result of successful

preventive checks by Railway Vigilance Department is as under:—

Railways	2006		2007		2008		2009 (upto May)	
	Gaz.	Non-Gaz.	Gaz.	Non-Gaz.	Gaz.	Non-Gaz.	Gaz.	Non-Gaz.
Central	4	430	11	576	7	971	1	210
Eastern	5	507	7	420	0	252	3	121
East Central	0	314	3	422	17	599	0	99
East Coast	4	203	1	181	0	95	10	71
Northern	5	1396	13	1116	12	1467	6	591
North Western	23	152	15	262	27	499	4	95
North Central	0	174	7	211	3	313	0	142
North Eastern	2	379	25	816	14	794	7	196
Northeast Frontier	5	151	6	222	3	245	0	70
Southern	5	782	13	886	12	854	6	212
South Central	7	772	29	606	11	645	2	417
South Eastern	8	86	13	209	5	227	10	184
South East Central	0	152	6	130	4	216	0	108
South Western	2	77	8	423	10	1444	1	104
Western	19	818	3	725	9	521	4	355
West Central	0	314	0	316	0	257	0	106
<b>Total</b>	<b>89</b>	<b>6707</b>	<b>160</b>	<b>7521</b>	<b>134</b>	<b>9399</b>	<b>54</b>	<b>3081</b>

12.00 hrs

*The Lok Sabha re-assembled at  
Twelve of the Clock.*

[MADAM SPEAKER *in the Chair*]

[English]

#### PAPERS LAID ON THE TABLE

MADAM SPEAKER: Papers to be laid. Shri Pranab Mukherjee.

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Madam, with your permission, I beg to lay on the Table a copy of the Economic Survey 2008-2009 (Hindi and English versions).

[Placed in Library. See No. LT-14/15/09]

THE MINISTER OF STATE OF THE MINISTRY OF CORPORATE AFFAIRS AND MINISTER OF STATE OF THE MINISTRY OF MINORITY AFFAIRS (SHRI SALMAN KHURSHEED): Madam, I beg to lay on the Table a copy of the Draft Notification No. F. No. 2/2/2009-CL-V (Hindi and English versions) empowering the Central Government to direct, by notification in the Official Gazette, that any of the provisions of the Companies Act, 1956 specified in the notification (a) shall apply to any limited liability partnership or (b) shall apply to any limited liability partnership with such exception, modification and adaptation as may be specified in the notification under sub-section (2) of Section 67 of the Limited Liability Partnership Act, 2008.

[Placed in Library. See No. LT-15/15/09]

12.01 hrs.

#### STANDING COMMITTEE ON URBAN DEVELOPMENT

#### 40th Report

[English]

SECRETARY-GENERAL: I beg to lay on the Table

the Fortieth<sup>1</sup> Report (Hindi and English versions) of the Standing Committee on Urban Development on the subject 'Urban Housing' relating to the Ministry of Housing and Urban Poverty Alleviation.

12.01½ hrs.

#### SUBMISSION BY MEMBERS

#### Increase in the Prices of Petrol and Diesel in the Country

[English]

MADAM SPEAKER: Shri Gurudas Dasgupta.

...(Interruptions)

MADAM SPEAKER: You please send a notice now. I will ask everybody to listen to you.

...(Interruptions)

[Translation]

MADAM SPEAKER: Shri Gurudas Dasguptaji is speaking, please give him a patient hearing

...(Interruptions)

MADAM SPEAKER: You may sit down.

[English]

SHRI GURUDAS DASGUPTA (Ghatal): Madam, we feel extremely outraged because the Government has chosen to increase the price of petroleum products just few hours before the Parliament was scheduled to meet. It is a Budget Session. The Government could have waited for few hours only. They could have announced the increase in price today in the Parliament. Without taking that course, may I say, Madam, with

<sup>1</sup> This Report was presented to Hon'ble Speaker (14th Lok Sabha) on 8th April, 2009 under Direction 71A(6) of the Directions by the Speaker, Lok Sabha when the House was not in Session and the Speaker was pleased to order the printing, publication and circulation of the Report under Rule 280 of the Rules of Procedure and Conduct of Business in Lok Sabha.

humility, that it is a deliberate attempt to commit parliamentary impropriety by the Government. If I leave it to parliamentary language, then it can be said that it has been a grave parliamentary impropriety to announce an important decision of the Government few hours before the Budget Session. Madam, what is going to be the effect? The prices of essential goods and commodities will increase. The Government is saying that inflation is zero or negative, but if we go to the market—I had gone to the market today and potatoes are being sold at Rs. 18 per kilogram—we find that all the essential goods and commodities are being sold at a very high price. This is called consumer price inflation. This increase in the price of petrol and diesel is going to escalate, I repeat escalate, heavily the prices of the essential commodities.

This is going to affect the farmers of the country because irrigation is going to be costly. In a situation when there is less rain and there is a danger of drought taking over the country, such a step is going to affect gravely the interest of the farmers of the country.

Madam, I do not know whether the Cabinet sanctioned it—it is for the Government to decide how it works—but it has appeared in the Press that it was not sanctioned in the Cabinet. I do not know. Let the Government clarify, but I fail to understand ...*(Interruptions)*

SHRI ANANTH KUMAR (Bangalore South): It was not discussed in the Cabinet.

SHRI GURUDAS DASGUPTA: It means that. How can it be passed without discussion? The essential question is how the Finance Minister could have agreed. We are in an economic slow down.

Increase in the prices of petrol and diesel — in a situation of economic slow down — will increase Railway freight; it will increase transport cost; and it will escalate price rise in all aspects of social life. It is a grave anti-people decision by the Government; this is a grave anti-Parliament move and Parliamentary impropriety. This is against the people. I have no language to denounce

the move of the Government, and I believe that all sections of the House will ask the Government to tender an unqualified apology to the Parliament and withdraw the price rise. ...*(Interruptions)*

*[Translation]*

SHRI SHAILENDRA KUMAR (Kaushambi): Madam, I too have given the notice.

*[English]*

SHRI BASU DEB ACHARIA (Bankura): Madam, my notice is also there. ...*(Interruptions)*

SHRI ARJUN CHARAN SETHI (Bhadrak): Madam Speaker, the price hike on petroleum products—as has been stated earlier—just a few hours before we were to sit today is unprecedented. We have never heard in the Parliament history that just a few hours before the sitting of the House the price can be raised. This is unprecedented. ...*(Interruptions)*

Madam, time and again your illustrious predecessors have observed that just before the sitting of the House this kind of imposition or raising of the administered prices of different commodities, especially, the essential commodities is uncalled—for and there is no doubt about it. I have stated it, and many other hon. Members in the House are also agitated upon this kind of attitude of the Government. I strongly protest on behalf of the Biju Janata Dal in this House. I urge upon the Government that they should withdraw this levy, and Madam, you should also not approve of this kind of levy. ...*(Interruptions)*

The House is very much agitated about the timing of the imposition of this levy or increase in the prices of petroleum products. Therefore, I once again appeal to you, Madam, to please consider the timing, the Parliamentary propriety and the conventions, which have been established in the House. ...*(Interruptions)*

MADAM SPEAKER: Hon. Member, your time is up. Please confine yourself to three minutes.

...*(Interruptions)*

[Translation]

SHRI ANANT KUMAR HEGDE (Uttar Kannada): Madam, the price of petrol and diesel were hiked, yesternight. Were the Cabinet and the Parliament aware of it? The sudden price rise is a kind of injustice. This is a gross injustice against the farmers and the common man of this country.

Madam, the argument given is that all the oil companies are running into losses, but in my opinion this argument has no basis. Dr. Murli Manohar Joshi and Shri Shivanand Tiwariji had asked questions in this regard in Rajya Sabha on 24 February, 2009 as to whether public sector oil companies had spent two per cent of profit earned during the recent years on social reform activities to discharge their corporate social responsibilities? The Government had replied that 0.75 to 1 per cent profit had been spent for this purpose during the previous years. I have got exact figures with me. A total profit of Rs. 11 thousand 781 lakh was earned during the year 2008-09. The Government disbursed 0.75 to 1 per cent of that profit on the social reform activities. On the one hand, the Government is saying that oil companies are running in losses and on the other it is giving the statement that it has spent 0.75 to 1 per cent of its profit on social work.

Does the Government intend to insult or misguide the Parliament? The hon. Prime Minister and all his Ministers are answerable to the House as to what is the reality? If they are really running in losses then why such reply causing confusion was given? If this reply is true then why an effort is made today to increase the prices of diesel and petrol? The facts should be presented before the House and the people ...*(Interruptions)*

MADAM SPEAKER: Your time is over, please sit down. Shri Basu Deb Acharia.

...*(Interruptions)*

[English]

SHRI BASU DEB ACHARIA: Madam, today, just on the eve of the Budget Session. ...*(Interruptions)*

[Translation]

MADAM SPEAKER: Please sit down. Your speech is not going on record.

...*(Interruptions)*

MADAM SPEAKER: Please sit down. I told you that your speech will not go on record. Basu Deb Achariaji, please speak.

...*(Interruptions)*

[English]

SHRI BASU DEB ACHARIA : Madam, the way the Government, just on the eve of the Budget Session of Parliament, has increased the prices of petrol and diesel—petrol, by Rs. 4 and diesel, by Rs. 2—is a contempt of this House and is a contempt of Parliament. It has never happened in the history of Parliament that just on the eve of the Budget Session, suddenly, the Government has taken a decision to increase the prices and give effect to it.

Madam, in the past, whenever the Government increased the prices of petroleum products, it had a cascading effect on the prices of other commodities; the increase in the prices of petrol and diesel will have a cascading effect on the prices of other commodities and sectors, like the transport sector. The Bus Owners Association is demanding that the bus fares should be increased, and it will affect the railway freight also. Tomorrow, the Railway Budget will be presented, and just one day before it, the prices have been increased.

When the prices of almost all the essential commodities have risen and the Government has failed to control and contain the prices of all the essential commodities, and when people are reeling under pressure, this Government had scant regard for Parliament; it has no concern for the poor section of people, for the *aam admi*. The Government is resorting to the same method, though we suggested in the past that instead of increasing the prices, the Government should consider reducing the taxes, the customs duty, which are levied on the petroleum products. The

Government is not doing that, and the Government is always resorting to increasing the prices of petroleum products. This is most unfair. ...(*Interruptions*)

SHRI KALYAN BANERJEE (Sreerampur): What did your Government in West Bengal do? ...(*Interruptions*)

SHRI BASU DEB ACHARIA: Madam, this has been done just on the eve of the Budget Session, even without taking the approval of the Cabinet. The Government could have brought this in the House. It has been done in the past.

MADAM SPEAKER: Your time is up, Mr. Basu Deb Acharia.

SHRI BASU DEB ACHARIA: I demand that the price that has been increased should be rolled back. The Government should announce this on the floor of the House.

[*Translation*]

MADAM SPEAKER: You may please sit down. Your speech will not be recorded. Shailendra Kumarji, please speak.

...(*Interruptions*)

MADAM SPEAKER: This will not be recorded. Shailendra Kumarji, please speak.

...(*Interruptions*)

MADAM SPEAKER: It will not go on record

...(*Interruptions*)\*

MADAM SPEAKER: Please take your seat.

...(*Interruptions*)

SHRI SHAILENDRA KUMAR (Chail): Madam, I am thankful to you for giving me an opportunity to speak after so much argument.

Madam, the Government have hiked prices of diesel and petrol before budget. This is very wrong...

\*It is wrong to hike the prices of petrol and diesel at 12 o'clock in night...(*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI KRISHNA TIRATH): Madam, it should not go on record.

SHRI SHAILENDRA KUMAR: This practice is very wrong for the whole country. With this, the prices of essential commodities that are already high will go up further. The Government should check the price rise, but they are hiking instead.

It was stated in the President's Address that the prices will come down within 100 days. But, they have increased instead of decreasing it. It is very shameful. Today, the whole country has been hit by drought. Presently, the farmers are suffering. Price rise will directly hit the farmers, because their tractors and pumps are fuelled by diesel. Transportation charges will also go up with the increase in prices. It will also badly hit the small and medium industries. There is no rain all over the country. The whole North India should be declared drought hit region due to delay in monsoon. A central Investigation Team should be sent there for the assessment. They are facing crisis of drinking water, irrigation. The Government should take it seriously.

Today, the Government have let their voters down and betrayed them. They promised them to bring down price rise in elections. They mentioned in the president's address that they will check price rise within hundred days. The Government should withdraw the increase in prices of petrol and diesel immediately. If they do not do so, we will take this fight to the villages, streets and roads.

Madam, I demand immediate response of the Government to it. This is the sense of the whole House that the increase in prices should be withdrawn. Even the MPs from ruling parties are saying that they had promised to reduce the price-rise, but now how will they face the voters? So, keeping in view the sense of the whole House, the increases in prices should be

[Shri Shailendra Kumar]

withdrawn, because the whole country is facing drought, particularly Uttar Pradesh and the districts of Bundelkhand are badly hit by drought.

MADAM SPEAKER: Some hon'ble Members want to speak on this very subject; they, i.e. Yogi Aditya Nath, Shri Lalji Tandon, Ram Chandra Dome, Shri A. Sampath should associate themselves with it.

SHRI MANGANI LAL MANDAL (Jhanjharpur): Madam, I had also requested but I was not allowed to speak or associate. Those who have spoken loudly were allowed. Our leaders are Shri Sharad Yadavji, Shri Ram Sundar Dasji, they should be allowed to speak otherwise, I should be allowed.

MADAM SPEAKER: Those who have given notices have been allowed to speak or associate. Those who have not given notice will also be allowed to speak. You would also be given an opportunity. By the way, your notice has not been received. Even then, you can speak, but you will not be allowed to speak for more than three minutes.

SHRI MULAYAM SINGH YADAV (Mainpuri): Madam, please do not say three minutes say two or four minutes, because the number of three is inauspicious.

MADAM SPEAKER: Okay, then I say for two minutes.

SHRI SHARAD YADAV (Madhepura): Madam, Speaker, there is a crisis of power in the country. There is acute crisis of hydro power. This crisis is spread from Delhi to all over the country. I think that the Government alone is not responsible for it. I would say that the country is facing famine. The Government is saying that the country will have 10-12-15 per cent shortfall of rain. No meteorologist has been able to make accurate weather forecast till date.

Madam, Speaker, through you, I would tell the Government that the country is facing acute crisis. No power is there, reservoirs have dried up, so the only means is the diesel and the farmers of the country

produce their crops by using it and working hard. The way they have increased prices of diesel, as I was listening to the Minister, they are insensitive like machines.

Madam Speaker, through you, I would like to tell the Government that this is disastrous situation and country is facing acute crisis and they have increased prices of diesel which is the only support to the farmers of India. So, while exploring some or the other way, the Government should do the work of withdrawing increase in price of diesel. This is my request to the Government. According to the Government, there will be low rainfall in the country this year. I would request that the Government should withdraw the increase in prices in this very session of the House. If they do not admit this fact, there will be difficulty to run the House and the country as well. With these words, I conclude my speech. ...*(Interruptions)*

SHRI BISHNU PADA RAY (Andaman and Nicobar Islands): Madam Speaker, I have also given notice. ...*(Interruptions)*

*[English]*

MADAM SPEAKER: We are on a different matter.

...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): Common people, more or less always suffer when any price rise takes place. Naturally, any price hike at any time invites trouble to the common people of the country. So far as Trinamool Congress is concerned, we are placing our thoughts and ideas on the floor of the House and want to express our views. We are not actually happy with such type of price rise. We know that prices of crude oil in the world are going up and up. So, the Government has to respond to that situation but whenever the prices of crude oil in the international market come down, the Government has to give assurance to the House that prices in the domestic market would be reduced as per the rate of reduction of the crude oil prices in the world market.

Madam, I would request the Government, after the

all-Party meeting, if necessary, the decision may kindly be reconsidered *vis-à-vis* the State Government, and particularly the West Bengal Government as it is charging the highest sales tax in the country in spite of our repeated appeals. Being the Leftist Government, they never bothered to reduce the prices. Hence, I would request the Government to direct the State Government of West Bengal to see that the sales tax in the State is reduced and the Central Government should make efforts to introduce uniform sales tax system in all the States of the country.

MADAM SPEAKER: This should not go on record.

*(Interruptions)...*\*

MADAM SPEAKER: This will not go on record.

*(Interruptions)...*\*

[Translation]

MADAM SPEAKER: Please sit down. Mulayam Singhji, please continue.

*...(Interruptions)*

MADAM SPEAKER: Mulayam Singhji, please continue.

*...(Interruptions)*

SHRI MULAYAM SINGH YADAV: Madam Speaker, the entire country is reeling under crisis. The crisis is there as far as farmer's priority is concerned, however, this crisis has deepened to the extent that farmers' crops have been damaged. The kharif crop that was to be sown on time has almost collapsed and secondly there is no water, neither for irrigation nor for drinking. The water in ponds and rivers has also dried up. This is my personal experience, I have never seen the pond in front of my house dry, there used to be 4-5 feet water even in these days, however, there is not even a single drop this year.

It is, however, regretted that no concern has been shown by the Government. Situation is alarming not for

a particular party or for us who are raising this concern the crisis is for those also who are sitting here on treasury benches. The crisis is becoming large before every political party be it Congress, B.J.P., Samajwadi party or Shiv Sena. This problem is before the country, so, I would seek intervention of the hon. Sonajji. It is a serious crisis and what will be of drinking water and irrigation. When Bhakra Nangal Dam dried up this year what else is left? What will be the source of water, the Government should have given some rebate to the farmers at least and encouraged them to buy interest-free hand pumps at cheaper rate. Does it make any difference on the Government Exchequer? 100-200 crore rupees wasted elsewhere make a difference. However, if it is spent to improve the lot of farmers would it make any difference.

The economy of the country would improve if he grows foodgrains. This problem is concerned with the economy of the country and they think we are speaking merely because we are in Opposition. All the Members have raised this point that it is a critical issue, which primarily involves the farmers, even today 72 per cent farmers are dependent on agriculture. In the past this percentage was 76-78 but 72 per cent are dependent on agriculture even now. When 72 per cent people who produce foodgrains for the entire country, feed those who live in urban areas, the army the country as a whole, are in trouble. The leader of the House or better the Prime Minister should have come and replied here to such an important question. Although he was busy in Rajya Sabha, he should have sought time *...(Interruptions)*.

MADAM SPEAKER: Please conclude.

SHRI MULAYAM SINGH YADAV: Prime Minister should be asked to come. I would appeal to you that Prime Minister should give reply. Please call the Prime Minister...*(Interruptions)*.

MADAM SPEAKER: Please conclude, Lala Prasadji.

SHRI MULAYAM SINGH YADAV: I will agree to everything. You will not. Kindly get the minimum done. We need water...*(Interruptions)*

MADAM SPEAKER: This will not go on record.

*(Interruptions)\*...*

SHRI LALU PRASAD (Saran): It was not a proper time to hike prices. Whenever the international prices of petroleum products increased across the world the price rise was ratified by each Government, however, this is not a favourable time for the country. A report estimating lesser rainfall was submitted to the hon. Prime Minister. Now Adra star has fallen and the period of sowing seeds is also over. All the leaders like Sharad Yadavji, Mulayam Singhji, Basudebji correctly stated...*(Interruptions)*.

Our time would be over...*(Interruptions)*. Leaders include everyone. We were also shocked to read the newspapers. I was also in the cabinet, whenever such sensitive issues arose, they used to be discussed. Madam, the prices of diesel and petrol have risen to Rs. 35 and Rs. 48 per litre, respectively. The farmers alone have not been affected, the labourers have also suffered. There are buses which are used by them for transportation of goods, two-third of the goods are transported by roads. After all what would be the result of price rise, whose blood would be sucked in the guise of price rise and tax? The Government has announced public utility programmes, formulated 100 days programme. On one hand their food is being sucked, taxes are being levied on them and on the other hand they are talking of providing them relief. The country is reeling under drought. There is scanty rainfall for the last two-three days that is why even we are moving out, people are can now be seen on roads, however, the weather is sultry. The condition is bad, ponds have dried, human life has been affected, there is not enough water to bathe buffaloes. Large-scale livestock and life is affected. Without speaking much I would say that time is not right. The price rise should be rolled back. The middle class and lower middle class will be affected the most. All those traveling by two wheelers are not rich enough. Even the journalists are not rich. They travel mostly by motorcycles or scooters. It is not justified to hike the price of petrol to Rs. 47 per litre.

\*Not recorded.

The salary of M.Ps, M.L.As then moving around in public everything needs money. We should not play such tricks, these people have not given right suggestions to Madam. They have not briefed the Madam correctly. ...*(Interruptions)*.

MADAM SPEAKER: Please conclude now. You have taken more than three minutes.

SHRI LALU PRASAD: Madam, why are you checking me when I have referred to the other Madam ...*(Interruptions)*? I will conclude just now. Madam, it tarnishes the image of the party as well as the Government, so it should be rolled back. When the economy is in good condition, situation becomes normal and the prices should be increased if necessary after ship shaping, agriculture and production of farmers improve, then, if necessary they can increase the prices. It was also being discussed that the Government should not bear this responsibility rather it should let oil companies decide prices of oil.

MADAM SPEAKER: Lalu Prasadji, please conclude now.

SHRI LALU PRASAD: Please roll back the prices, do not make it a prestige issue. Our leaders have correctly stated that it is question of the country.

SHRI ANANT GANGARAM GEETE (Raigad): Madam Speaker, the entire country is reeling under drought like condition. The farmers are anguished and the common man is also affected due to shortage of water. They do not have drinking water. When there is drought like situation in the country, the Government have increased the prices of diesel and petrol that directly affect freight charges, transportation, common people and farmers. Today, the entire country is in the grip of drought like situation and farmers are in distress. The seeds that were sown earlier have been destroyed due to the heat of the sun in the absence of rain and today the seeds are required to be sown again in Maharashtra. The situation is same in almost every part of the country that the seeds will have to be sown again. The Government have increased the prices of diesel and petrol, at a time, when the farmer is already in

trouble. It has also affected the essential commodities. As the Government increased the prices of diesel in the night, the prices of all commodities were increased in the morning. Today, the prices of all the essential commodities have increased. At a time, when the entire country is facing drought and the Government is required to provide relief to the people and the farmers, the Government have increased the burden of the common people and farmers by way of increasing the prices of diesel and petrol. Through you, and the House I would like to demand the Government that today it should give statement here regarding the roll back of increase in prices of diesel and petrol with immediate effect.

Madam Speaker, this issue is concerned not only with this House but with 70 per cent people of this country are affected by this. Mulayam Singhji has rightly said that today 70 per cent people of this country live in rural areas and are dependent on agriculture. Today, people are badly in need of drinking water, wells, ponds and our big dams have dried up. ...*(Interruptions)*

MADAM SPEAKER: Now you please conclude.

...*(Interruptions)*

SHRI ANANT GANGARAM GEETE: The situation of water level in Bhakhra Nangal dam, the biggest dam of the country that supplies irrigation water to four states is such that instructions have been given to Bhakhra Nangal Management Board to reduce the quota of water supplied to each state...*(Interruptions)*

MADAM SPEAKER: No you please conclude.

...*(Interruptions)*

SHRI ANANT GANGARAM GEETE: In such a situation, the Government should immediately roll back the increase in prices of petrol and diesel and provide relief to farmers.

*[English]*

SHRI T.R. BAALU (Sriperumbudur): Madam as far as Tamil Nadu is concerned, every year on 12th June, Mettur Dam is opened for irrigation but till date this particular dam has not been opened because it is almost dry. Not even 30 per cent water is there in this dam.

Water has to come from the adjacent State of Karnataka. But even in Karnataka, there is a dry spell. There is no rain in these areas at all.

The farmers of Tamil Nadu depend upon well-irrigation and for well-irrigation, diesel is the most important component. But our friends here have increased the price of diesel by Rs. 2 per litre. Definitely, as some of the friends in the Opposition as also our own associates have said, the increase in the price of diesel has been effected at a non-opportune time. This is not the proper time to increase the price of diesel. At a very bad time the price has been increased. The Government may say that it is not at all concerned about the increase in the price and that it is a professional decision taken by the oil companies but at the same time, we should not shirk our responsibility. The APM is no more but at the same time, directly or indirectly, APM is there. The Government could definitely intervene because the share of the President of India is there in these companies. So knowing fully well that Parliament is going to be in Session today, this increase of yesterday night is nowhere justifiable.

Madam, this Government is not a unilateral Government. It is a Government by Congress, by Trinamool, by DMK and so on. It is somewhat an alarming situation wherein the Government headed by Dr. Manmohan Singh, duly supported by Madam Sonia Gandhiji and Dr. Kalaingar is taking such a decision which is not at all good. It has to be discussed at least with leaders of the parties or at least it should have been discussed in the Cabinet. I strongly condemn this action of the Government.

Madam, this should not recur. As a close friend of Congress and an associate of Congress, I would say that this sort of thing should not be repeated again. I once again request that the increase in diesel price should be withdrawn.

*[Translation]*

SHRI DARA SINGH CHAUHAN (Ghosi): Madam Speaker, you gave me an opportunity to speak on price rise, so I would like to bring it to your notice that there is a drought like situation all over the country and the

[Shri Dara Singh Chauhan]

people's representatives here are well aware of this fact that the farmers of the entire country are distressed. They are facing difficulties right from sowing to irrigating their fields. There has been power problem. It is due to scant rainfall that major hydel power projects have closed down and on account of this there is a power problem.

Last time when the present Government had increased the prices of petrol and diesel, the Uttar Pradesh Government had provided relief to the farmers and the entire state by way of reducing sales tax. I feel that today the Government have certainly betrayed the farmers and the people of the country by way of increasing the prices of petrol and diesel just eleven hours before the start of the Parliament Session. So I would like that today the Government should announce the roll back of the said increase in the prices in the House in the interest of the farmers and the country.

SHRI NAMA NAGESWARA RAO (Khammam): Madam Speaker, the prices of petrol and diesel increased yesterday have adversely affected the common man. The present Government is working against the interest of the common man and such decisions are being taken by the Government to jeopardize their welfare. It is on account of increase in the prices of petrol and diesel that the transportation cost in all the circles of society will also increase. This will burden the farmers and the children who go to school in auto and scooters will also be affected on this account. Just now hon'ble Minister said that

[English]

"The hike was necessitated because of the rise in international crude oil prices which has doubled at USD 70 per cent barrel in December."

[Translation]

Through you, I would like to tell the Government that exactly one year back on 4-7-2008 the rate of crude oil was 147 dollar which is now 70 dollar. Instead of decreasing the rate there is drastic increase. During the

last five years, the present Government have increased the prices of petrol and diesel not once but seven-eight times. This year the Government have been trying to increase the prices for the eighth time. A farmer is facing difficulties in purchasing 50-100 litre of diesel for this tractor. The aviation fuel at Andhra Pradesh airport is being provided at a rate cheaper than the diesel prices. International aviation companies are purchasing fuel here for their international flight and petrol is being provided to them at a rate cheaper than the rate at which farmers are supplied petrol...*(Interruptions)* I would like to demand that the Government should immediately roll back the increase in these prices.

SHRI MANOHAR TIRKEY (Alipurduar): Madam Speaker, through you, I would like to request the Government that the prices of petrol and diesel, that have been increased recently, should be rolled back because the hike is affecting not only the farmers and the labourers but also the common man. The Government has come to the House with popular mandate, then why is it scared? The prices of petrol and diesel were increased in the mid-night just before the commencement of the Parliament session. We know that it tells upon the dignity of the Parliament. We have come from outside. We were under the impression that the prices of all commodities increase after ratification by the Parliament, but, here things are occurring in reverse order. Why is the Government so scared? The Government should see to it that the dignity of the House is not eroded and the common man is relieved of his burden to some extent. The Government had chalked out its hundred, day, action plan and committed itself to achieve the target fixed there under however, it is doing just the opposite I would like that the Government move ahead on its commitment in order to protect the common man from falling prey to mismanagement. With this, I conclude.

SHRI S.D. SHARIQ (Baramulla): Madam, today the matter, which deserves attention, is regarding the increase in prices of petrol and diesel. Situation has come to such a passe that the government can neither afford to be indecisive nor can it afford to take a decision in this regard. The compulsion of the government due

to increase in the price of crude oil and in the international market also merits attention and I fully agree with what has been said in this regard. However, humanities issue is also involved. The farmers are unhappy, there is drought and shortage of water all around, inflation is rising and population is also rising. There is no denying the fact. We cannot question the integrity and intention of the government. I would like to suggest that the government should seek the opinion of leaders of all the political parties while taking them into confidence and go on to implement whatever consensus emerges.

We can understand the compulsion of the government because the government do not have any other way out when there is increase in the international price. This matter is not a party specific issue. This is a political issue and the one involving providing relief to the entire country. The government will take initiative in this regard. All the people, instead of debating and dithering over the issue should talk to each other. Some people have said that they will take the issue to the streets...*(Interruptions)*. They have come back from the streets...*(Interruptions)*.

MADAM SPEAKER: You keep quite please.

SHRI S.D. SHARIQ: Nobody can stop you from taking the issue to the streets and you have very well seen its consequences.

My request is that the leaders should sit together and consider over the issue. There is no problem as far as the sincerity of Hon'ble Prime Minister and Smt. Sonia Gandhi is concerned. They want to provide relief to the maximum number of people of the country. I would like to suggest that all the leaders should form a unanimous opinion in this regard, which should work as the bedrock of the policy of the government.

*[English]*

DR. M. THAMBIDURAI (Karur): Madam Speaker, it is unfortunate that the Government has increased the prices of petrol and diesel yesterday. Our Party, the AIADMK, is against the hike in the prices of petrol and diesel. This affects the common man. Instead of helping

the common man, this Government has increased the prices and it affects the prices of all other commodities.

I request the Government that the prices of petrol and diesel should be reduced and restored to the previous rates. Moreover, proper procedure is not followed when the Budget Session is going on. This also affects the system. I, therefore, once again request the Government to see that the prices of petrol and diesel are reduced so that it does not affect the common man.

*[Translation]*

\*DR. RATTAN SINGH AJNALA (Khadoor Sahib): Hon. Madam Speaker, I am grateful to you for giving me the opportunity to speak on this important matter. Today is the first day of the Budget session. A new government has taken over at the centre. But, the government has overlooked the welfare of the people of India by increasing the prices of petrol and diesel. There is a prediction of scanty rainfall this time. Monsoons may fail us. Under these circumstances, the price of diesel has been hiked by rupees two. The farmers are already in a precarious situation. ...*(Interruptions)* Hon. Madam Speaker, it is an old tradition of the Congress party. They provide such 'gifts' to the countrymen at the most inopportune times. On the one hand, poor and helpless farmers are committing suicide...*(Interruptions)*

*[English]*

MADAM SPEAKER: This will not go on record. Please sit down.

SHRI J.M. AARON RASHID (Theni): Madam, the objectionable word should be expunged. How can he say that?...*(Interruptions)* He should not have used that word. It should be expunged.

MADAM SPEAKER: Please sit down. This will not go on record.

*(Interruptions)...*\*\*

\*English translation of the speech originally delivered in Punjabi.

\*\*Not recorded.

MADAM SPEAKER: Only what Dr. Ajnala is saying will go on record.

[Translation]

DR. RATTAN SINGH AJNALA: Madam, Congress has an old habit of doling out gifts. They have always been giving fantastic gifts to the people of India. This is also a very good gift. On one hand farmers are dying and committing suicide and on the other they have increased the prices of diesel....(Interruptions)

[English]

MADAM SPEAKER: Please sit down. This will not go on record.

.(Interruptions)...\*

[Translation]

MADAM SPEAKER: Ajnalaji, you speak.

DR. RATTAN SINGH AJNALA: Madam, I have made it to the house second time. Whenever I speak, it does not go down very well with my Congress colleagues and it is always so. They never believe what they say...(Interruptions). People are striving for water. Farmers are dying of want for electricity and water and the government have increased the price of diesel. An excess has been committed against them. I associate myself with all my colleagues who have condemned increase in the prices of petrol and diesel. My party is of the opinion that this hike in price should be immediately rolled back.

[English]

SHRI NARAHARI MAHATO (Purulia): Madam Speaker, I am thankful to you for giving me a chance to take part in the discussion. Today is the first day of the Session. The prices of petrol and diesel have been increased by the Government and it is very unfortunate as far as common people of this country is concerned. Due to increase in the prices of petrol and diesel, students, businessmen and all types of people are facing great difficulty.

\*Not recorded.

Today when we are discussing this matter, my humble request to the Government, through you, is to reduce the prices of petrol and diesel and withdraw this increase.

[Translation]

SHRI INDER SINGH NAMDHARI (Chatra): Madam Speaker, today when the proceeding of the House was about the start, I had come to meet you in your chamber. I had requested you to give me an opportunity to speak because yesterday when I was coming from Palamu, which is near to my constituency, Chatra, thousands of farmers have made a request to the Hon'ble President for permitting them to end their lives. Three thousand farmers of Chhatarpur in Palamu have made such a request because no rainfall has taken place there during the past three years due to which thousands of their cattle have died and they are thirsty for even a single drop of water.

SHRI LALU PRASAD: Does anybody die after seeking permission...(Interruptions)

MADAM SPEAKER: Namdhariji, right now we are discussing the rise in the prices of petrol and diesel.

SHRI INDER SINGH NAMDHARI: Madam, this is also related to that subject. I am correlating myself to that. When the farmers listen the news of increasing price of diesel and petrol, it would be like rubbing salt on their wounds. Therefore, the government should certainly think over it. You might be remembering that when the prices were reduced just before the elections, Murlji Devaraji had made the announcement with a smile on his face. I would like to ask him whether he does not want to see smile on the faces of the people? What would we tell the farmers who wish to die? Surely now they want to die out of compulsion but what will happen if they do not get peace in death. I would urge Murliji to visit the market where he will find the prevailing prices of flour and pulses. Then he will himself realize that one is able to purchase very little quantity by paying the similar amount for which he used to get much more earlier. Therefore, do not rub salt on the wounds of people and roll back the hike in prices.. I want Madam

Soniaji to intervene in this regard. Guru Dasguptaji has rightly said that the hike in prices just few hours before the start of the Budget Session was tantamount to the contempt of Parliaments. Therefore, compensate for your mistake by rolling back the prices. If it is so then, I feel that people will feel a lot more relieved.

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Chairman, yesterday night, the government decided arbitrarily to increase the prices of petrol and diesel. Madam, it has got three aspects which I would like to put forth before the House. The first aspect is in regard to ignoring the parliamentary convention. The government was aware that from the session of parliament was going to commence from next morning and the hon. Members are going to assemble here, however, the government announced the hike without using the floor of the House for such an announcement.

[English]

The Government has violated the principle of parliamentary propriety.

[Translation]

The second aspect is in regard to the betrayal of the common man. The government which canvassed in the name of the common man has given the first gift to the common man by raising the prices. The government which asked the voters to vote for the 'hand' symbol has done the first job of putting its hand in the pocket of the common man. A point of motorcycles for the middle class and diesel for the generators of the farmers has been mentioned. Associating myself with these two points, I would like to mention the condition of that poor who does not ride a motorcycle or scooter, who has not got a generator or a motor, who eats 'roti' with a piece of onion and this price-hike is going to affect his life. Increased prices of petrol and diesel indirectly increase the prices of all those things which are transported. This price hike would result in an increase in the cost of transportation and freight and as such the poor who eat 'roti' with salt and chatni will also be affected by it.

Madam, its third aspect is in regard to drought. The hon. Petroleum Minister is sitting here. I would like to ask as to which companies the government intends to give benefit to for which the prices have been hiked? Just now, speaking on our behalf hon. Anant Kumar Hegedeji presented before you the figures to prove that the public sector oil companies are in profit and not in loss. He has not submitted the figures through his own jugglery, but has picked up figures from the reply given by the government. Those public sector companies give dividend to the government. The government may explain why it decided to hike the prices and more so in a hush-hush manner when the public sector companies are not running in loses and prices have not risen in the international market? The leader of the House is sitting here and I demand that he may himself give a reply after the discussion is over or the hon. Prime Minister may come from the other House and redress our grievance which could in fact happen only if the government announces a roll back. As I said, today there is panic across the country. The poor, the labourer, the farmer and the common man all are in difficulty. Therefore, I demand announcement of a roll back of the price hike by the leader of the House or by the hon. Prime Minister so as to solve this problem in a satisfactory manner.

DR. MURLI MANOHAR JOSHI (Varanasi): This must have been done as per the advice of the leader of the House or to hide the losses of his budget, so his reply is urgently required.

[English]

MADAM SPEAKER: Would the Government like to respond on this?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): Yes, Madam.

Madam, with your permission, I would like to read the statement. ...*(Interruptions)*

[Translation]

SHRI ANANT KUMAR (Bangalore South): Please, speak a bit louder.

SHRI MURLI DEORA: Okay. Your loud voice created ear-ache. Now, please hear my point also.

*[English]*

When the price of the Indian basket of crude oil fell from its highest level of \$ 142/bbl in June, 2008 to \$ 40 per barrel in December 2008, the Government had responded by reducing the price of petrol by Rs. 10 a litre and the price of diesel by Rs. 4 a litre, in two stages within a space of two months. Thereafter, the international price of crude oil has risen from \$ 40 per barrel in December 2008 to around \$ 70 per barrel today. This increase in crude oil prices by about 75 per cent since December, without corresponding increase in retail selling prices of sensitive petroleum products had resulted in OMCs' under-recoveries going up. The OMCs' under-recoveries were projected to be Rs. 70,200 crore, at an average Indian basket crude price of \$70/ barrel, during 2009-10.

**13.00 hrs.**

Any delay in price revision would have jeopardised OMCs' liquidity position and with attendant consequences for smooth supply and distribution of essential fuels across the country.

In view of the continuous rise in international oil prices, and since the country imports more than 75 per cent of its crude oil requirements, a marginal increase in the prices of petrol and diesel had become unavoidable. ...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad East): It is not a marginal increase. ...*(Interruptions)*

SHRI BASU DEB ACHARIA: It is not a marginal increase. ...*(Interruptions)*

SHRI MURLI DEORA: How many times you increased and how much was the increase, I will give you the figures.

However, while considering a price increase, the Government has kept in mind the interest of the 'aam admi' and the vulnerable sections of society.

Accordingly, against the desired increase of Rs. 6.94 per litre, the retail price of Petrol has been increased only by Rs. 4 per litre. Similarly, against the desired price increase of Rs. 4.11 per litre in Diesel, the retail price has been increased only by Rs. 2 per litre as you know. ...*(Interruptions)*

Having regard to the need to provide relief to the poor and the middle classes, the Government has decided not to increase the retail prices of PDS Kerosene and Domestic LPG—not even one rupee or one paise even. The Government is bearing a burden of Rs. 15.26 on each litre of PDS Kerosene and Rs. 92.96 on each cylinder of Domestic LPG. To ensure uninterrupted supply of these two products at subsidized prices, the Government is prepared to bear the projected subsidy burden of Rs. 30,000 crore in the year 2009-10. The Government will bear the burden of Rs. 30,000 crore for not increasing even one paise on LPG and PDS Kerosene. ...*(Interruptions)*

Madam, we will keep the views expressed by the hon. Members in mind and we will respond suitably in case there is a decline in the international prices of crude oil. ...*(Interruptions)* At the same time, I would appeal to the State Governments to do their bit by revising downwards the Sales Tax imposed on Petrol and Diesel. Madam, I thank you very much.

MADAM SPEAKER: The House stands adjourned to meet again at 2 pm.

**13.02 hrs.**

*The Lok Sabha then adjourned for Lunch till  
Fourteen of the Clock.*

**14.01 hrs**

*The Lok Sabha re-assembled after Lunch at  
One Minute past Fourteen of the Clock.*

[MR. DEPUTY SPEAKER *in the Chair*]

...*(Interruptions)*

[Translation]

SHRI SHAILENDRA KUMAR (Kaushambi): Mr. Deputy Speaker, Sir, please get the government roll back the price hike of petrol and diesel...*(Interruptions)*. The reply of the government is not clear...*(Interruptions)*.

SHRI BASU DEB ACHARIA (Bankura): Mr. Deputy Speaker, Sir, this has not been made clear whether the price hike of petrol and diesel will be rolled back or not. This will have to be explained. The government has taken an improper step by hiking the prices of petrol and diesel. This will have to be rolled back. ...*(Interruptions)*

MR. DEPUTY SPEAKER: The hon. Minister has given his reply.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: The government will have to roll back this price hike. This is our demand ...*(Interruptions)*.

MR. DEPUTY SPEAKER: This is the time for matters under Rule 377. The hon. Minister has given a reply.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Item No. 6, matters under Rule 377, Shri N.S.V. Chitthan may speak.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, take up Matters under Rule 377 later...*(Interruptions)*.

SHRI MANGANI LAL MANDAL (Jhanjharpur): Mr. Deputy Speaker, this is the opinion of the House and the country that the price hike of petroleum should be rolled back...*(Interruptions)*. This is the breach of privilege of the House...*(Interruptions)*.

14.03 hrs.

*(At this stage Shri Shailendra Kumar and some other hon'ble Members came and stood on the floor near the Table.)*

...*(Interruptions)*

MR. DEPUTY SPEAKER: Matters under Rule 377 are raised in the House, this is not the time for any discussion.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Please go to your respective seats and it would be proper if you say something from there itself.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Members go to their respective seats.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, lay on the Table matters under Rule 377...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon'ble Members raise their matters under Rule 377, you will also get a chance, then you may put forth your point.

...*(Interruptions)*

14.04 hrs.

#### MATTERS UNDER RULE 377

- (i) **Need to abolish export duty on E.I. tanned leather**

[English]

SHRI N.S.V. CHITTHAN (Dindigul): Sir, Dindigul and Trichy in Tamil Nadu are the only producers of the E.I. tanned leather (semi-finished leather) in India. The industry provides large employment opportunities to Dalits, Minorities and women.

The Government of India has imposed 15 per cent export duty on the export of E.I. tanned leather. European and other foreign countries which used to buy E.I. leather from India, now buy from our neighbouring nations like Pakistan and Bangladesh at lesser price as there is no export duty on this leather in these countries.

E.I. tanned leather is manufactured in Dindigul and

[Shri N.S.V. Chitthan]

Trichy alone and the overall production of this leather is low in India. So even in case of genuine exports, the export income is very less.

So, the abolition of export duty on E.I. tanned leather will not result in revenue loss to the Government of India. Moreover, small manufacturers who depend on this traditional business will be relieved from the business hurdles and benefited a lot.

Hence, I urge upon our Government to kindly remove this 15 per cent export duty on E.I. tanned leather (semi-finished leather) and protect the interests of small scale manufacturers. ...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Hon'ble Members may go to their respective seats.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon'ble Members may go to their respective seats. Matters under Rule 377 is being raised here, no debate will take place.

...*(Interruptions)*

MR. DEPUTY SPEAKER: If you do not go to your respective seats, I would adjourn the House.

...*(Interruptions)*

MR. DEPUTY SPEAKER: The rest of the items under Rule 377 to be laid on the Table of the House.

**(ii) Need to review the hike in fee imposed on retired Central Government Health Scheme beneficiaries**

\*SHRI VILAS MUTTEVAR (Nagpur): The Government have recently raised the fee of life long CGHS Card of the highest category from Rs. 12,000/- to Rs. 60,000/-. This rise in fee appears to be quite high and disproportionate to the existing limit. This will

\*Treated as laid on the Table.

obviously lead to great difficulties to the retired Government Servants who will have to spend such a huge amount to avail C.G.H.S. medical facilities. In view of the Government's plan to allocate maximum budgetary support to health and medical facilities of the people such a hike for CGHS card would not only create great hardships and financial crunch for the retired officers but also may deprive them of the basic medical facilities after retirement.

Under the circumstances, it is felt that the Government should review the hike in the C.G.H.S. fee for retired Government officials and make it reasonable and practicable so that it is well within the financial reach of the retired officials.

**(iii) Need to amend the Disability Act, 1995 to ensure effective implementation of the schemes meant for welfare of the physically challenged persons**

[Translation]

\*SHRI JAI PRAKASH AGARWAL (North East Delhi): Sir, 5-6 per cent population of our country is mentally or physically disabled. The Union Government have enacted the Disability Act, 1995 for the welfare and progress of these people. This is a good step in itself to provide relief to the disabled persons. Many years have elapsed since the enactment of this Act, but it has not been fully implemented as yet. Therefore, there is an urgent need to change the social structure in favour of the disabled persons and to amend this law so that the policies related to some constructive activities are incorporated into it.

For instance, as per data, 3 per cent of Government jobs are reserved for the physically challenged persons. But, till now, only one lakh out of the 70 million handicapped people have successfully in got the Government jobs. 75 per cent of the disabled people reside in backward and rural areas of the country and only 49 per cent of them are educated. Most of the public places are not user friendly for the disabled

\*Treated as laid on the Table.

people and till no committee has been constituted which could ensure the implementation of this law by the concerned authorities.

Therefor, I would like to request the Union Government to take proper steps to constitute a committee for further welfare of the disabled people and to make necessary amendments in this Act to make it more effective.

**(iv) Need to allocate additional power to Uttar Pradesh from Central Pool**

\*SHRI JAGDAMBIKA PAL (Domariyaganj): Sir, grave power crisis has engulfed the state of Uttar Pradesh though the state is getting adequate power supply from the national grid. Notwithstanding the instruction from the Union Government, the states have not made adequate efforts for power generation. No new power plant has been set up during the last 20 years. In spite of repeated promises, power is not being made available to farmers even for 4 hours a day in the rural areas. Drinking water crisis has also emerged. The situation is explosive. The people are agitated.

Therefore, I request the Union Government to allocate additional power to the state from the national grid for solving the power crisis in the state.

**(v) Need to construct 2 lane bypass on NH 47 between Thuravoor to Kallyikkavila in Kerala**

*[English]*

\*SHRI K.C. VENUGOPAL (Alappuzha): I would like to bring a significant issue to the notice of the House regarding Alappuzha bypass project, a dream project of Alappuzha district started in 1980's. The second phase of this project was completed on 30 June, 2008. It includes completion of 2502 metre road out of total 7005 metre proposed road project and the completion of two Railway Over Bridges. At the same time the remaining land needed for the said project has not been

acquired yet on the Alappuzha beach side. The NHAI needs land which is 1040 metre long and 45 metre wide on the Alappuzha beach side for the four laning project of NH 47 from Thuravoor to Kaliyikkavila. The land, if acquired, will destroy the natural beauty of the historically renowned Alappuzha beach. This is the only area of entertainment for the public in Alappuzha. As a special case, it is better to build the 2 lane bypass instead of proposed four lane bypass on NH 47. This project is considered as indispensable for Alappuzha. People are awaiting for the completion of the project for the last 29 years. So, the government should take up this project on urgent basis and release funds for the said work.

**(vi) Need to declare Giripar (Jaunsar Babar) region in district Sirmour, Himachal Pradesh as a Tribal area**

*[Translation]*

\*SHRI VIRENDER KASHYAP (Shimla): Sir, the public representatives and the local people of Himachal Pradesh have been demanding for the last several years that Giripar (Jaunsar Babar) area of the district Sirmour in my parliamentary constituency of Shimla in Himachal Pradesh be declared as a Tribal area. However, it has not been declared a tribal area so far.

Sir, through you, I would like to bring to the notice of the House that the said area is adjacent to that area of Utrkhand which has been declared tribal area by the Government of India whereas the area lying in Himachal Pradesh has not been declared as tribal area though it has got similar social, educational, political and economic situation. As a result thereof, the people of this area are agitated and resentful. Employment opportunities are not available to the youth of that area and economic development is also not taking place there. This is an anomaly. Therefore, I request the Government of India to declare the Giripar (Jaunsar Babar) area as a tribal area with immediate effect for its all-round development.

**(vii) Need to accord the status of a Central University to Gorakhpur University in Uttar Pradesh**

\*YOGI ADITYA NATH (Gorakhpur): Sir, Gorakhpur is one of the main religious, spiritual and cultural centres of Uttar Pradesh and besides it is also one of the main commercial and educational centres of Eastern Uttar Pradesh. Only one university catering to the population of around 3 crore people is located in Gorakhpur. Gorakhpur University was set up in the year 1956-57. This university is the sole center for fulfilling the requirement of higher education of not only Eastern Uttar Pradesh, but also the terrain areas of Bihar and Nepal. Due to the limited resources of the State Government, the desired role of the University in maintaining the quality of education and contributing in the cultural, social and economic development of the region has got confined.

In view of the religious, cultural importance of Gorakhpur, Gorakhpur University should be accorded the status of Central University.

**(viii) Need to start work on Bhanupalli-Bilaspur-Berry, Ghanauli-Baddi, Nangal-Talwara and Bilaspur-Mandi-Manali-Leh railway line projects in Himachal Pradesh**

\*SHRI ANURAG SINGH THAKUR (Hamirpur): Madam Speaker, Himachal Pradesh is a hilly and border state. Only 33 km. long railway line has been constructed in the state during 62 years after independence. The announcement for laying Bhanupalli-Bilaspur-Berry broadgauge railway line was made in the budget for 2008-09 but so far work has not started. The announcement for laying Ghanauli-Baddi broadgauge line was made in the budget for 2007-08 but due to the failure of administration of union territory Chandigarh in providing land, the work for the proposed railway line from Ghanauli in district Ropar in Punjab to Baddi industrial town in Himachal Pradesh has yet not started. Adequate budgetary allocation in this year's budget be made for completing the work of under construction

\*Treated as laid on the Table.

Nagal-Talwara broad gauge rail-line in two years. The construction of Bilaspur-Mandi-Manali-Leh/Ladhakh broad gauge railway line is very important from strategic and tourism viewpoint and for ensuring the social and economic development of the region. Therefore, the construction work of this railway line be sanctioned at the earliest.

**(ix) Need to develop Agra as an international tourist city**

\*PROF. RAMSHANKAR (Agra): Agra is home to five world class monuments and V.I.Ps. from all over the world visit these monuments. However, Agra which has a population of 25 lakhs does not qualify to be called world class city from any perspective. Agra is visited by the maximum number of tourists in the world. The filth scattered all around the city leaves a very bad impression of the city in the minds of foreign tourists including the Presidents, various head of the states, the Prime Ministers and other V.I.Ps. Commonwealth games are going to be organized in 2010 in Delhi and the city will be visited by people from all across the world who are also likely to visit Agra. The city lacks the facility of water, electricity, road, proper sanitation and entertainment for tourists due to which no tourist prefers to stay here. The construction of barrage is of urgent necessity for the protection of Taj Mahal so that the wood and stone in the lower part of Taj Mahal remain protected. There is no arrangement for operating international flights from Agra, so construction of an international airport at Agra is very necessary.

Hence, I request the Union Government to provide special economic package for the development of the most famous tourist city in the world, Agra as an international city on the lines of Union territory of Chandigarh.

**(x) Need to give special economic package for the drought-hit Kaushambi Parliamentary Constituency, Uttar Pradesh**

\*SHRI SHAILENDRA KUMAR (Kaushambi): Madam, drought like situation is prevailing in the country.

\*Treated as laid on the Table.

This situation has arisen due to the non-arrival of monsoon in time. The tubewells for irrigation and the handpumps for drinking water have dried up in my Constituency, Kaushambi and Pratapgarh due to the depletion of water table by 15 metres. The canals and minor water channels of Kunda and Bobaganj Legislative assemblies in my parliamentary constituency Kaushambi and district Pratapgarh are without water. Many canals have not even been desilted. The Union Government should send a survey team by declaring the region as drought hit and the water tax for using water of canals and tubewells be waived. A special economic package be provided to the farmers for tackling the drought and immediate arrangement be made to make available fodder and water for the animals.

**(xi) Need to expedite the completion of various ongoing railway projects in Nalanda Parliamentary Constituency, Bihar**

\*SHRI KAUSHALENDRA KUMAR (Nalanda): Madam Speaker, through the House, I would like to draw the attention of the government towards the slow progress of the railway projects in my parliamentary constituency Nalanda, declassified during the tenure of then Minister of Railways. Trains are operating on Patna-Islampur railway line via Fatuha but though the work on Islampur-Nalesar railway line is going on, its pace is very very slow and not even twenty five per cent of soil work has been done. The Rajgir-Natesar railway line is almost complete but the work of halt and station is progressing at a very slow pace. Consequently the railway line is yet to be operational. The work of Daniawan-Shekhpur railway line is incomplete.

The work of railway coach factory Harnaut (Nalanda) is also incomplete and the work is going at a very slow pace. The foundation stone for the said factory was laid by the then hon. President Dr. A.P.J. Kalam. The work of doubling of Bakthiarpur-Rajgir railway line is also progressing very slowly due to which there is a lot of problem in operating trains.

Through this House, I would demand from the

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\*Treated as laid on the Table.

government to expedite the completion of all the said ongoing railway projects so that they could be completed on time.

**(xii) Need to allow eligible doctors (Radiotherapists) from Kolkata University to study D.M. Medical Oncology at AIIMS, New Delhi**

[English]

\*DR. RATNA DE (Hooghly): It has been brought to my notice by some members of my fraternity in Kolkata that after passing M.D. Radiotherapy from Kolkata University they are not allowed to study D.M. Medical Oncology in AIIMS, New Delhi whereas they are allowed to do so in Tata Memorial Hospital Mumbai. M.D. Radiotherapy of Kolkata University is recognised by Medical Council of India. Many Doctors of Kolkata prefer to study in AIIMS, New Delhi rather than in T.M.H. Mumbai. Respected Madam, through you, I request the Hon'ble Health Minister to take initiative so that the doctors who have passed radiotherapy from Kolkata University may study D.M. Medical oncology in AIIMS, New Delhi.

**(xiii) Need to take adequate welfare measures for the beedi workers living in Tiruvannamalai, Tamil Nadu**

\*SHRI D. VENUGOPAL (Tiruvannamalai): In order to discourage smoking habit which is injurious to health several measures like legislation, prohibiting smoking in public places, ban on ads, compulsory display of signs depicting ill effects and punitive measures like levying of fine have been taken up by the Union Government. This has affected thousands of people making their livelihood by way of manufacturing and selling tobacco products. Daily-wage workers of the Beedi manufacturing units have been pushed below poverty line due to lack of welfare measures for them. Handling tobacco to fill beedis, rolling the same with tendu leaves, pasting labels and arranging beedi bundles all in their own tiny dwelling units have left thousands of Beedi workers and their family members exposed to the harmful tobacco powder. So many of them are suffering from diseases for want

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\*Treated as laid on the Table.

[Shri D. Venugopal]

of medical facilities that are to be provided to the Beedi workers. Though there are schemes to provide medical facilities and non-formal education to the children of Beedi workers, they mostly remain on paper. They do not have opportunity for skill development and training and hence they are not getting other jobs. Housing facilities for the families of Beedi workers still remains a dream for them.

Hence, I urge upon the Union Government to cover thousands of Beedi workers living below poverty line in and around my Tiruvannamalai constituency like Vellore, Tiruppattur, Vaniampadi in the centrally sponsored housing schemes meant for the needy poor in villages and small suburban towns. I also urge upon the Government to take it up now as a Pilot project in my Tiruvannamalai Lok Sabha constituency.

**(xiv) Need to implement the recommendations of Percy Mistry Committee on making Mumbai as an International Financial Centre**

\*SHRIMATI SUPRIYA SULE (Baramati): With a view to make Mumbai as an International Financial Centre, the issue to setup a Committee under the Chairmanship of Governor, Reserve Bank of India, was considered while presenting the Union Budget 2005-06. Accordingly, the Ministry of Finance, Government of India has constituted a High Power Expert Committee under the Chairmanship of Shri Percy Mistry, Chairman, Oxford International Group. The Committee has submitted its report to the Ministry of Finance, Government of India on 10 February, 2007. The Central Government and the State Government has to implement the recommendations of the Committee. The State Government has initiated action on the recommendations pertaining to the State Government. The broad recommendations pertaining to the Central Government are as under:—

1. To open Indian Rupee Bond Market to the foreign investors;

2. Creation of the spot currency market;
3. Financial market integration with a shift away from the existing segmented approach;
4. A shift from the present over-prescriptive rules based regulation toward principles based regulation;
5. To incur General Sales Tax (GST) on economic services only, other taxes to be cancelled; and
6. To allow the International Law Firms to work in the country.

The Maharashtra Government has also sent a proposal to the Government of India to constitute a Task Force, representing officials of the Central Government and State Government, for time-bound implementation of the recommendations of the Percy Mistry Committee.

I, therefore, urge upon the Government to kindly look into the proposal and implement the recommendations of Percy Mistry Committee.

**(xv) Need to construct a road bridge over river Kollidam at Anaikarai on N.H. 45 in Tamil Nadu**

\*SHRI O.S. MANIAN (Mayiladuthurai): I bring to the notice of the Government the urgent need to construct a new road bridge across Kollidam river at Anaikarai on NH 45 in Tamil Nadu. This road is the life-line of passenger and vehicular traffic of Tamil Nadu. Kollidam bridge also serves as reservoir for irrigation and drinking purposes. The existing bridge is maintained by National Highway Authority of India. This 150 year old bridge has been closed for traffic except for two wheelers because of cracks in the bridge. Now, vehicles have to travel 100 kms. more through circuitous route via Mayiladuthurai and Chidambaram to reach Chennai. The traffic is also moving at a very slow pace on this route due to congestion. It is estimated that an amount of Rs. 128 crores is required for constructing a new

bridge at Anaikarai. I appeal to the Government to sanction this amount immediately. Meanwhile, a causeway should be constructed near the bridge for free flow of traffic.

**(xvi) Need to expedite the construction of National Highway between Delhi and Haridwar**

*[Translation]*

\*SHRI SANJAY SINGH CHAUHAN (Bijnor):  
Madam, the construction work of Delhi-Haridwar national highway had started more than two years ago but the completion of the said highway section is still likely to take a lot more time. The biggest Mahakumbha in the country is being organized in the year 2010. Delhi-Haridwar highway is already facing a lot of traffic

pressure but the work of this national highway is not keeping pace with its schedule. Accidents are increasing day by day. The Union Government should take the responsibility for constructing this highway at the earliest.

*[English]*

MR. DEPUTY SPEAKER: The House stands adjourned to meet again tomorrow the 3rd July, 2009 at 11 a.m.

14.07 hrs

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 3, 2009/  
Asadha 12, 1931 (Saka).*

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