

LOK SABHA DEBATES

(English Version)

Sixth Session
(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, November 24, 2005/Agrahayana 03, 1927 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

MEMBER SWORN

[English]

MR. SPEAKER: Now Member to be sworn.

Shrimati Priya Sunil Dutt (Mumbai North-West)

11.02 hrs.

REFERENCE BY THE SPEAKER

**Re: Killing of an employee of Border Roads
Organisation in Afghanistan**

[English]

MR. SPEAKER: Hon. Members, the House expresses its deep shock and profound grief over the killing of Shri Maniyappan Raman Kutty, an employee of the Border Roads Organisation by his abductors on 23rd November, 2005 in Afghanistan. Shri Kutty was working on the Zaranj-Delaram Road Construction in Afghanistan under the aegis of India-Afghan Friendship Project. The House strongly condemns this barbaric act and hopes that the perpetrators of this heinous crime are brought to justice at the earliest.

We express our heartfelt condolences to the bereaved family members of Shri Kutty.

(Interruptions)

[English]

MR. SPEAKER: Shri Malhotra to speak.

...(Interruptions)

SHRI SURESH KURUP (Kottayam): I have given a notice....(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Speaker, Sir, I have given you notice for suspension of Question Hour...(Interruptions)

[English]

MR. SPEAKER: Just a minute. Let me conduct the House. He has given a notice.

...(Interruptions)

SHRI SURESH KURUP: I have given a notice about the killing of Shri Kutty. I may be allowed to speak. ... (Interruptions)

MR. SPEAKER: Would you kindly allow the Speaker to speak? May I have this little courtesy from you? Please sit down. The House has condemned through the Chair this heinous attack. I do not know what you can do thereafter.

...(Interruptions)

SHRI P.C. THOMAS (Muvattupuzha): This is a very serious matter....(Interruptions)

MR. SPEAKER: If you want to have a discussion, please give a proper notice. I have got notices. Let me consider.

...(Interruptions)

SHRI SURESH KURUP: My submission is that you should allow me to make a submission for two minutes.

MR. SPEAKER: It will not be now, Shri Kurup. It will not be taken down. I have called Shri Malhotra.

(Interruptions)*

SHRI P. KARUNAKARAN (Kasargod): It is a serious matter....(Interruptions)

*Not recorded.

MR. SPEAKER: I will expect you to sit down when I am on my legs. Shri Karunakaran, please take your seat.

...(Interruptions)

MR. SPEAKER: Please take your seat.

(Interruptions)...

MR. SPEAKER: I am on my legs, Shri Kurup. I hope, the Leader of the Party will control the Member.

...(Interruptions)

MR. SPEAKER: Would you sit down?

...(Interruptions)

MR. SPEAKER: When I am on my legs, you are bound to sit down.

...(Interruptions)

MR. SPEAKER: If you have any respect for the Chair, you would have accepted the importance of the matter. I have accepted it and I have done in from the Chair. That means, the entire House has condemned this attack. This is not the way to go on interrupting the Chair. If you want to have a proper discussion, I shall allow the discussion. Shri Malhotra to speak.

...(Interruptions)

SHRI SURESH KURUP: What is the Government of India doing? The Government of India did nothing.

...(Interruptions)

MR. SPEAKER: Nothing will be recorded except what Shri Malhotra says, for the time being.

(Interruptions)...

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, I have given notice for suspension of Question Hour since something unprecedented has taken place. As per

*Not recorded.

the report of the Volcker's Committee, the interests of the country were compromised by the Government of India ...*(Interruptions)* Two Committees have been constituted. One of them is Dayal Committee and another is Pathak Committee....*(Interruptions)*

[English]

SHRI BASU DEB ACHARIA (Bankura): Prof. Malhotra, it seems you have not seen today's List of Business. It is listed there...*(Interruptions)*

MR. SPEAKER: Just for one minute. I would give my views whether to accept it or not.

...*(Interruptions)*

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker Sir, two names mentioned in the report are those of Shri Natwar Singhji and Shrimati Sonia Gandhi...*(Interruptions)* Both of them should resign....*(Interruptions)* It will not be possible to conduct the business or continue the discussion on this subject without their resignation.

[English]

Therefore, I have given my notice for adjournment Motion. "The Mitrokhin Archives, the Volcker Committee Report and Moynihan's book have thoroughly exposed the Congress Party..." *(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, this is not the way to read out from text of the Motion. Suspension of Question Hour is on different issue. He has to speak on the suspension of the Question Hour notice, which he is not doing...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA: "...Its acceptance of foreign money, and thereby giving an opportunity to foreign Governments...*(Interruptions)* to interfere in the internal affairs of our country..." *(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Suspension of Question Hour does not reveal that...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: "...This House strongly condemns the Congress Party...(Interruptions) and its many leaders for compromising the interests of the country for monetary gains....(Interruptions) This House also condemns the UPA Government's efforts to cover up the serious crimes of the Congress party and its leaders..." (Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Sir, he is reading out a different text....(Interruptions)

SHRI HARIN PATHAK (Ahmedabad): Sir, please permit me to speak....(Interruptions) The question is: what is the logic to keep Mr. Natwar Singh in the Council of Ministers?...(Interruptions)

MR. SPEAKER: Nothing will go on record.

(Interruptions)*

MR. SPEAKER: Mr. Pathak, please take your seat.

...(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats.

...(Interruptions)

MR. SPEAKER: I will start taking action from today itself. Mr. Athawale, go back to your seat. Do not interrupt.

...(Interruptions)

MR. SPEAKER: Either you change the person in the Chair or you do whatever you like.

...(Interruptions)

MR. SPEAKER: Hon. Members, please go back to your seats.

...(Interruptions)

MR. SPEAKER: Mr. Pathak, this is very unfortunate.

You are a very senior Member. You had been a Minister here.

...(Interruptions)

MR. SPEAKER: May I make one submission? Should it be free-for-all or you want some regulated proceedings in the House, I would like to know from the hon. Members.

PROF. M. RAMADASS (Pondicherry): Sir, you proceed according to the rules of the House.

MR. SPEAKER: Thank you very much.

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: The interests of the country were compromised for monetary gains and you are seeking to run the House as per rules? ... (Interruptions)

[English]

MR. SPEAKER: Hon. Members, please take your seats.

...(Interruptions)

MR. SPEAKER: I would appeal to all sections of the House to kindly co-operate with the Chair. We talk of parliamentary democracy and we are trying our best to destroy it! I am very sorry.

Mr. Athawale, go back to your seat. I am appealing to all. Please give me a little opportunity. I am not alone the owner of the House. It does not belong to me alone. It belongs to all the hon. Members and to the country; and the country is watching us as to what is happening here.

I am saying that you are raising an important issue. I am not denying it. About the discussion on the Volcker Committee Report, I have allowed it as per your notice, under Rule 184, Prof. Malhotra. And, it is listed in today's List of Business. After Question Hour, it is due to be

taken up. Therefore, I am appealing to you to take up that motion at that time, and let there be structured discussion and debate. So, there is no question of suspension of Question Hour. Therefore, I do not give my consent.

...(Interruptions)

11.10 hrs.

(At this stage. Shri Avinash Rai Khanna and some other hon. Members came and stood on the floor near the Table.)

MR. SPEAKER: The House stands adjourned till 11.30 a.m.

11.11. hrs.

The Lok Sabha then adjourned till Thirty minutes past Eleven of the Clock.

11.30 hrs.

The Lok Sabha re-assembled at Thirty minutes past Eleven of the Clock.

[MR. SPEAKER in the Chair]

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Natwar Singhji should resign first, thereafter we will allow the proceedings of the House...(Interruptions)

[English]

SHRI HARIN PATHAK (Ahmedabad): Shri Natwar Singh may be kept out of the Council of Ministers. He has no moral right to continue in the Cabinet. ...(Interruptions)

MR. SPEAKER: What do you propose?

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: The business of the House should be suspended till Natwar Singhji resigns....(Interruptions)

[English]

MR. SPEAKER: You do not want the House to function.

...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSHI): The Government is prepared to discuss it now. We are ready to discuss it any time today....(Interruptions)

MR. SPEAKER: It seems that many Opposition Members do not want the House to function today. They are bent upon not allowing the House to function.

WRITTEN ANSWERS TO QUESTIONS

[English]

Indo-US Joint Exercises

*21. SHRI L. GANESAN: Will the Minister of DEFENCE be pleased to state:

(a) whether Indo-US joint defence exercises have been pepped up in the current year;

(b) if so, the details of the joint exercises held with US alongwith the benefits accrued therefrom; and

(c) the yardsticks being followed while entering into joint exercise agreements without annoying neighbouring and traditionally friendly countries among whom some have signed defence co-operation agreements with India?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) During the year 2005, six joint exercises were conducted between the Armed Forces of India and the United States of America (USA).

(b) The details are given in the enclosed statement.

The basic objective of these exercises is to improve interoperability and better understanding of each other's procedures and equipment. A better understanding of US weapons and equipment, tactics, techniques and doctrines is expected to enhance India's military capability

and preparedness.

(c) India has established defence cooperation relations with many friendly countries. Defence relations with one country, including joint exercises, do not detract from the friendly defence relations with another country.

Statement

Details of Joint Exercises conducted between India and the USA during 2005

Name of the Joint Military Exercise	Name of the Country where the Joint Exercise was held	Date	Place
Ex-Vajra Prahar 05-1	India	August 4-19, 2005	Jodhpur
Ex-Yudh Abhyas 05-1	India	September 10-30, 2005	Mizoram
Ex-Yudh Abhyas 05-2	USA	September 6-18, 2005	Alaska
Ex-Malabar CY-04	India	September 25-October 4, 2005	Western Coast, Goa
Ex-Shatrujeet 05-1	USA	May 31-June 28, 2005	California
Ex-Cope India 05-1	India	November 7 to 19, 2005.	Kalaikunda

Note:—Ex-Stands for Exercise.

Shortage of LPG

*22. SHRIMATI D. PURANDESWARI:

SHRI RAVICHANDRAN SIPPIPARAI:

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

(a) the total production of Liquefied Petroleum Gas (LPG) in the country;

(b) the total demand and supply of LPG in the country, State/Union territory-wise;

(c) whether there is an acute shortage of LPG in the country;

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

(e) whether the Government is planning to import LPG to combat the situation;

(f) if so, the details thereof; and

(g) the other steps taken by the Government to meet the requirements?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) During 2004-05, 7737 TMT (Thousand Metric Tonnes) of LPG was produced in the country.

(b) LPG requirements are met by a combination of domestic production and imports. During 2004-05, 9967

TMT of LPG was consumed in the country. State/Union Territory-wise details are given in the enclosed statement.

(c) and (d) A temporary shortage of LPG emerged in September 2005 when Reliance Industries Ltd. (RIL), the largest domestic supplier of LPG, announced a shut down of their Fluidized Catalytic Cracker (FCC) unit at Jamnagar for maintenance work with effect from October 2005 at just about the time global LPG supplies became tight, partly on account of the impact of Hurricane Katrina on US refineries. This upset the plans made by our Oil Marketing Companies (OMCs) to effect imports in time to offset the anticipated shortage in supplies on account of the RIL shut down. This further led to rumours in the market that OMCs would not be able to meet the demand leading to a sudden spurt in demand. There was also a strike in bottling plants in the NCT area towards the end of September, 2005 which aggravated the situation. The Ministry took matters in hand early October 2005 when it was decided that through a combination of inventory management and import management by a composite task force of OMCs under the close supervision of Government, physical shortages of supply would be overcome as quickly as possible. It was also decided that bottling plants in the NCT area would work on Sunday, 9 October, 2005 and other holidays. On the basis of these decisions, it was announced that the physical shortage in the NCT area would be ended by Dusshera and substantively in the rest of the country by Deepavali. These objectives have been largely achieved, with the overall physical shortage in the country at present having been reduced to only about 1.5% of the average monthly consumption of LPG. The situation is expected to normalize further by the end of November 2005 on the restoration of production in RIL's refinery.

(e) and (f) In addition to the arrangements made earlier by OMCs to import 642 TMT of LPG during the period October-December 2005, arrangements have also been made to import an additional quantity during this period of 237.9 TMT, 116 TMT of which has already been imported.

(g) While OMCs have succeeded in reducing physical shortages of LPG supplies to around 1.5% of the average monthly requirement, the backlog at the micro-level does vary from market to market on account of operational reasons. Moreover, while OMCs are striving to ensure supplies to distributors in accordance with the registered customer strength of the distributor, the active cooperation of State Governments is required to cap, reduce and eventually eliminate the diversion of domestic LPG diversion to the black market and unauthorized use which takes place on account of the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG. The Union Government in the Ministry of Petroleum and Natural Gas has alerted State Governments to the imperative need to curtail diversion and other malpractices by enforcing the control orders issued under the Essential Commodities Act, 1955. OMCs have also been directed to ensure adherence to Marketing Discipline Guidelines, 2001.

Statement

*State-wise Consumption of LPG during
2004-05 (Provisional)*

(Figure in TMT)

States/UTs	Quantity
1	2
Andhra Pradesh	784
Arunachal Pradesh	10
Assam	155
Bihar	244
Chhattisgarh	93
Delhi	576
Goa	42

1	2
Gujarat	595
Haryana	375
Himachal Pradesh	77
Jammu and Kashmir	103
Jharkhand	90
Karnataka	629
Kerala	482
Madhya Pradesh	382
Maharashtra	1508
Manipur	17
Meghalaya	12
Mizoram	16
Nagaland	13
Orissa	132
Punjab	511
Rajasthan	426
Sikkim	3
Tamil Nadu	926
Tripura	18
Uttar Pradesh	1059
Uttaranchal	126
West Bengal	483
Andaman and Nicobar	10
Chandigarh	31
Dadra and Nagar Haveli	9

1	2
Daman and Diu	5
Lakshadweep	0
Pondicherry	24
Total	9967

Media Commission

*23. SHRI RAYAPATI SAMBASIVA RAO:

SHRI N.S.V. CHITTHAN:

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

(a) whether the Government is considering any proposal to set up a Media Commission;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):
(a) to (c) The proposal and its various aspects are under examination.

[Translation]

Transfer of Defence Land through Sale Deed and Mutation

*24. SHRI RAMDAS ATHAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether defence land worth crores of rupees in cantonment areas in various States is being transferred through sale deed and mutation for developing commercial complexes by flouting the rules and regulations of the Government;

(b) if so, the number of such cases which has come

to the notice of the Government during 2004 and 2005, till date, State-wise; and

(c) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) Government have accorded permission for sale and mutation of defence land to any private organization/individual for developing commercial complexes in Cantonments.

(c) Mutation is not effected for any unauthorized sale of defence land in the Cantonments.

[English]

Construction of New Railway Lines

*25. **SHRI JUAL ORAM:** Will the Minister of RAILWAYS be pleased to state:

(a) the criteria adopted for constructing new Railway lines;

(b) the number of new lines proposed to be constructed during 2005-2006, Zone-wise;

(c) whether any steps have been taken to start the construction of any of those new lines so far;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) The policy for taking up new line projects was enunciated by the National Transport Policy Committee in 1980. This policy states that new lines would be taken up on the following criteria:—

- (i) Project oriented lines to serve new industries for tapping mineral and other resources.
- (ii) Missing links for completing alternative routes to relieve congestion on existing saturated routes.
- (iii) Lines required for strategic reasons; and
- (iv) Lines for establishment of new growth centers or giving access to remote areas.

Apart from this, the financial viability of the project is also taken into consideration. As per extant norms, a project is considered financially justified if it yields a financial return of not less than 14% under Discounted Cash Flow Method.

(b) to (e) As on 01-04-05, a total of 77 New Line projects are in various stages of progress in the Indian Railways. The break-up of these 77 projects Zone-wise is as below:—

Railway	Number of new line projects in progress
Central	4
East Coast	6
East Central	13
Eastern	5
North Central	4
North Eastern	3
Northeast Frontier	7
Northern	9
North Western	3
South Central	8
South East Central	2
South Eastern	1
Southern	4
South Western	5
West Central	1
Western	2
Total	77

Out of these, the following 6 projects are programmed for completion fully/partially in 2005-06:—

Sl. No.	Railway	Name of project/section target for completion during 2005-06	Length (in Kms.)
1.	East Central	Nekpur-Natesar of Rajgir-Tilaya	10
2.	East Central	Sanjauli-Piro of Ara-Sasaram	30
3.	Eastern	Banka-Barhat of Deogarh-Sultanganj	13
4.	Western	Gandhinagar-Kaloi	10
5.	North Western	Kolayat-Phalodi	111
6.	Northern	Chandigarh-Morinda	45
Total			219

**Upgradation/Modernisation of
Non-Metro Airports**

*26. SHRI MANORANJAN BHAKTA:
SHRI DUSHYANT SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has formulated any scheme to upgrade/modernise the existing non-metro/small airports in the country;

(b) if so, the details thereof;

(c) the amount spent/proposed to be spent on each airport;

(d) the time by which upgradation/modernisation works of these airports are likely to be completed;

(e) whether the Government proposes to enter into joint venture to upgrade these airports; and

(f) if so, the details thereof?

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

(b) Airports Authority of India (AAI) has drawn up a plan for phase-wise development of 35 tentatively selected

non-metro airports, which includes development of Passenger Terminal Building and land use plans.

Initially 10 Non-Metro Airports had been identified for development under Phase I, keeping in view the potential for traffic, tourism, business etc. These 10 airports were: Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai and Mangalore Airports. 15 Non-Metro Airports were later identified in addition to the above 10 on similar grounds, and are proposed to be taken up for development under Phase II. These 15 airports are Agatti, Aurangabad, Khajuraho, Rajkot, Vadodra, Bhopal, Indore, Nagpur, Vishakapatnam, Trichy, Bhubaneshwar, Coimbatore, Patna, Port Blair and Varanasi. Besides the above, for another 10 airports studies are currently underway.

(c) The Global Technical Advisor (GTA)/Indian Financial Consultant (IFC) have submitted Techno Economic Feasibility Reports for Phase-I for 10 Non-Metro Airports. The estimated cost of development is of the order of Rs. 1874 crores for these 10 Airports. Based on preliminary estimates, it is expected that an amount of Rs. 5000-5500 crores would be required for development of all the 35 Non-Metro Airports, excluding the landside development.

(d) The non-metro airports are proposed to be

modernized during the period of 5 years through phased development.

(e) and (f) The IFC/GTA have considered various options including Public Private Partnership for development of 10 Non-Metro Airports. However, Joint Venture for modernization and development of each Airport would be one of the options depending upon feasibility and availability of resources.

Increase in Prices of Petroleum Products

*27. SHRI MOHAN RAWALE:

SHRI TUKARAM GANPATRAO RENGE PATIL:

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

(a) a number of times prices of petroleum products like petrol, diesel, kerosene and Liquefied Petroleum Gas (LPG) has been increased since January, 2005 alongwith the amount of price increased each time on these products;

(b) whether the Government has any plan to keep the prices of petroleum products stable; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) There has been no increase in the prices of domestic liquefied petroleum gas (LPG) since November 2004 and of PDS Kerosene since April 2002. During the current calendar year, the prices of petrol and diesel have been revised twice. Details of their price revisions [based on retail selling prices (RSP) at New Delhi], are given below:—

	(Rs./Litre)	
Date of Price Revision	Petrol	Diesel
21-06-2005	2.50	2.00
07-09-2005	3.00	2.00

(b) and (c) In order to formulate a long-term pricing policy for petroleum products, the Government have constituted an inter-ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister.

The Committee is mandated to look into various aspects of pricing and taxation of petroleum products with a view to stabilizing/rationalizing their prices, keeping in view the financial position of the oil companies, the investment needed in the sector, the need to conserve petroleum products, and establishing a transparent mechanism for the autonomous adjustment of prices by the oil companies. Taking into consideration the interests of all stakeholders concerned, the Committee will suggest a comprehensive mechanism for pricing and taxation of sensitive petroleum products, and other allied issues. The Committee is to submit its report within six months.

Allocation of Funds to Panchayati Raj Institutions

*28. PROF. M. RAMADASS:

SHRI G. KARUNAKARA REDDY:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Union Government has allocated funds to Panchayati Raj Institutions in accordance with the recommendations of the 12th Finance Commission;

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

(c) whether the Union Government has released the second instalment of funds to Panchayati Raj Institutions;

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

(e) if not, the time by which the funds are likely to be released by the Governments;

(f) the steps taken/proposed to be taken to make the functioning of the Panchayati Raj Institutions more effective?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes, Sir. The Twelfth Finance Commission has recommended grants amounting to Rs. 20,000 crore to States for Panchayati Raj Institutions payable during the period 2005-10. State-wise allocations are given in the enclosed statement. The Finance Commission has not recommended grants-in-aid for UTs.

(c) to (e) The second instalment of grants to Panchayati Raj Institutions for the year 2005-06 is due for release in January, 2006, subject to the fulfillment of the conditions laid down in the guidelines.

(f) In order to evolve a national consensus on the measures to be taken to strengthen Panchayati Raj and ensure that Panchayats function as institutions of self-government as envisaged in Part IX of the Constitution, the Ministry of Panchayati Raj convened Seven Round Tables of State Ministers of Panchayati Raj between July, 2004 and December, 2004. At the Round Tables about 150 points for action, touching 18 dimensions of Panchayati Raj, were formulated by consensus. These include, inter alia, effective devolution of functions, finances and functionaries, planning, empowerment of Gram Sobhas, issues relating to reservation for SCs/STs and women, elections, maintenance of accounts and audit, panchayats vis-a-vis parallel bodies, capacity building and training of elected representatives, preparation of a State of the Panchayats Report and work on Panchayati Raj jurisprudence.

A Council of State Ministers of Panchayati Raj under the chairmanship of Union Minister for Panchayati Raj has been constituted to review the implementation of the

recommendations. The first meeting of the Council, was held on 5th-6th August, 2005 at Kochi, Kerala. A Committee of Chief Secretaries of States and State Panchayati Raj Secretaries has also been constituted under the chairmanship of the Secretary (Panchayati Raj) to monitor the progress on the implementation of the 150 recommendations of the Seven Round Tables and the decisions of the Council of State Ministers of Panchayati Raj. Four review meetings of the Committee have so far been held in April, 2005, June, 2005, September 2005 and November 2005.

With a view to interacting with Panchayats and to carry out a review with the authorities concerned of the progress in implementing the points for action mutually agreed to in the Round Tables, a process of visiting the States and UTs at the level of Union Minister for Panchayati Raj has been initiated. Seven States have been covered so far. Each visit is concluded with a Statement of Conclusions jointly signed with the Chief Minister of the State concerned, laying out the points of action on which the State would move in order to operationalise the recommendations of the Round Tables. An exercise is underway to review different statutes with a view to harmonise them with the provisions of Part IX of the Constitution. Similarly, the guidelines of Centrally Sponsored Schemes are being reviewed to ensure the centrality of Panchayats in planning and implementation. As regards new Centrally Sponsored Schemes, wherever relevant, it is proposed to provide for a central role for Panchayats. Steps are also being taken to fill in critical gaps in infrastructure and capacity so that Panchayats can play their constitutional role. It is expected that all these initiatives will help in making the functioning of Panchayati Raj institutions more effective.

Statement

*Allocation of grants to States for Panchayats (PRI) Recommended by
12th Finance Commission (2005-10)*

(Rs. Crore)

Sl. No.	States	Panchayats	
		Allocation for the period 2005-10	Annual allocation
1	2	3	4
1.	Andhra Pradesh	1587.00	317.40
2.	Arunachal Pradesh	68.00	13.60
3.	Assam	526.00	105.20
4.	Bihar	1624.00	324.80
5.	Chhattisgarh	615.00	123.00
6.	Goa	18.00	3.60
7.	Gujarat	931.00	186.20
8.	Haryana	388.00	77.60
9.	Himachal Pradesh	147.00	29.40
10.	Jammu and Kashmir	281.00	56.20
11.	Jharkhand	482.00	96.40
12.	Karnataka	888.00	177.60
13.	Kerala	985.00	197.00
14.	Madhya Pradesh	1663.00	332.60
15.	Maharashtra	1983.00	396.60
16.	Manipur	46.00	9.20
17.	Meghalaya	50.00	10.00
18.	Mizoram	20.00	4.00

1	2	3	4
19.	Nagaland	40.00	8.00
20.	Orissa	803.00	160.60
21.	Punjab	324.00	64.80
22.	Rajasthan	1230.00	246.00
23.	Sikkim	13.00	2.60
24.	Tamil Nadu	870.00	174.00
25.	Tripura	57.00	11.40
26.	Uttar Pradesh	2928.00	585.60
27.	Uttaranchal	162.00	32.40
28.	West Bengal	1271.00	254.20
Total		20000.00	4000.00

*[Translation]***Leakage of Classified Information**

*29. SHRI BRAJESH PATHAK:
SHRI HEMMAL MURMU:

Will the Minister of DEFENCE be pleased to state:

(a) whether any Board of Inquiry has been constituted to enquire into the case of leakage of classified information from Naval war room;

(b) if so, the details thereof;

(c) whether the Board of Inquiry has since submitted its report to the Government;

(d) if so, the action taken by the Government against the officials found guilty; and

(e) the steps taken to check recurrence of such incidents?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) A Board of Inquiry (BOI) was constituted to enquire into the matter of leakage of

classified information from the Naval war room. In the Inquiry report, it was established that there had been a leakage of information, primarily of commercial value to un-authorised persons. The three officers, who were severely indicted by the BOI for the leakage of this information, have since been dismissed from service.

(e) A number of policy letters and guidelines are already in place to ensure security of information stored in computers. Re-configuration of Local Area Network in the Directorate of Naval Operations has been undertaken with an aim to limit the number of users and to limit access by way of authorization; and Introduction of access control passwords. Measures are also instituted to monitor the usage of the network by Naval personnel authorized to hold sensitive information.

Indo-Iran Gas Pipeline Project

*30. SHRI Y.G. MAHAJAN:
SHRI C.K. CHANDRAPAN:

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

(a) the progress so far made in the process of execution of the proposed gas pipeline from Iran to India through Pakistan since the first meeting of the India-Iran Special Joint Working Group (JWG) held in New Delhi in August, 2005;

(b) whether the Government has appointed Technical Consultant to conduct pre-feasibility study of the said gas pipeline project;

(c) if so, the details alongwith the terms and conditions thereof; and

(d) the time by which the said study will be completed?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The Government is discussing the details of the Iran-Pakistan-India (IPI) Gas Pipeline project with the Governments of Iran and Pakistan. Two separate, Secretary-level Joint Working Groups (JWGs), viz., India-Pakistan JWG and India-Iran Special JWG (SJWG) have been constituted for this purpose. So far, two meetings each of the India-Pakistan JWG and the India-Iran SJWG have been held. The meetings of the India-Pakistan JWG were held on 12th and 13th July, 2005, in New Delhi, and on 8th and 9th September 2005, in Islamabad. The meetings of the India-Iran SJWG were held on 3rd and 4th August, 2005, in New Delhi, and 24th October, 2005, in Tehran. The third set of meeting is scheduled for December, 2005. Various technical, commercial, financial, legal and related issues were discussed in these meetings and reviewed by the Indian and Iranian Ministers at their meeting in Riyadh on 19th November in the sidelines of the International Energy Forum Round Table Conference. The Pakistan Minister is scheduled to visit India after the next meeting of the India-Pakistan JWG. It is envisaged that the project structure and framework agreement for the project could be finalized by early next year.

(b) to (d) The Indian side has appointed their technical consultant for the project on 19th October 2005

to carry out a pre-feasibility study of the project. The technical consultant will examine issues such as the optimal adjustment of the pipeline route and its configuration taking into account the pipeline system design; hydraulic analysis and options; proposed design to ensure safe and secure gas supply; materials grade; preliminary environment and social impact assessment; etc. The technical consultant is expected to complete the required studies by the end of December 2005.

New LPG Connections

*31. PROF. MAHADEORAO SHIWANKAR:
SHRI BALASAHEB VIKHE PATIL:

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

(a) whether the Government has imposed restrictions in providing new Liquefied Petroleum Gas (LPG) connections;

(b) if so, the reasons therefor;

(c) whether the Government has received complaints regarding harassment of consumers by gas dealers while giving gas connections;

(d) if so, whether Public Sector Oil Marketing Companies have identified such dealers;

(e) if so, the details thereof alongwith the action taken by the Government against those dealers;

(f) whether the Government is contemplating to increase the quota of new LPG connections of dealers; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (g) The Government have not imposed any restrictions on the public sector oil marketing companies (OMCs) for providing new LPG connections.

However, a temporary shortage of LPG emerged in September, 2005 when Reliance Industries Ltd. (RIL), the largest domestic supplier of LPG, announced a shut down of their Fluidized Catalytic Cracker (FCC) unit at Jamnagar for maintenance work with effect from October 2005 at just about the time global LPG supplies became tight, partly on account of the impact of Hurricane Katrina on US refineries. This upset the plans made by our Oil Marketing Companies (OMCs) to effect imports in time to offset the anticipated shortage in supplies on account of the RIL shut down. This further led to rumours in the market that OMCs would not be able to meet the demand leading to a sudden spurt in demand. There was also a strike in bottling plants in the NCT area towards the end of September, 2005 which aggravated the situation. The Ministry took matters in hand early October 2005 when it was decided that through a combination of inventory management and import management by a composite task force of OMCs under the close supervision of Government, physical shortages of supply would be overcome as quickly as possible. It was also decided that bottling plants in the NCT area would work on Sunday, 9 October 2005 and other holidays. On the basis of these decisions, it was announced that the physical shortage in the NCT area would be ended by Dusshera and substantively in the rest of the country by Deepavali. These objectives have been largely achieved, with the overall physical shortage in the country at present having been reduced to only about 1.5% of the average monthly consumption of LPG. The situation is expected to normalize further by the end of November 2005 on the restoration of production in RIL's refinery. While OMCs have succeeded in reducing physical shortages of LPG supplies to around 1.5% of the average monthly requirement, the backlog at the micro-level does vary from market to market on account of operational reasons. Moreover, while OMCs are striving to ensure supplies to distributors in accordance with the registered customer strength of the distributor, the active cooperation of State Governments is required to cap, reduce and eventually eliminate the diversion of domestic LPG diversion to the

black market and unauthorized use which takes place on account of the wide gap between the retail price of LPG for domestic use and the market price for commercial LPG. The Union Government in the Ministry of Petroleum and Natural Gas has alerted State Governments to the imperative need to curtail diversion and other malpractices by enforcing the control orders issued under the Essential Commodities Act, 1955. OMCs have also been directed to ensure adherence to Marketing Discipline Guidelines, 2001.

[English]

Deregulation of Pricing of Petroleum Products

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

(a) whether the Government is considering to deregulate the pricing of petroleum products;

(b) if so, the details thereof;

(c) the time by which decision is likely to be taken in the matter;

(d) whether the private sector oil companies have urged the Government to remove petroleum products from the purview of Essential Commodities Act; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) In order to formulate a long-term pricing policy, Government have constituted an Inter-Ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister, to examine different aspects of the pricing and taxation of petroleum products with a view to stabilizing/rationalizing their prices keeping in view the financial position of the oil companies, the investment needed in the sector, the need to conserve petroleum products and to establish a transparent mechanism for

the autonomous adjustment of prices by oil companies. Taking into consideration the interests of all stakeholders concerned, the Committee will suggest a comprehensive mechanism for pricing and taxation of sensitive petroleum products and other allied issues. The Committee is to submit its report within six months.

(d) A representation dated the 16th June, 2005 was received from a private sector refinery furnishing a set of legal opinions on the question of powers to mandate the production of kerosene under the Essential Commodities Act.

(e) Although refinery capacity in the country is sufficient to meet the domestic demand for PDS kerosene, oil marketing companies (OMCs) distributing PDS Kerosene represented to the Government in February-March 2005 that stand-alone refineries, in both public and private sectors, were not offering the required quantities of kerosene at the appropriate prices for PDS distribution. In consequence, OMCs were being obliged to import kerosene at higher prices even while some stand-alone refineries were exporting jet kerosene/aviation turbine fuel, a product equivalent to Superior Kerosene Oil (SKO). Apprehending that the non-availability of domestically produced SKO at the required prices for the PDS might assume critical proportions, Government began consideration of a proposal to direct refineries to produce a minimum amount of kerosene. The Department of Legal Affairs confirmed the powers of the Union Government to issue such an order under the Essential Commodities Act. Meanwhile, as a result of intensive consultations held during the period April-July 2005 among all concerned, including stand-alone refineries, there was a substantial improvement in the availability of kerosene at the appropriate prices for the Public Distribution System. Accordingly, Government have not found it necessary at this stage to initiate the action earlier proposed under the Essential Commodities Act. The situation is being kept under close review.

Investment by PIO In Aviation Sector

*33. DR. RAJESH MISHRA:

SHRI NAVJOT SINGH SIDHU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to allow participation of Persons of Indian Origin (PIO) in domestic civil aviation sector through Foreign Direct Investment (FDI) route;

(b) if so, the details thereof;

(c) whether the PIO card-holders will be provided similar dispensation as are being given to Non-Resident Indians (NRIs) in case of FDI investment in domestic civil aviation sector; and

(d) if not, the steps taken/proposed to be taken to rectify the anomaly?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The existing Civil Aviation Requirements stipulate that a scheduled/non-scheduled air transport operators permit can be granted only to a citizen of India or to a company/body corporate provided, in-er-alia, that its substantial ownership and effective control is vested in Indian nationals. Hence, Persons of Indian Origin, who are not Indian citizens, cannot be permitted to operate air transport services in terms of the present regulatory position. However, the issue of PIO card-holders being accorded a dispensation similar to NRIs in case of FDI in Air Transport Services (Domestic Airlines) will be examined in consultation with the concerned Ministries.

Marketing of Gas by ONGC

*34. SHRI ANANTA NAYAK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has a plan to market the gas to be produced from Panna-Mukta-Tapti gas fields;

(b) if so, the details thereof; and

(c) the likely effect on other public sector oil and gas companies with the entering of ONGC in the gas marketing business?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) ONGC has a participating interest of 40% in the Panna-Mukta-Tapti (PMT) Joint Venture. Till the 31st March 2005, GAIL, as a nominee of the Government of India, was buying the whole of PMT gas in terms of the Production Sharing Contract (PSC) for both Panna-Mukta and Tapti fields. During 2004-05, in terms of PSC, the JV exercised its option to revise the selling price of gas. As the revised price was not acceptable to GAIL, the JV was allowed to market its gas directly w.e.f. 1st April 2005. At present, out of the total gas of 11 million standard cubic meters per day (MMSCMD) from PMT fields, the JV is selling around 6 MMSCMD to GAIL for supplying to the existing power and fertilizer customers, with the balance being sold to other customers by the JV.

ONGC have also signed a gas sales agreement with Rajasthan Rajya Vidyut Utpadan Nigam Ltd. (RRVUNL) for 1.5 MMSCMD of Tapti gas, which is likely to be available as its share from the Tapti field after completion of the expansion plan post Monsoon 2007.

(c) ONGC is selling or plans to sell its share of PMT JV gas in terms of the PSC. ONGCs entry into the gas marketing business is expected to augment competition, thus incentivizing greater efficiency in other public sector oil and gas companies.

Utilisation of Infrastructure at Airports

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

(a) whether the Government is aware that there is an uneven distribution in the flow of traffic resulting in pressure on infrastructure at certain airports and a

massive under-utilization of the existing infrastructure in others; and

(b) if so, the steps taken/proposed to be taken by the Government for the proper utilization of infrastructure at airports, especially the International Airport at Thiruvananthapuram?

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

(b) Due to congestion at Metro Airports, Airports Authority of India (AAI) is providing incentives to airlines to operate and park their aircraft at other than notified international airports. Some of these incentives are as under:—

- (i) Landing charges reduced by 15% of current rates for domestic flights if payment made within 15 days of credit period.
- (ii) No landing charges for aircraft with maximum capacity of less than 80 seats and helicopters.
- (iii) Route Navigation Facility Charges (RNFC) are levied at reduced rate of 20% and 40% of applicable rate for smaller aircrafts.
- (iv) Terminal Navigation Landing Charges (TNLC) at Delhi, Mumbai, Chennai, Kolkata and Trivandrum reduced by 25% of current rates for domestic flights.
- (v) Landing and parking charges at all airports in North-Eastern Region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep reduced by 25% of current rates.

Besides, AAI has already initiated action to provide additional parking stands, expansion/upgradation of terminal buildings, runways, taxiways at many airports. To provide the requisite infrastructure facilities at Trivandrum airport, a total of 120 acres of land has to be made available to AAI by Government of Kerala. Out of this area, 27.57 acres have already been handed over to AAI. AAI has development plans to construct new international terminal complex with associated facilities.

[Translation]

Gas Distribution Policy

*36. SHRI CHANDRA MANI TRIPATHI:

PROF. VIJAY KUMAR MALHOTRA:

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

(a) whether some State Governments are opening CNG filling stations without seeking approval from the Union Government;

(b) if so, the details thereof;

(c) whether State Governments have the powers to set up CNG filling stations;

(d) if not, whether the Union Government is contemplating formulation of any gas distribution policy;

(e) if so, the details thereof;

(f) whether the Union Government has sought suggestions from the State Governments in this regard; and

(g) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) As per the information available with Government, the State Governments of Gujarat, Haryana and Uttar Pradesh have issued or are contemplating to issue NoCs/permissions to some parties for setting up City Gas Distribution Projects, including Compressed Natural Gas (CNG) distribution facilities, in different cities.

(c) In response to a Presidential Reference, the Hon'ble Supreme Court have opined on 25-3-2004 that the Union of India has exclusive jurisdiction to legislate on the subject of natural gas. This was also confirmed in the judgment pronounced by the Hon'ble Court while disposing of the linked Writ Petition on this issue. Thus,

the State Governments do not have powers to issue licences for setting up city gas distribution projects.

(d) to (g) A city gas distribution policy for such projects *in a transparent and objective manner* envisaging, inter-alia, a selection of parties is under formulation. The State Governments of Gujarat, Haryana and Uttar Pradesh have been informed of the legal position in the matter.

New National Civil Aviation Policy

*37. SHRIMATI KIRAN MAHESHWARI:

SHRI HARISHCHANDRA CHAVAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is contemplating formulation of a new national civil aviation policy;

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

(c) the time by which it is likely to be formulated and approved?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. A draft of the Civil Aviation Policy is under consideration of Government in consultation with concerned Ministries.

[English]

Production of Crude Oil

*38. SHRI SURAVARAM SUDHAKAR REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether production of crude oil has showed a negative growth during April-September, 2005-06 as compared to the corresponding period during the last year;

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

(c) the steps taken to enhance production of crude oil in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) The production of crude oil in the country during the first half of 2005-06, (April-Sept.' 05) was 16.14 MMT as against 17.00 MMT during the corresponding period of 2004-05, a shortfall of about 5%.

This shortfall in oil production was mainly due to the production loss on account of the MHN fire accident of July 2005 at Mumbai High, and decline in production from Assam and offshore fields, Heera and B-173A, during this period.

ONGC has initiated several actions for restoring production from Mumbai High field, as a result of which oil production has been increased to a level of approx. 2,18,000-2,20,000 barrels of oil per day (BOPD) from a level of 1,42,000 BOPD, the production level after the accident. Further, it is expected that oil production will reach 2,40,000 BOPD from Mumbai High field by pre-monsoon 2006. Efforts are being made to achieve a production level of 2,60,000 to 2,65,000 BOPD by 31 May, 2006.

(c) Various measures are being taken to substantially accelerate exploratory activities for enhancing domestic oil and gas production. These measures include the following:—

- (i) increasing exploration efforts through the New Exploration Licensing Policy (NELP), Under NELP, 108 exploration blocks have been awarded to National Oil Companies, foreign companies and private/joint venture companies through the International Competitive Bidding process. This includes 18 Exploration Blocks recently awarded in the fifth round of NELP;
- (ii) improving the recovery factor from existing major fields by implementing Enhanced Oil Recovery (EOR)/Improved Oil Recovery (IOR) schemes—in particular, Oil and Natural Gas Corporation Ltd. (ONGC) have taken up 15 fields for this

purpose at an estimated investment of Rs. 10,972 crore, which would also help in accelerating oil production from these fields;

- (iii) exploring new areas, especially in deep waters and difficult frontier areas, as also the deeper layers of already producing fields; and
- (iv) developing newly discovered fields speedily and stepping up the use of new technologies for seismic surveys, work over, stimulation operations, drilling of wells etc. in producing areas.

Crash of Unmanned Aerial Vehicles

*39. SHRI J.M. AARON RASHID:

SHRI SARVEY SATHYANARAYANA:

Will the Minister of DEFENCE be pleased to state:

- (a) the number of unmanned aerial vehicles crashed during each of the last three years, till date;
- (b) the number of persons killed/injured if any, and the quantum of financial loss suffered by the Government as a result thereof;
- (c) whether inquiries have been conducted into each crash;
- (d) if so, the outcome thereof; and
- (e) the steps taken by the Government to avert such accidents in future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) A total number of 5 Unmanned Aerial Vehicles (UAVs) of the Defence Forces have crashed during the last three years, till date. Out of these 5 UAVs, 2 UAVs were of the Indian Air Force, while the remaining 3 UAVs were of the Indian Army. The details of the accidents alongwith the cause (as per finding of the Court of Inquiry), number of person killed/injured and the financial loss is given in the enclosed statement.

A continuous and multi-faceted effort is always underway in the Defence Forces to enhance and upgrade

the safety of the UAVs. A Court of Inquiry is ordered to investigate the cause of the accident and to suggest remedial measures. Measures to enhance the quality of training are being pursued. Constant interaction with

the Original Equipment Manufacturers (OEM) are held on all maintenance issues. Operating Procedures are continuously updated/improved to enhance flight safety aspects of UAVs.

Statement

(a) Air Force:

Sl. No.	Year	No of UAVs crashed	No. of Persons (Killed/Injured)	Cause of the crash	Financial loss
1.	2002-2003	Nil	Nil	Nil	Nil
2.	2003-2004	1	1 person injured	Human Error (Aircrew)	UAV—Rs. 5.33 crores Property—Rs. 24,530
3.	2004-2005	Nil	Nil	Nil	Nil
4.	2005-2006 (till date)	1	Nil	Court of Inquiry (Col) is in progress	Will be ascertained once Col is finalized.

(b) Army:

Sl. No.	Year	No of UAVs crashed	No. of Persons (Killed/Injured)	Cause of the crash	Financial loss
1.	2002-2003	1	Nil	Engine failure	Rs. 6.80 crores
2.	2003-2004	Nil	Nil	Nil	Nil
3.	2004-2005	2	Nil	The crashes have occurred due to system failure.	The Original Equipment Manufacturer (OEM) have agreed to repair the UAVs free of cost.
4.	2005-2006 (till date)	Nil	Nil	Nil	Nil

(c) **Navy:** No Naval UAV crashed till date.

*[English]***Shortage of Kerosene**

*40. SHRI SURESH ANGADI:

SHRI JOACHIM BAXLA:

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

(a) whether there is an acute shortage of kerosene oil in the country;

(b) if so, the reasons therefor; and

(c) the steps taken to improve the supply of kerosene in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) PDS kerosene has been allocated to States/UTs on a historical basis. In accordance with the policy adopted by the Government of India in 2000, Kerosene (SKO) allocation for distribution under the Public Distribution System (PDS) was reduced every year beginning 2001-02 till 2003-04, taking into account the number of LPG connections released in each State/Union Territory. While the initial allotment for 2004-05 was based on the criteria adopted hitherto, additional allocations were made during the year to meet urgent emergent demand. For the year 2005-06, allocations have been maintained at the level of 2004-05, including additional allocations made during that year.

With a view to assessing the genuine demand requirement of kerosene in different States/UTs, in December 2004 the Government commissioned the first-ever comprehensive study of the subject through the National Council for Applied Economic Research (NCAER). NCAER have submitted their report in October, 2005. It is being examined with a view to rationalizing the allocation of PDS kerosene amongst States/ UTs.

Moreover, on Gandhi Jayanti, 2 October 2005, Government launched the Jan Kerosene Pariyojana as a pilot project in 420 blocks with a view to strengthening

and streamlining the infrastructure for kerosene distribution and involving the Gram Sabhas and Gram Panchayats and State Panchayati Raj Institution in the supervision of PDS kerosene distribution, so as to ensure that entitled beneficiaries actually receive their entitlement and diversion to adulteration and black-marketing is capped, reversed and eventually eliminated. The pilot project is being concurrently evaluated by NCAER and, on the basis of the experience gained, Government will determine the possibility and desirability of extending the Pariyojana to cover all blocks in the country.

Simultaneously, on the basis of the information generated by the NCAER study, the total requirement and allocation among States of PDS kerosene is being reviewed.

*[Translation]***Electrification of Rail Lines in Maharashtra**

206. SHRIMATI RUPATAI D. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to complete the electrification work of railway lines in Maharashtra during the current financial year;

(b) if not, the reasons therefor; and

(c) if so, the amount allocated for the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no electrification work of Railway lines targeted for completion during the current financial year in Maharashtra.

(b) Electrification of Railway track is need based exercise which is required on a continuous basis. Investment on Railway Electrification is primarily based on the traffic requirements of the system and those sections which are considered necessary are taken up for electrification.

(c) Does not arise.

[English]

**On-line in Examinations
Railways**

207. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are conducting on-line examinations;

(b) if so, the details thereof;

(c) the number of examinations conducted through on-line during the last two years; and

(d) the benefits achieved by Railways in conducting examinations through on-line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) On-Line/Computer based examination in railway recruitment has been recently introduced, on experimental basis.

(c) Two such examinations have, so far, been conducted.

- (d) (i) Question paper/answer booklet printing, transportation and storage, post-examination evaluation etc. becomes redundant.
- (ii) Question paper is set by computer software by random selection of questions from the Computerised Question Data Bank, on the date of the examination and is released only at the time of examination. The new system is efficient, fast and foolproof and ensures high degree of security of the question paper.
- (iii) Once the examination is completed and the data stored, there is no room for manual interference.
- (iv) The result can be declared immediately after the examination.

[Transliteration]

Monitoring of Orphanages

208. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has formulated effective laws and constituted vigilance agencies for protection, adoption of minor orphan children, running orphanages and preventing the exploitation of children;

(b) if so, the details thereof;

(c) the details of Government/Non-Government orphanages in the country at present, State/Union Territory-wise;

(d) whether the social and religious institutions receiving foreign and private monetary assistance can run orphanages;

(e) if so, the details thereof; and

(f) the details of supervision, control and monitoring measures for the said institutions?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) The Orphanages and Other Charitable Homes (Supervision and Control) Act, 1960 provides for the supervision and control of orphanages, homes for neglected women or children and other similar institutions. The Juvenile Justice (Care and Protection of Children) Act, 2000 provides for proper care, protection and treatment of children in need of care and protection. The latter Act provides for constitution of a Child Welfare Committee by the State Governments for every district or a group of districts for carrying out inquiries in relation to such children for their rehabilitation. The Act also provides that no child shall be offered for adoption unless the Child Welfare Committee declares the child legally free for adoption in the case of abandoned children.

(c) The Ministry of Social Justice and Empowerment does not maintain information pertaining to all the orphanages in the country. However, a statement giving the number of orphanages run by adoption agencies recognised by CARA as well as by organizations assisted under the Shishu Greha Scheme is enclosed.

(d) to (f) Yes, Sir. They can run corphanages if they are permitted to do so by the concerned State Government. The supervision, control and monitoring of institutions is the responsibility of the respective State Governments/UT Administrations. The Ministry of Home Affairs also monitors them under The Foreign Contribution (Regulation) Act, 1976.

Statement

Sl. No.	State/Union Territory	No. of orphanages run by the Adoption Agencies recognized by CAA	No. of orphanages run by the Grantee Organizations under Shishu Greh scheme	Total
1	2	3	4	5
1.	Arunachal Pradesh	—	10	10
2.	Assam	—	1	1
3.	Andhra Pradesh	—	1	1
4.	Gujarat	5	8	13
5.	Haryana	1	1	2
6.	Himachal Pradesh	—	1	1
7.	Karnataka	8	5	13
8.	Kerala	7	3	10
9.	Manipur	—	3	3
10.	Mizoram	—	2	2
11.	Madhya Pradesh	—	1	1
12.	Maharashtra	26	12	38
13.	Meghalaya	—	1	1
14.	Orissa	2	6	8
15.	Rajasthan	—	2	2
16.	Tamil Nadu	10	—	10

1	2	3	4	5
17.	Tripura	—	3	3
18.	Uttar Pradesh	1	5	6
19.	West Bengal	4	3	7
20.	Delhi	9	2	11
21.	Pondicherry	2	—	2
Total		75	70	145

[English]

Use of Natural Gas

209. SHRI RANEN BARMAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of natural gas being utilized in different parts of the country particularly in West Bengal;

(b) the quantity of gas being processed into Liquefied Petroleum Gas (LPG) and plans for increasing LPG production in the country; and

(c) the steps taken by Government to utilize natural gas in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The total production of natural gas in the country is about 90 MMSCMD. After meeting the requirements of internal consumption of the gas producers, about 75 MMSCMD gas is available for supply to various consumers. In addition, about 18 MMSCMD of regasified LNG is available ex-Dahej LNG terminal. The available gas is supplied to the States of Gujarat, Madhya Pradesh, Uttar Pradesh, Rajasthan, Haryana and Delhi along the HBJ pipeline; and to the Uran region in Maharashtra; the KG Basin in Andhra Pradesh, the Cauvery Basin in Tamil Nadu, and Assam and Tripura. At present, no natural gas is being supplied to West Bengal.

(b) The fractionators of ONGC and GAIL produced

about 2.2 Million Metric Tonnes (MMT) of LPG during 2004-05. Further increase in LPG production from natural gas will depend on the additional availability of rich gas.

(c) All the available natural gas in the country is fully utilized at present. The Government have taken initiatives to increase the domestic production of natural gas under the New Exploration Licensing Policy (NELP) and to import gas, both as piped gas and LNG.

Oil India Limited

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

(a) whether the High Level Advisory Committee constituted under the Chairmanship of Shri V. Krishnamurthy has recommended a bigger role for Oil India Limited in view of their long standing experience in exploration and development of oil resources and not to merge it;

(b) if so, the details thereof; and

(c) the decision taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) Yes, Sir.

(b) and (c) The details of the recommendation are under consideration of the Government.

**Exploraton by ONGC in Mahanadi
Basin in Orissa**

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

(a) whether the Oil and Natural Gas Corporation (ONGC) has any proposal to go for exploration in the Mahanadi basin in Orissa; and

(b) if so, the details thereof; and

(c) the time by which the production of oil is likely to start?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Oil and Natural Gas Corporation are continuing their exploration activities in the Mahanadi basin in Orissa in seven exploratory blocks awarded to them or their own in consortia under New Exploration Licensing Policy (NELP). Out of these blocks, three are in shallow water and four in deep water areas of the Mahanadi basin. In addition, ONGC are also the minor partner in an onland block of the Mahanadi basin awarded under the second round of NELP, where Oil India Limited (OIL) is the operator.

The details of 2D and 3D seismic data acquisition in the blocks awarded under NELP are given below:—

Block	2D seismic (GLK)	3D seismic (Sq. Km.)
MN-OSN-97/3	1280	402
MN-DWN-98/3	1462	1250
MN-OSN/2000/1	500	—
MN-OSN/2000/2	1000	626
MN-ONN/2000/1	463.68	—
MN-DWN-2002/1	1558	—
MN-DWN-2002/2	2194	—
NEC-DWN-2002/2	—	991

*Ground Line Kilometer.

At present, one well in NELP block MN-OSN-2000/2 is under drilling. OIL also plans to drill one exploratory well in block MN-ONN-2000/1 during 2006.

(c) Exploration in the ONGC held acreages is in progress and ONGC are making all efforts to make a hydrocarbon discovery in the basin. Production of oil is dependent on the success of these exploratory efforts.

Loan for Cargo Hub at Nagpur

212. SHRI SUBODH MOHITE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has permitted Maharashtra Airport Development Company (MADC) to take loan from foreign bank for the development of International Airport and Cargo Hub at Nagpur;

(b) if so, the details thereof;

(c) whether the Government has agreed to give guarantee to the loan undertaken by MADC for the purpose; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. The issue concerns the Government of Maharashtra.

(b) to (d) Do not arise.

[Translation]

**Demand and Supply of Equipment for
Handicapped**

213. DR. SATYANARAYAN JATIYA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the status of demand and supply of handicap supporting equipment from District Disability Rehabilitation Centres (DDRCs) in Madhya Pradesh during 2004-05 and 2005-06;

(b) the measures taken to ensure the supply of equipment as per the demands; and

(c) the details of the camps organized to provide handicap supporting equipment in Madhya Pradesh during the last three years, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) DDRCs of MP have been provided aids and appliances as per requirement by facilitating agencies viz National Institutes, Artificial Limbs Manufacturing Corporation of India (ALIMCO).

(c) During last three years, camps for distribution of aids and appliances have been organized in all districts of Madhya Pradesh by District Disability Rehabilitation Centres (DDRCs), Non Government Organization (NGOs), National Institutes and Artificial Limbs Manufacturing Corporation of India (ALIMCO).

[English]

Passing on Defence Classified Papers

214. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the act of espionage and passing on defence classified papers by armed forces personnel has been increased in the recent years;

(b) if so, the number of such cases reported during the last two years;

(c) whether any special instructions have been issued by the Government to the armed forces following these incidents;

(d) if so, the details thereof; and

(e) if not, the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) In the last 2 years 3 cases regarding passing of defence classified information by Armed Forces personnel have been brought to the notice of the Government. In all the 3 cases Courts of Inquiry were held. In cases where negligence has been proved, persons responsible are being dealt with according to the respective Acts of the three Services. Existing instructions and guidelines on counter measures against espionage, cyber security and security of information, personnel and material, are being enforced.

Transfer of Projects to RVNL

215. SHRI PARSURAM MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the projects transferred to Rail Vikash Nigam Ltd., State-wise;

(b) the estimated costs of these projects;

(c) the progress of each project as on date; and

(d) the target date set for the completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The details of the projects transferred to Rail Vikas Nigam Ltd. (RVNL) are given as under:—

Sl. No.	Project and Concerned State	Length (In Kms.)	Anticipated cost (Rs. in)	Exp. upto Mar. 05 (Rs. in)	Outlay 2005-06 (Rs. in)	Progress and Target for completion wherever fixed.
1	2	3	4	5	6	7

Status of Golden Quadrilateral Projects

Sanctioned Works

Doubling

1.	Tikiapara-Santragachi 4th Line, West Bengal	5.60	23	1.58	15.00	Earthwork and bridge works are in progress.
2.	Bilaspur-Urkura, Chhattisgarh	110	264	43.06	56	The double line between Bilaspur-Nipania commissioned. Work on Nipania-Bhatapara is nearing completion. Bharatpara-Urkura (60KM) section is to be done through ADB funds. Tenders under process.
3.	Attipattu-Korukkupet 3rd Line, Tamil Nadu	18	70	10.82	20	Korukkupet-Ennore (12 KMs) section is targeted for completion during 2005-06 and Ennore-Attipattu section in 2006-07.
4.	New Delhi-Tilak Bridge, Delhi	2.65	33.74	12.41	20	Final location survey has been completed. Plan has been approved with provision of only one line at present. Land acquisition has been completed 0.14 lac cum out of 0.30 cum earthwork has been completed.
5.	Divya-Kalyan 5th and 6th line, Maharashtra	11	70	52.28	17.3	Land acquisition papers for entire land submitted to State Govt. Earthwork, bridge works taken up.
6.	Talcher-Cuttack-Pardeep (2nd Bridge on Mahanadi and Birupa), Orissa	3	140	20.81	28.6	2nd bridge of Birupa River : This bridge has been commissioned on 3-12-04. 2nd bridge on Mahanadi River : Contract awarded and work in progress.

1	2	3	4	5	6	7
7.	Gurap-Shaktigarh 3rd line, West Bengal	26	69.35	46.142	3	Gurap-Juagram-Masagram commissioned. Target 2005-06.
8.	Pakni-Solapur, Maharashtra	16.28	43.23	5.19	7.42	Proposal for land acquisition has been submitted to State Govt. Physical possession of 7.734 hect. land has been taken over. Earth work and bridgeworks are in progress. Target 2006-07.
9.	Chennai-Beach Attipattu 4th Line, Tamil Nadu	22.1	50	0	10	The bankability studies have been completed and the project has been found to be prima-facie non-bankable. The decision of retaining this work with RVNL or otherwise shall be taken after completion of routewise studies which are in progress.
10.	Khurda Road-Barang 3rd line, Orissa	35	200	0	30	Final location survey completed. Project is to be implemented with ADB funding.
11.	Cuttack-Barang, Orissa	12	165	6.73	30	Final location survey completed. Project is to be implemented with ADB funding. Contract for substructure for Kuakhai bridge awarded and work taken up.
12.	Raichur-Guntakal, Karnataka/AP	81.1	137	0	19	Final location survey completed. Project is to be implemented with ADB funding. Approval from ADB obtained.
13.	Chennai Beach-Korukkupet, Tamil Nadu	4.1	9	0	10	The bankability studies have been completed and the project has been found to be prima-facie non-bankable. The decision of retaining this work with RVNL or otherwise shall be taken after completion of routewise studies which are in progress.
14.	Aligarh-Ghaziabad 3rd Line, UP	106.15	416	0	35	Project is to be implemented with ADB funding. Final Location Survey completed.
15.	Rajatarh-Barang, Orissa	20	240	8.37	30	Final location survey completed. Land acquisition is in progress and papers submitted for 8 villages in Barang Naraj section. Project is to be implemented with ADB funding. Contract for 5 major bridges and Mahanadi bridge awarded.

16. Pakni-Mohal, Maharashtra	17	49.55	0.32	10	Final location survey completed.
17. Pattabiram-Tiruvallur 4th line (15.05 KM) and Tiruvallur-Arakkonam 3rd line (26.83 KM), Tamil Nadu	41.89	72	33.96	15.8	Pattabiram-Tiruvallur 4th line has been commissioned on 16-9-04. The work of Tiruvallur-Arakkonam 3rd line will be executed through ADB funding. Final Location Survey and geo-technical investigations have been completed.
18. Gooty-Renigunta Patch doubling, Andhra Pradesh	151	374.28	14.58	135	On Pullampet-Bakarapet (43.43 KM). 85% earth work, all 5 major bridges and 110 minor bridges have been completed.
19. Balapalle-Pullampet P.H.I of Gooty-Renigunta, Andhra Pradesh	31.5	83	40.42	5	Track works have been completed. Railway electrification work taken up and targeted to be completed during 2005-06
20. Sahibabad-Anand Vihar 3rd and 4th Line, Delhi/UP	4	49.57	0.02	20	Detailed estimate sanctioned. The bankability studies have been completed and the project has been found to be prima facie non-bankable. The decision of retaining this work with RVNL or otherwise shall be taken after completion of routewise studies which are in progress.
21. Patwal-Bhuteswar 3rd line, Haryana/UP	81	354	0	0.01	Final Location Survey completed. Agency fixed for Detailed Design Engineering and Design of RCC Boxes. completed.
Railway Electrification					
22. Renigunta-Guntakal, Andhra Pradesh	308	183	42.5	32	The work has been completed on Renigunta-Nandalur (86 RKM) section.
23. Bhubaneswar-Kottavalasa, Orissa	457	322.71	290.08	5	The entire section energised and electric traction introduced.
24. Kharagpur-Bhubaneswar including Talcher-Paradeep, Orissa	540	371.01	317.21	19.5	423 RKM's have been energised till Mar. '05. Target 2006-07.

1	2	3	4	5	6	7
Unsanctioned Golden Quadrilateral Works						
Approximate cost (Rs. in crore)						
Doubling						
25.	Jn. Cabin-Palwal : 4th		90			Report prepared and project found bankable. The project is under sanction.
26.	Bhopal-Bina 3rd Line, M.P.		240			Bankability study completed and the report is under examination by RVNL.
27.	Kalyan-Kasara : 3rd line, M.P.		400			Report prepared and project found bankable.
28.	Igatpuri-Bhuseval 3rd line, Maharashtra		593			The Bankability study taken up.
29.	Panskura-Kharagpur : 3rd line, West Bengal		136			Project is under sanction.
30.	Daund-Guilbara, Maharashtra		694			Bankability study completed.
Railway Electrification and Other Works						
31.	Pune-Guntakal Electrification, Maharashtra, Andhra Pradesh Karnataka		465			Bankability study completed.
32.	Upgradation work to run freight trains at 100 kmph, Indian Railway		3000			Bankability study completed.
New Lines						
1.	Daitari-Banspani, Orissa Line, Haryana	155	883	523.51	128.6	The line between Banspani-Joruli-Keonjhar (57 KM) has been completed. Earthwork, bridgework and other works are in progress in Keonjhar-Tomka (Daitari) (98 KMs) section. Target 2006-07.
Sanctioned Port Connectivity Works						

2. Haridaspur-Paradeep, Orissa 82 621 0 20 Final location survey has been completed. Land acquisition is in progress and land for 799 acres out of 1303 acres acquired. MoU has already been signed on 24-5-05 for formation of Special Purpose Vehicle (SPV).

Gauge Conversion

3. Thanjavur-Villupuram 192 276 59.65 50.1 Thanjavur-Kumbakonam (39 KMs) has been commissioned. The work of Kumbakonam-Mayiladuthurai (32 KMs) has been targeted for completion during 2005-06. Balance section Mayiladuthurai-Villupuram (122 KMs) is targeted for completion by March, 2007.

4. Arasikere-Hassan-Mangalore, Karnataka 230 357.11 271.67 0.01 Arasikere-Hassan-Sakleshpur (89 KMs) and Mangalore (Kankanadi)-Subramanya Road (86 KMs) section have been completed. On Subramanya Road-Sakleshpur Ghat section (55 KMs), work is nearing completion.

5. Bhildi-Samdari, Rajasthan/Gujarat 223 345 0 30 Memorandum of Understanding (MOU) with stake holders for entrusting this work to Kuch Rail Co. (KRC) has been signed on 13-1-2005. Earthwork and bridgeworks on Samadari-Bhinmal section (122 KM) have been taken up.

6. Delhi-Rewari, Delhi/Haryana 83 159.23 41.38 3 Earthwork, bridgework have almost been completed. The project is targeted for completion during 2005-06.

7. Gandhidham-Palanpur, Gujarat 313 550 100 100 An SPV named Kutch Railway Co. has been formed for this line. Palanpur-Samakhiali (248 KMs) is targeted for completion during 2005-06 and balance Samkhiali-Gandhidham (51 KM) during 2006-07.

8. Cuddalore-Salem via Vriddhachalam, Tamil Nadu 191 198.68 45.67 85 The work is on 50:50 cost sharing basis between State Govt. and Ministry of Railways. Vriddhachalam-Cuddalore (57 KMs) section has been completed and commissioned. Vriddhachalam-Attur (78.14 KMs) is targeted for completion during 2005-06 and Attur-Salem during 2006-07.

1	2	3	4	5	6	7
9.	Ajmer-Phulera-Ringus- Rewari, Rajasthan/ Haryana Doubling	294.97	584	0	0.01	Work recently sanctioned. Target 2007-08.
10.	Hospet-Guntakal, Karnataka/Andhra Pradesh	111	227	121.6	36.53	Ballyari-Tornagallu (30 KMs) and Guntakal-Hagari (35 KMs) commissioned. Hagari-Bellary (14 KMs) and Tornagallu Hospet (32 KMs) is targetted for completion during 2005-06.
11.	Barauni-Tilraih Bypass, Bihar	14	14	10.48	0.52	Completed and commissioned.
12.	Panskura-Haldia Ph. I (Panskura-Rajgoda), West Bengal	14	25	13.25	15	Panskura-Raghunathbari (6 KMs) section completed. Balance section upto Rajgoda is targetted for completion during 2005-06.
13.	Parvet-Jassai-Jawaharlal Nehru Port Trust (JNPT), Maharashtra	28.5	65	13.23	24.62	Earthwork and bridgeworks are in progress. The project is targetted for completion during 2005-06.
Unsanctioned Port/Hinterland Connectivity Works						
Approximate Cost (Rs. in crore)						
New Lines						
14.	Valarpadam-Idappally (Pvt. Rly.), Kerala		240			The project has not been found to be viable. The project can be as Pvt. Rly. by Cochin Port Trust which has been advised to Port Authorities.
15.	Obulavaripalle-Krishnapatnam, Andhra Pradesh		587.5			Report prepared and project found bankable. Project is under sanction.
16.	Surat-Hajira, Gujarat		120.25			Report prepared and project found bankable. Special purpose vehicle (SPV) is under finalisation. Final Location.

17. Bhadrak-Dhamra (Pvt. Rly.), Orissa	18	Port authorities have to construct the line as private railway once the port takes off.
18. Chhatrapur-Gopalpur (Pvt. Rly.), Orissa	60	Gopalpur port is yet to come up. Planning for the line will be done after the port concessions are awarded by State Govt. of Orissa.
19. Tughlakabad-Dadri ICD, Orissa	487	Report prepared and project found bankable. Special purpose vehicle (SPV) is under finalisation.
Gauge Conversion		
20. Bharuch-Samni-Dahej, Gujarat	197	Report prepared and found bankable. The project is under sanction. Special Purpose Vehicle (SPV) is under finalisation.
Doubling		
21. Pankura-Haldia Ph. II (Rajgoda-Durgachak)	230	Bankability study taken up.

All works transferred to RVNL are scheduled for completion in coming years by 2008-09.

*[Translation]***Zonal Cultural Centres**

216. SHRI KAILASH MEGHWAL: Will the Minister of CULTURE be pleased to state:

(a) the details of amount spent on the activities of Zonal Cultural Centres during 2004-05, Centre-wise;

(b) whether these Zonal Cultural Centres have failed to achieve their targets; and

(c) if so, the names of such States and the details of their cultural relations?

THE MINISTER FOR URBAN DEVELOPMENT AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY):

(a) A statement of details of amount spent on the each of seven Zonal Cultural Centres during 2004-05 is enclosed.

(b) No target is fixed for Zonal Cultural Centres. However, they are implementing all the programmes as approved by their respective Programme Committees.

(c) Does not arise.

Statement

Name of Zonal Cultural Centres	Amount in Rupees spent on activities during 2004-05
1	2
Eastern Zonal Cultural Centre, Kolkata	1,43,65,000/-
North East Zonal Cultural Centre, Dimapur	1,23,00,247/-
West Zone Cultural Centre, Udaipur	1,78,92,714/-
North Zone Cultural Centre, Patiala	2,30,78,000/-

1	2
North Central Zonal Cultural Centre, Allahabad	1,27,70,851/-
South Zone Cultural Centre, Thanjavur	1,11,49,000/-
South Central Zone Cultural Centre, Nagpur	62,00,195/-
Total	9,77,56,007/-

*[English]***Development of Mentally Handicapped**

217. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state the details of institutions involved in promoting professionals and scientific approach in building the resources in terms of human resource development, development of service models, research and development of mentally handicapped in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): The National Institute for the Mentally Handicapped was set up to develop professionals, preparation of service modules and conduct research and development in the field of mental retardation. Subsequently, the Rehabilitation Council of India was set up to standardize the courses, ensure quality in the programmes and regulate rehabilitation professionals and personnel. Rehabilitation Council of India has recognized 185 organizations including non-governmental organizations to run the training programmes for the professionals in the field of disability rehabilitation. Madhya Pradesh Bhoj University and Indira Gandhi Open University also undertake programmes on distance mode to prepare trained persons to work in the field of mental retardation.

[Translation]

**Construction of Railway Bridges In
West Bengal**

218. SHRI BIR SINGH MAHATO:

SHRI SANAT KUMAR MANDAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan for construction/re-construction/strengthening of railway bridges in West Bengal;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of places where new bridges are to be constructed and the bridges identified for reconstruction/strengthening in West Bengal alongwith the funds allocated for this purpose during the current year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The repair/rebuilding/rehabilitation/Strengthening of Railway Bridges is taken up based on their condition as ascertained during annual inspections. The bridges which show signs of deterioration of physical condition indicating need for rehabilitation are classified as Distressed bridges which are taken up on priority. Sometimes the bridges are strengthened/rebuilt due to the requirement of heavier axle loads and higher tractive efforts of traffic moving over the Indian Railways. Some new bridges also get constructed alongwith new lines/doubling works.

The statistics of repair/rebuilding/rehabilitation/Strengthening of Railway Bridges is maintained Railway-wise, not State-wise. The details of sanctioned bridge works on account of repair/rehabilitation/rebuilding of existing bridges as on 01-04-2005 on Eastern, South Eastern and North East Frontier Railway, which serves State of West Bengal also, is given as under:—

Sl. No.	Railway	No. of Bridges sanctioned as on 01-04-2005	Target for completion in 2005-06	Progress upto 31-10-2005	Allotment of funds in 2005-06 (In Rs. Crores)
1.	Eastern	422	128	59	132.18
2.	South Eastern	131	66	22	33.08
3.	North East Frontier	322	120	41	10.66
Total		875	314	122	175.92

[English]

Pilferage of Coal

219. SHRI DALPAT SINGH PARSTE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has made any assessment of loss of coal by pilferage while in transit from the coal fields to destinations.

(b) if so, the outcome thereof;

(c) whether any involvement of railway staff and Railway Protection Force has been established;

(d) if so, the action taken against the erring officials; and

(e) the preventive measures taken to check coal pilferage?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. 224

cases of coal theft/pilferage were reported during 2005 (upto Septemeber) while in transit from the coal fields to destinations.

(c) and (d) 01 Railway employee was arrested during the year 2005 (upto September) and facing trial in case No. 28/2005 under section 3(a), Railway Property (Unlawful Possession) Act. Railway Protection Force personnel, who were found negligent, have been taken up departmentally.

(e) The following preventive measures are being taken to avoid such recurrence in future:—

1. Intensive beat patrolling in yards and other affected areas/sections.
2. Joint checking at inter-change points to take stock of the condition of wagons carrying coal consignments.
3. RPF armed pickets are posted/deployed in vulnerable sections as far as possible.
4. Plain clothed RPF personnel are also deployed to collect crime intelligence with a view to tracking down the criminals.
5. Based on criminal intelligence, raids and searches are conducted on the dens of criminals/receivers of stolen property in order to bring them to book.
6. Close co-ordination between Railway Protection Force, Government Railway Police and Local Police is maintained at various levels to apprehend criminals and receivers of stolen property.

Vikrant War Museum Project

220. SHRIMATI KALPNA RAMESH NARHIRE: Will the Minister of DEFENCE be pleased to state:

(a) the progress made so far regarding conversion of INS Vikrant warship into museum;

(b) the reasons for delay in taking the decision to convert Vikrant into museum; and

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

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) The Government of India approved the conversion of Indian Naval Ship Vikrant as museum on 25th January, 2005. An Apex Coordination Committee has been constituted on 10th August, 2005.

(b) Does not arise.

(c) Does not arise.

Reservation of Posts for Anglo Indian Community

221. MS. INGRID MCLEOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the past practice of reserving some posts in the operational services in the Indian Railways for the candidates belonging to Anglo-Indian community is still prevalent;

(b) if so, details thereof and if not, the reasons therefor;

(c) whether keeping in view the urgent need for protecting the employment opportunities of the Anglo-Indian Community, it is proposed to revive the system; and

(d) if not, the reasons therefor?

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

(b) In terms of Ministry of Home Affairs Resolution No. 42/21/49 NGS dated 13th Sept. 1950, the reservation which were in force in favour of Anglo-Indians in Railway services in view their special post association, had ceased after the lapse of successive ten years since it's enforcement i.e. 14-8-1947 as per the provisions contained in Article 336 of the Constitution of India.

(c) and (d) Keeping in view the constitutional provision, it cannot be revived.

Generation of Funds through Advertisements

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

(a) whether there is any proposal to raise funds through 'On Platform Advertising';

(b) if so, the revenue expected to be generated during a year;

(c) whether any policy has been formulated in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) A policy to generate earnings through advertising in Railway premises including platforms already exists. Rs. 50 crore (approx.) revenue was generated through commercial publicity in railway premises and on railway's rolling stock during 2004-05. The existing policy for commercial advertising is under review so as to generate more revenue by adopting modern methods of advertising.

Purchase of Stationery

223. SHRI PRABHUNATH SINGH: Will the Minister of RAILWAYS be pleased to refer to the reply given to USQ No. 4402 dated August 25, 2005 regarding purchase of stationery and state:

(a) whether the information has been compiled;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Details are given in the statement enclosed. [Placed in Library. See No. LT 2905/2005]

(c) Does not arise.

Development of Airport at Mysore

224. SHRI IQBAL AHMED SARADGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of Karnataka and Airports Authority of India (AAI) have signed a Memorandum of Understanding (MoU) to develop the Airport in Mysore;

(b) if so, the salient features thereof;

(c) whether the land acquisition has been completed for the Mysore airport project;

(d) if so, the details thereof; and

(e) the time by which the work is likely to start and the timeframe for completion of the project?

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

(b) As per the MoU, Government of Karnataka is required to provide to Airports Authority of India (AAI) the requisite additional piece of land free of cost and free from all encumbrances and also provide free electricity, water, airport perimeter security and frisking staff. Besides, it provides exemption to AAI from property and municipal taxes for a period of five years. In turn, AAI is required to bear the capital expenditure for development/upgradation of Mysore Airport.

(c) and (d) Government of Karnataka has not handed over the additional 175 acres of land to AAI so far for development of Mysore airport.

(e) The work can be initiated only after the required piece of land is handed over to AAI by the Government of Karnataka. The period of execution is 18 months (approximately) after the commencement of work.

[Translation]

Survey of Bhanupalli-Bilaspur Railway Line

225. SHRI SURESH CHANDEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of Bhanupalli-Bilaspur railway line has been updated according to the declaration made during the last year's budget;

(b) if so, the details thereof;

(c) whether any orders regarding new survey have been issued;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Updating survey for new line from Bhanupalli-Beri via Bilaspur (63 kms.) was earlier carried out in 1994-95. In the budget 2004-05, updating survey for new line from Bhanupalli-Bilaspur was included. This has been completed in February, 2005. As per updated survey report, the cost of 47.65 kms. long line has been assessed at Rs. 641.48 crore with a rate of return as (-) 20.93%. Zonal Railway has been advised to update the survey upto Beri as was done in 1994-95.

[English]

Import of Oil and Petroleum Products

226. SHRI SANAT KUMAR MANDAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of agreements entered into by India with other countries for the import of oil and petroleum products for the year 2005-06;

(b) whether the oil and petroleum products are being bought on the spot market; and

(c) if so, the details thereof and the quantum of oil purchased/being purchased under that arrangement during 2005-06?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) During the year 2005-06, oil PSUs

have entered into term contracts with other countries for the import of 48.14 MMT of crude oil and 2.158 MMT of product (LPG) as per details given in the enclosed statement.

(b) and (c) Yes, Sir. While it is the endeavour of the oil PSUs to maximize term contracts, which ensure security of supplies, spot purchases are necessitated to the extent that shortfalls in imports are not covered through term contracts. An estimated quantity of 17.85 MMT of crude oil and 2.22 MMT of product is proposed to be purchased through spot tenders during the year 2005-06.

Statement

Name of the country	Quantity of crude oil (MMT)	Quantity of product (MMT) (LPG)
Saudi Arabia	11.65	0.975
Iraq	11.07	—
Abu Dhabi	4.94	0.507
Kuwait	8.50	0.364
Iran	6.02	—
Malaysia	2.71	0.312
Nigeria	2.00	—
Brunei	0.25	—
Libya	1.00	—
Total	48.14	2.158

[Translation]

Introduction of Intercity Train

227. SHRI CHANDRABHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Madhya Pradesh

has requested to the Union Government to start an intercity train between Bhopal to Indore-Sagar and Jabalpur;

(b) if so, the reaction of the Union Government thereto;

(c) whether the Government of Madhya Pradesh has requested to the Union Government to change the name of new railway station near Anera village as the new Harsud station instead of old Harsud station;

(d) if so, the action taken/proposed to be taken in this regard;

(e) whether any proposal is under consideration of the Government to provide sufficient funds for the implementation of Lalitpur-Singrauli railway line via Tikamgarh-Panna; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) 1471/1472 Bhopal-Jabalpur Express (tri-weekly) via Itarsi-Pipariya and 1473/1474 Bhopal-Jabalpur Express (4 days in a week) via Bina-Sagar-Katni have been introduced from 27-10-2005. However, introduction of trains between Bhopal-Indore has not been found feasible at present.

(c) and (d) A proposal regarding renaming of new railway station Chhanera as "Naya Harsud" Railway Station was received from Government of Madhya Pradesh.

As per the extant procedure, renaming of the station is done by the Ministry of Home Affairs, Government of India on the recommendation of the State Government. Ministry of Railways will take appropriate action as and when the approval of Ministry of Home Affairs is received. The Madhya Pradesh Government has been advised accordingly.

(e) and (f) An outlay of Rs. 25 crore has already been provided during the current financial year for progressing the work of this project.

[English]

Revision of Pay Scales in CPSUs

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

(a) whether the Government had released funds from Public Exchequer to downsize the manpower strength of different Central Public Sector Undertakings (CPSUs) towards compensation by enhancement of additional payment of 50% and 100% extra where 1992 and 1997 Pay Revision has not been implemented;

(b) if so, whether the serving employees of different sick CPSUs were denied to get the same benefit as an interim relief pending finalization of Wage Settlement;

(c) if so, the reasons therefor;

(d) whether the Government is contemplating to give effect of 1997 Pay Revision or in lieu of the same any interim relief has been granted to the existing employees of sick CPSUs pending for finalization of Board for Industrial and Financial Reconstruction (BIFR) scheme; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) to (c) The Central Public Sector Enterprises (CPSEs) are expected to pay the salary, wages, Voluntary Retirement Compensation, etc. of their employees from their own resources. The Government sometimes provides financial assistance to CPSEs which are financially weak to supplement their efforts in this regard. Compensation under Voluntary Retirement Scheme (VRS) in respect of employees of CPSEs following Industrial Dearness Allowance pattern of pay scales at 1-1-87 and 1-1-92 levels has been enhanced by 100% and 50% respectively with effect from 6-11-2001. This increase in ex-gratia has been made to encourage more employees to opt for

voluntary retirement. This is, therefore, not applicable to salary/wages payable to serving employees of sick CPSEs.

(d) and (e) In respect of sick enterprises referred to Board for Industrial and Financial Reconstruction (BIFR), revision of pay scales would be strictly in accordance with rehabilitation packages approved or to be approved by the BIFR and after providing for the additional expenditure on account of pay revision in these packages.

[Translation]

New Railway Line between Jamshedpur and Ranchi via Kandra

229. SHRI SUNIL KUMAR MAHATO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any proposal to conduct survey for laying new railway line between Jamshedpur and Ranchi via Kandra during 2004-05.

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

(c) the action taken on the basis of the outcome of the survey?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Kandra to Tatanagar is already connected by a direct rail line. The traffic survey conducted in 2004-05 for a new broad gauge

line from Ranchi to Kandra has revealed that the cost of construction of this 92.5-km-long new line would be Rs. 300.26 crore with a rate of return of (-) 5.87%.

In view of non-remunerative nature of the project, heavy throw-forward of ongoing projects and acute constraint of resources, it has not been considered feasible to take up construction of this new line for the present.

[English]

Shortage of Staff in Coast Guard

230. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of DEFENCE be pleased to state:

(a) whether the shortage of staff in Coast Guard is affecting the challenges to internal security posed by the increasing use of sea routes for terrorists movement, gun running and narcotics smuggling;

(b) if so, the number of vacancies in various categories in the Coast Guard lying vacant at present; and

(c) the steps taken/proposed to be taken by the Government to overcome the situation?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

(b) and (c) A statement is enclosed.

Statement

Categories	Sanctioned strength	Present strength	Vacant post
Uniformed Officers	917	729	188
Enrolled Personnel	4865	4635	230
Civilians	1088	861	227
Total	6870	6225	645

The Coast Guard is a growing organization. For filling up the vacancies, recruitment is conducted regularly keeping in view the training capacity of the Naval Training Establishments who train the Coast Guard personnel.

Funds to States for Panchayats

231. SHRI HITEN BARMAN: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether it has come to the notice of the Government that the funds given to States for the schemes run by the Panchayats are delayed or diverted; and

(b) if so, the steps taken by the Government to ensure that funds given to States for schemes run by Panchayats are neither delayed nor diverted?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) With a view to facilitating the transfer of funds to Panchayats without delay or diversion, a Committee was constituted in the Ministry of Panchayati Raj to examine the feasibility of electronic transfer of funds using the current banking system. The Committee has submitted its report and the implementation of its recommendations are under examination, particularly with a view to identifying Schemes in respect of which the proposed system for electronic transfer and tracking of funds can be implemented.

Gauge Conversion in South Eastern Railway

232. SHRI KHARABELA SWAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion of the Rupsa-Bangiripshi section in the Kharagpur Division of South Eastern Railway has been completed;

(b) if so, whether the clearance certificate from the Commission of Safety has been obtained for running of the trains on this section; and

(c) if not, the time by which gauge conversion is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) In the first phase of Rupsa-Bangriposi gauge conversion project, gauge conversion from Rupsa to Baripada (52 Kms.) has been completed.

(b) Yes, Sir. Sanction of the Commissioner of Railway Safety (CRS) has been obtained for running of trains on Rupsa-Baripada section.

(c) No target date of completion of gauge conversion of the balance segment of Baripada-Bangriposi (38 Kms.) has yet been fixed.

[Translation]

Neura-Daniyawa-Bihar Sharif Railway Line

233. SHRI SUSHIL KUMAR MODI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government had given sanction for Neura-Daniyawa-Bihar Sharif Railway Line which will work as third by-pass for goods trains;

(b) whether the Railways require 500 acres land for this;

(c) whether the Railways have deposited Rs. 19 crore with the State Government for this but even then land has not been made available; and

(d) if so, the action being taken by the Government to expedite the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The work of Neura-Daniawan-Biharsharif-Sheikhpora new line has been taken upto meet the demand of traffic.

(b) The requirement of land for the new line between Neura-Biharsharif is about 900 acres.

(c) Railways have deposited more than Rs. 19 cr. with the State Government towards land acquisition for the new line and possession of land in 5 villages on Neora-Daniawan section has been handed over so far.

(d) Co-ordination meetings are being held regularly with the State Government for expediting availability of land.

Rail Fare Concession to Sickle cell Patients

234. SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether rail fare concession is being given to thalassemia patients;

(b) if so, whether the Government is giving rail fare concession to the patients of sickle cell a similar disease to thalassemia;

(c) if not, whether any demand has been made to provide concession to sickle cell patients in rail fare; and

(d) if so, the steps proposed to be taken by the Government in this regard?

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

(b) No, Sir.

(c) Yes, Sir.

(d) Due to financial constraints, it has not been found possible to agree to the request.

[English]

Merger of MRPL with ONGC

235. SHRI ANANTA NAYAK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any proposal for the merger of Mangalore Refinery and Petrochemical Ltd. (MRPL) with Oil and Natural Gas Corporation (ONGC); and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) There is at present no proposal for the merger of Mangalore Refinery and Petrochemicals Ltd. (MRPL) with Oil and Natural Gas Corporation Limited (ONGC).

PCO Booths at Palam Airport

236. SHRI VIRCHANDRA PASWAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has closed down PCO booths manned by physically handicapped persons for the last 19 years at Palam Airport;

(b) if so, the reasons therefor;

(c) whether any alternative site has been provided to them;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

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

(b) Since the individuals including handicapped persons were operating PCO booths inside and outside terminal building at Indra Gandhi International Airport were involved in overcharging and fleecing the passengers and were operating the facility without any valid licence agreement and were also involved in litigation with Airports Authority of India (AAI), AAI brought out following changes in the policy for providing improved communication facility at the airports:—

(i) The facility inside the terminal building is to be operated directly through basic telephone service providers authorised by Government, if necessary, by way of limited tenders.

(ii) The facility outside terminal building is to be provided after calling open tenders amongst individual falling under the category of Scheduled Caste/Scheduled Tribe/Handicapped/War Widows, who are having telephone lines in their own name.

(c) to (e) No alternative site has been provided.

Development of Non-operational Airports

237. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of domestic airports in the country and the non-operational airports out of them as on date;

(b) whether any due attention has been paid towards the development of the non-operational airports;

(c) if so, the details thereof;

(d) whether any financial provision has been made for the development of these non-operational airports during the current year; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Out of 102 domestic airports/Civil Enclaves in the country, 40 are presently non-operational, the details of which are as under:—

Aizwal, Akola, Asansol, Behala, Belurghat, Bilaspur, Cooch Behar, Chakulia, Cuddappah, Deesa, Donakonda, Hassan, Hadapsar, Jharsuguda, Jogbani, Jhansi, Kamalpur, Kailashahar, Khowai, Khandwa, Lalitpur, Malda, Muzaffarpur, Mysore, Nadirgul, Passighat, Panna, Raxual, Rupsi, Satna, Sholapur, Shella, Vellore, Warrangal, Along, Zero, Tezu, Cochin, Daparizo and Bikaner respectively.

(b) and (c) Yes, Sir. On receipt of a request from any scheduled airlines to operate flights from any non-operational airports, action is initiated to provide the operational services and activate the facilities for operation of aircraft.

(d) and (e) Yes, Sir. Action has been initiated for development of the non-operational airports at Cooch Behar, Mysore and Gondia for operation of 50 seater type of aircraft. An amount of Rs. 1.00 crore for Cooch Behar, Rs. 0.05 crore for Mysore and Rs. 2 crores for Gondia, respectively, has been provided in the year 2005-06.

Oil Blocks In Vietnam

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

(a) whether ONGC Videsh Limited-(OVL) has been recently awarded oil blocks in Vietnam;

(b) if so, the details thereof and the terms and conditions signed with Vietnam; and

(c) the number of blocks for which ONGC Videsh Limited-(OVL) filled their bids and the number out of them allocated?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes, Sir. ONGC Videsh Limited (OVL) have been awarded two deepwater offshore Blocks, viz. 127 and 128 in Vietnam's 2004 Licensing round. The details are given below:—

(i) **Block 127 (9246 Sq. Km.):** OVL have committed a firm investment of approx. US \$ 40 million during the first 3 year exploration period with an optional provision to further invest approximately US \$ 34 million in the subsequent period.

(ii) **Block 128 (7058 Sq. Km.):** Committed firm investment is of the order of about US \$ 29 million during the first 3 year exploration period with an optional provision to further invest approximately US \$ 34 million in the subsequent period.

OVL is the operator in both blocks and has 100% Participating Interest (PI). In the event of commercial discoveries in the contract area, Petrovietnam can opt to hold a PI of upto 20% under the contract.

(c) OVL had bid for two blocks and has been declared winner in both.

Action on Khanna Rail Accident Report

239. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1247 dated March 10, 2005 regarding Khanna Rail Accident Report and state:

(a) whether the Government has examined the findings and follow-up action on the Khanna railway accident report;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Justice G.C. Garg Commission in his report submitted on 16-07-2004 has concluded that, the rail accident near Khanna occurred on 26-11-1998 on account of a gap created in the continuity of the long welded right rail of the up track. Rear right trolley of coach No. 10 of the Up train derailed in the first instance and coaches following that coach continued to derail and started moving in an unguided manner for some distance. One or more than one derailed coaches in that process also capsized and infringed the adjoining down track. Transverse fatigue cracks are the cause of rail failure. The initiation of flaws, which assumed the shape of transverse fatigue cracks, was because of excessive non-metallic inclusions. As a result of derailment of the coaches of the Up train, the down track was infringed and the down train hit the derailed/capsized coaches of the Up train. The cause as established by the Commission has been accepted by the Government.

Directorate of Track Procurement of Railway Board, Northern Railway, Director General of Supplies and Disposal and Bhilai Steel Plant of Steel Authority of India Limited have been held equally responsible. Primary responsibility of engine crew of Up train has also been accepted.

In this report total 44 recommendations were made out of which 23 have been accepted, 17 were partially accepted and 4 have not been found feasible for acceptance.

The report with Action Taken by the Government thereon was laid in the Lok Sabha on 12-05-05.

Assam Gas Cracker Project

240. DR. ARUN KUMAR SARMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has approved the Assam Gas Cracker Project;

(b) if so, the details thereof alongwith the revised outlay, sources of fund, final site, corporate structure and agencies to be involved in execution of the project;

(c) the funds allocated for the project; and

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

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

(b) Does not arise.

(c) There is a plan Budget provision of Rs. 56.37 crore in the 10th Five Year Plan of the Department of Chemicals and Petrochemicals.

(d) Work on the project will commence after Government approval is secured.

[Translation]

Construction of ROB's under Wardha Region

241. SHRI SURESH GANAPATRAO WAGHMARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has any proposal for

construction of railway-overbridges at Pandur, Dhamangaon, Pulgaon, Sindi and Hinganghat railway stations under Wardha region;

(b) if so, the details thereof; and

(c) the time by which these bridges are likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Railways takes up construction of the Road Over/Under bridges (ROBs/RUBs) in lieu of busy level crossings on cost sharing basis where traffic density is more than one lakh Train Vehicle Units (TVUs), otherwise on deposit terms. In both the cases proposal is to be sponsored by State Government/Road Authorities duly fulfilling certain preliminary requisites. Railways constructs the Bridge proper i.e. bridge across the Railway track and approaches are constructed by State Government/Road Authorities. All efforts are made by the Railways to complete its portion of work alongwith approaches by State Government.

Status of works mentioned in question are as under:—

(i) **ROB at Pandur**—there is no Railway Station named Pandur in Wardha Region of Central Railway.

(ii) **ROB at Dhamangaon**—ROB at km. 709/19-21 near Dhamangaon is sanctioned on deposit terms at the cost of State Govt.

(iii) **ROB at Pulgaon**—ROB in lieu of Level Crossing (LC) No. 80 at Pulgaon on Wardha-Badnera Section was sanctioned on cost sharing basis in 2005-06. Preparation of drawings and estimates is in progress.

(iv) **ROB at Sindi**—As far as ROB in lieu of LC No. 103 at km. 790/14-16 near Sindi Station on Wardha-Nagpur Section is concerned the traffic density at this level crossing is 2,22,000 TVUs. No proposal has been received from State Govt. so far for construction of ROB at this level crossing.

(v) **ROB at Hinganghat**—ROB in lieu of LC No.

13-A at Hinganghat on Wardha-Ballarsha Section has already been sanctioned on cost sharing basis in the year 2000-2001, recently, agency finalized for execution of Railway portion of work.

Attachment of SLR Coaches with Trains

242. SHRI D.P. SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Second Class Luggage and Rack (SLR) coaches attached with mail/express trains alongwith the percentage-wise criterion followed in this regard;

(b) whether trains with such SLR coaches are being run at present and whether additional SLR coaches are proposed to be attached with mail/express trains;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) In Mail/Express trains normally two SLRs are attached (one in the front and the other in the rear). There is neither any proposal nor need, at present, to attach more SLRs in Mail/Express trains.

Terrorist Attacks

243. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of soldiers who laid down their lives while fighting against the terrorists during the last two years;

(b) whether the Government is taking any appropriate steps to check such terrorist attacks; and

(c) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Number of Army personnel killed due to terrorist action in various counter insurgency operations since 2003 till date are as follows:—

Year	Officers	Junior Commissioned Officers	Other Ranks	Total
2003	23	24	194	241
2004	15	9	163	187
2005 (till 16th November, 2005)	10	9	109	128

(b) and (c) The current multi pronged Counter Proxy War strategy adopted by the Army incorporates an integrated dynamic counter infiltration posture, relentless operations in the hinterland and winning the hearts and minds of the local populace. The overall counter infiltration strategy of the Army envisages a multi-tiered arrangement, including a forward tier of troop deployment, deployment of state-of-the-art surveillance devices, the Line of Control fence and a second tier deployment in conjunction with the fence. This has resulted in a substantial drop in infiltration/exfiltration. The Army, in conjunction with other intelligence and security agencies, continually reviews its strategy to deal with terrorists, based on the ground situation, and to ensure that infiltration is further minimized and violence in Jammu and Kashmir remain under check.

[English]

Revival of Instrumentation Ltd.

244. SHRI N.N. KRISHNADAS: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to revive the Instrumentation Ltd.;

(b) if so, the details thereof;

(c) whether any revival scheme has been sanctioned for the company;

(d) if so, the steps taken to implement it; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND

MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) and (b) In view of BIFR directives, the Government of India have decided to finalise a Modified Revival Scheme to be placed before the Board for Reconstruction of Public Sector Enterprises (BPRSE) for financial restructuring of the company.

(c) to (e) The revival scheme of the company was sanctioned by BIFR in March, 1999 which interalia included infusion of Government of India funds to the tune of Rs. 66.00 crore and reliefs and concessions amounting to Rs. 42.98 crores. It resulted in achieving manpower rationalization and improvement in performance of the company. However, the delay in sale of land at Kota and delay in commencement of implementation of the scheme made it difficult for the company to clear the intervening losses.

[Translation]

Global Tender for 155 MM Guns

245. SHRI HEMMAL MURMU: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided to invite global tender afresh for 155 MM guns; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The Government has decided to find out details of 155 mm/52 Calibre Wheeled Self Propelled (SP) Guns available in global market. Request for information (RFI) has been issued for the same.

[English]

**Setting up of Ex-servicemen
Corporation in Chandigarh**

246. SHRI PAWAN KUMAR BANSAL: Will the Minister of DEFENCE be pleased to state:

(a) whether unlike the States of Punjab and Haryana, the Union Territory of Chandigarh does not have an Ex-servicemen's Corporation;

(b) if so, the reasons therefor; and

(c) the time by which such a Corporation is likely to be set up in UT, Chandigarh?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): (a) Chandigarh does not have an Ex-servicemen's Corporation.

(b) The matter regarding setting up of Ex-servicemen Corporation at Chandigarh was considered by the Chandigarh Administration in 1994 and it was felt that there is no need for setting up of such a Corporation for ex-servicemen in Chandigarh.

(c) There is no proposal at present under consideration of the Administration for setting up of an Ex-servicemen Corporation in Chandigarh.

[Translation]

Crash of Aircraft

247. DR. LAXMINARAYAN PANDEY:

SHRI BALASHOWRY VALLABHANENI:

SHRI ANANDRAO VITHOBA ADSUL:

PROF. VIJAY KUMAR MALHOTRA:

SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI RANEN BARMAN:

SHRI RAVI PRAKASH VERMA:

Will the Minister of DEFENCE be pleased to state:

(a) the number of fighter aircraft and helicopters crashed during the last six months;

(b) the reasons for such crashes;

(c) the loss of life and property suffered as a result thereof;

(d) whether each crash has been investigated;

(e) if so, the outcome thereof and the action taken thereon;

(f) whether the Government is contemplating to discontinue the use of MiG planes; and

(g) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) A total number of 7 fighter aircraft and helicopters of the Defence Forces have crashed during the last six months. The details of the crash alongwith the reasons and the loss of life and property is given in the enclosed statement.

(f) No, Sir.

(g) Does not arise.

Statement

Air Force:

Sl. No.	Date of crash	Aircraft	Loss of Life	Loss of Property	Cause of crash
1	2	3	4	5	6
1.	22-05-2005	MI-8 (helicopter)	One Assam Rifles personnel was killed.	Will be ascertained once the Court of Inquiry (Col) is finalized	Col in progress

1	2	3	4	5	6
2.	07-10-2005	Jaguar	Nil	—do—	—do—
3.	19-10-2005	Cheetah (helicopter)	Nil	—do—	—do—
4.	26-10-2005	MiG-21	One Pilot killed	—do—	—do—

Navy

Sl. No.	Date of crash	Aircraft	Loss of Life	Loss of Property	Cause of crash
1.	17-05-2005	Sea Harrier	Nil	No loss to property on ground	Air Crew Error (Judgment)
2.	19-08-2005	Kamov	Loss of two aircrew and two ground crew	No loss to property on ground	Air Crew Error (Judgment)
3.	07-09-2005	Chetak (helicopter)	Nil	No loss to property on ground	Maintenance Error (Neglect)

**Investment in Heavy Industries by
Private Sector**

248. DR. CHINTA MOHAN:

SHRI RAJIV RANJAN SINGH "LALAN":

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

(a) whether the Government has identified such heavy industries wherein the private sector investment is likely to be allowed in the near future;

(b) if so, the details thereof; and

(c) the funds likely to be invested by the private sector therein?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) to (c) As far as the public sector enterprises under the

Department of Heavy Industry are concerned, the National Common Minimum Programme (NCMP) envisages that while every effort will be made to modernize/restructure sick public sector companies and revive sick industry, chronically loss making companies will either be sold off, or closed, after all workers have got their legitimate dues and compensation. Accordingly, a Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to examine on the revivability and future of the PSEs which also include proposals for joint venture formation/private sector participation on a case to case basis.

[English]

New Hijack Policy

249. SHRI P. MOHAN:

SHRI G. KARUNAKARA REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government has evolved a 'New Hijack Policy';
- (b) if so, the salient features thereof; and
- (c) the time by which it is likely to be announced and notified?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. The Policy is Contingency Plan for handling aircraft hijack situation.

- (b) Salient features of the Plan inter-alia include:—
 - (i) A clearly defined policy and decision making system.
 - (ii) Clear definition of the roles of different Government agencies with their own sub-plans.
 - (iii) An institutionalized system for instantaneous hands on response at the airport level.
 - (iv) A well designed system for flow of information and communication both internally for decision making and externally for the media and friends/relatives of the affected passengers/functionaries.
- (c) The Cabinet Committee on Security (CCS) has approved the Contingency Plan in August, 2005 and the same has been circulated to all concerned agencies for implementation.

[Translation]

**Irregularities and Adulteration in
Petrol Pumps**

- 250. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI HARIKEWAL PRASAD:
SHRI G.M. SIDDESWARA:

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

- (a) whether the Government is aware that a large

number of petrol pump owners and kerosene dealers in the country are indulging in the irregularities;

(b) if so, the number of dealers who have been punished during each of the last two years for this act;

(c) whether a number of dealers of kerosene oil are also selling it at a higher rate in comparison to the rates prescribed by the Government; and

(d) if so, the number of such dealers detected during the last two years and the action taken against them?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel.

(b) During the last two years, the Public Sector Oil Marketing Companies (OMCs) have taken action against the following number of dealers for indulging in various irregularities/malpractices:—

Dealer	2003-04	2004-05
Retail Outlets	777	612
SKO	1	4

(c) and (d) While the OMCs have not reported any case of SKO dealer indulging in selling of kerosene at higher rate than the rates prescribed by the Government during the last two years, with a view to ensuring that subsidized PDS kerosene is made available to the consumers at the right price and is not diverted for unintended use, the Government has launched a pilot project "Jan Kerosene Pariyojna" in 420 blocks in the country effective 2-10-2005. The pilot project will be implemented for a period of six months and based on experience gained it would be considered for scaling-up to cover the whole country later.

*[English]***Unmanned Aerial Vehicles**

251. SHRIMATI NIVEDITA MANE:

SHRI ASHOK KUMAR RAWAT:

SHRI EKNATH MAHADEO GAIKWAD:

SHRI KISHANBHAI V. PATEL:

SHRI KIRTI VARDHAN SINGH:

SHRI MUNSHI RAM:

PROF. MAHADEORAO SHIWANKAR:

SHRI KAILASH MEGHWAL:

SHRI SHISHUPAL N. PATLE:

SHRI NARENDRA KUMAR KUSHAWAHA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to acquire indigenous 'Nishant' Unmanned Aerial Vehicles (UAVs) for Armed Forces;

(b) if so, the details thereof;

(c) the expenditure likely to be incurred thereon;

(d) the time by which it is likely to be acquired;

(e) whether there is also any proposal to procure UAVs from other countries; and

(f) if so, the details thereof?

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

(b) and (c) Supply order for Unmanned Aerial Vehicles (UAVs) has been placed on Aeronautical Development Establishment, Bangalore, at a total cost of Rs. 234.59 crores.

(d) Four UAVs will be supplied within 24 months and thereafter confirmatory trials/evaluation will be done for six months. The remaining quantity will be supplied within 24 months after the clearance/successful completion of confirmatory trials.

(e) and (f) High Altitude long duration UAVs not yet developed in the country are under consideration for procurement ex import.

FDI in Defence Sector

252. SHRI M. SREENIVASULU REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has allowed foreign direct investment (FDI) in the defence sector; and

(b) if so, the areas identified for FDI in this sector?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): (a) Yes, Sir.

(b) The Defence Industry Sector is open upto 100% for Indian Private Sector participation with FDI permissible upto 26%, both subject to licensing.

*[Translation]***Running of Locomotives by Diesel Mixed with Jatropha Oil**

253. SHRI RASHEED MASOOD:

SHRI E.G. SUGAVANAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has achieved success in running locomotives by diesel mixed with Jatropha oil;

(b) if so, the details thereof;

(c) whether the Government is encouraging to cultivate Jatropha plants on its surplus land; and

(d) if so, the area of the land on which these plants are likely to be cultivated?

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

(b) Successful field trials have been carried out by

using 10% blend of bio-diesel on Jan Shatabdi Express between Lucknow and Allahabad as against earlier trial conducted with 5% blend on Amritsar Shatabdi Express in December, 2002.

In addition to the above Southern Railway operates 4 Diesel/Electric Multiple Units (DEMU) and 2 Metre Gauge (MG) locos for passenger service with 5% blending of bio-diesel. Southern Railway also runs about 25 road vehicles with a blend of bio-diesel.

(c) Yes, Sir.

(d) The area per se has not been quantified. Railways have planted about 75 lakh saplings of *Jatropha Curcas* in last two years. 60 lakh more saplings of *Jatropha Curcas* are planned for plantation in the current year i.e. 2005-06.

[English]

Commercial Use of Domestic LPG Cylinders

254. SHRI P. MOHAN:

SHRI UDAY SINGH:

SHRI ADHIR CHOWDHURY:

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

(a) whether the Government is planning new marketing strategy for distribution of Liquefied Petroleum Gas (LPG) cylinders;

(b) if so, the details thereof;

(c) whether the Government is aware that domestic LPG cylinders are being diverted for commercial purposes and to check such diversion by oil companies have proved futile; and

(d) if so, the extent to which the new marketing strategy for distribution of LPG cylinders would check such diversion of LPG cylinders for commercial purposes?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MAN SHANKAR AIYAR): (a) to (d) At present, there are two categories of packed LPG cylinders, i.e. 14.2 kg. cylinder used for domestic LPG which is subsidized and 19 kg cylinder for commercial use at market price. As on 1-10-2005, the Oil Marketing Companies (OMCs) have given 8.72 crore number of connections for domestic LPG covering about 45% of the total population. As regards commercial cylinders, the same are marketed as per the requirement. While the Government/OMCs are not planning any new marketing strategy for distribution of LPG cylinders, due to product shortage from September 2005, largely on account of non-materialization of some additional LPG imports planned by OMCs and shutdown of Reliance Industries Limited (RIL)'s Refinery from October 2005, the OMCs have restricted the release of new connections. The position is being closely monitored by the Government and a composite task force of OMCs has been set up to undertake measures for both import and inventory management. While, at the macro level the country-wide backlog is only around 1.5% of the average monthly requirement of around 900 TMT (Thousand Metric Tonne) of LPG, at micro level, the backlog might vary from the market to market on account of operational issues. The situation is expected to normalize by the end of November, 2005 after the restoration of production of RIL's Refinery and the release of new connections by OMCs is likely to be resumed from 1st December, 2005.

The following measures have been taken to prevent the diversion of domestic LPG cylinders for commercial purposes:—

- (i) Under the LPG (Regulation of Supply and Distribution) Order, 2000 promulgated under the Essential Commodities Act, 1955 the diversion of domestic LPG cylinders for commercial purposes by the distributors of OMCs is prohibited. The State Governments are empowered to take action against erring distributors under the provisions of this Order.

(ii) As per the Marketing Discipline Guidelines (MDG) for LPG distributors, in case of establishment of any diversion of domestic LPG cylinder for commercial purposes, the following action is taken against the distributor:—

- (a) Fine of Rs. 20,000 plus the price of LPG diverted at commercial rates for 1st offence.
- (b) Fine of Rs. 50,000 plus the price of LPG diverted at commercial rates for 2nd offence; and
- (c) Termination of the distributorship for 3rd offence.

(iii) The officials of OMCs carry out random checks at distributor's godown, delivery point as well as enroute to ensure that no diversion takes place. Action against the erring distributor is taken in terms of MDG/or Distributorship Agreement.

Modernisation of Sindhugosh Submarine

255. SHRI KAMLA PRASAD RAWAT: Will the Minister of DEFENCE be pleased to state:

- (a) whether INS Sindhugosh, Kilo-class submarine has been modernized in Russia recently;
- (b) if so, whether sailors of Indian Navy are receiving any training in that country;
- (c) if so, the details thereof;
- (d) whether India is capable to manufacture such submarines indigenously; and
- (e) if so, the details thereof?

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

(b) and (c) Indian Naval Personnel received training in Russia in February, 2005 for the modernized equipment of Indian Naval Ship Sindhugosh.

(d) and (e) The Government of India has approved a plan envisaging indigenous construction of 24 submarines in two phases:—

- (i) Construction of 12 submarines in Phase I (2000-2010).
- (ii) Construction of 12 submarines in Phase II (2013-2030).

Restructuring of Loss Making CPSES

256. SHRI VIRENDRA KUMAR:

SHRI BASU DEB ACHARIA:

SHRI AJIT JOGI:

SHRI CHANDRAKANT KHAIRE:

SHRI MAHBOOB ZAHEDI:

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

(a) whether the Government has a proposal to restructure some of the loss making Central Public Sector Enterprises;

(b) if so, he details thereof;

(c) whether any steps have been taken in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) and (b) The National Common Minimum Programme stipulates that while every effort will be made to modernize and restructure sick public sector companies and revive sick industry, chronically loss-making companies will either be sold-off, or closed, after all workers have got their legitimate dues and compensation.

(c) and (d) The Government in December, 2004 has set up a Board for Reconstruction of Public Sector Enterprises (BRPSE) for consideration of restructuring/

revival of Central Public Sector Enterprises (CPSEs). Concerned administrative Ministries/Departments prepare enterprise specific revival packages for consideration of BRPSE. BRPSE has given its recommendations in respect of 23 CPSEs. The administrative Ministries/

Departments are responsible for obtaining the approval of the competent authority, based on the recommendations of the BRPSE. Competent authority has approved revival proposals of 7 CPSEs. The details are given in the enclosed statements I and II respectively.

Statement-I

List of CPSEs whose revival/rehabilitation or closure/winding up proposals have been cleared by BRPSE

Sl. No.	Name of the CPSE	Name of the Ministry/Department
1	2	3
1.	Hindustan Salts Ltd.	Department of Heavy Industry
2.	Bridge and Roof Co. (India) Ltd.	Department of Heavy Industry
3.	BBJ Construction Co. Ltd.	Department of Heavy Industry
4.	Tyre Corporation of India Ltd.	Department of Heavy Industry
5.	British India Corporation Ltd.	Ministry of Textiles
6.	National Textiles Corporation Ltd. and its subsidiaries	Ministry of Textiles
7.	Madras Fertilizers Ltd.	Department of Fertilizers
8.	HMT Bearings Ltd.	Department of Heavy Industry
9.	Praga Tools Ltd.	Department of Heavy Industry
10.	Braithwaite and Company Ltd.	Department of Heavy Industry
11.	NEPA Ltd.	Department of Heavy Industry
12.	Richardson and Cruddas Ltd.	Department of Heavy Industry
13.	Central Inland Water Transport Corporation Ltd.	Department of Shipping
14.	Tungabhadra Steel Products Ltd.	Department of Heavy Industry
15.	Bharat Wagon and Engineering Co. Ltd.	Department of Heavy Industry
16.	Bharat Pumps and Compressors Ltd.	Department of Heavy Industry
17.	Hindustan Antibiotics Ltd.	Department of Chemicals and Petrochemicals

1	2	3
18.	Eastern Coalfields Ltd.	Ministry of Coal
19.	Cement Corporation of India Ltd.	Department of Heavy Industry
20.	Bharat Ophthalmic Glass Ltd.	Department of Heavy Industry
21.	HMT Machine Tools Ltd.	Department of Heavy Industry
22.	Heavy Engineering Corporation Ltd.	Department of Heavy Industry
23.	Hindustan Organic Chemicals Ltd.	Department of Chemicals and Petrochemicals

Statement-II

List of CPSEs whose revival/rehabilitation packages have been approved by the Competent authority based on the recommendations of the BRPSE

Sl. No.	Name of the CPSE	Name of the Ministry/Department
1.	Hindustan Salts Ltd.	Department of Heavy Industry
2.	Bridge and Roof Co. (India) Ltd.	Department of Heavy Industry
3.	BBJ Construction Co. Ltd.	Department of Heavy Industry
4.	British India Corporation Ltd.	Ministry of Textiles
5.	National Textiles Corporation Ltd. and its subsidiaries	Ministry of Textiles
6.	HMT Bearings Ltd.	Department of Heavy Industry
7.	Praga Tools Ltd.	Department of Heavy Industry

Rail Freight Corridors

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

(a) whether any feasibility study of the proposed dedicated rail freight corridors on Delhi-Mumbai and Delhi-Howrah routes have been conducted;

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

(c) the follow-up action taken thereon?

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

Study on these Corridors is, however, in hand by a Consultant Rail India Technical and Engineering Services (RITES) and a Report is expected by January, 2006.

(b) and (c) Do not arise.

Bokajan Unit of CCI

258. SHRI SARBANANDA SONOWAL:

DR. ARUN KUMAR SARMA:

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

(a) whether the Government has received any proposal from the Government of Assam as well as North East Members of Parliament (MPs) Forum for de-linking Bokajan unit of Cement Corporation of India (CCI) from the proposed disinvestments and allowing it to function as an independent Public Sector Undertaking (PSU);

(b) if so, the details thereof; and

(c) the decision taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) to (c) A suggestion was received from the Government of Assam and from the North East Members of Parliament Forum to make Bokajan Unit of Cement Corporation of India Ltd. (CCI) a separate Public Sector Enterprises. Subsequently, the Government of Assam was offered to take over Bokajan Unit but it expressed its inability on the ground that it did not have sufficient resources to take over liabilities and undertake its further development. Recent on the direction of the BIFR, a Draft Rehabilitation Scheme (DRS) for CCI as a whole, which envisages expansion of Bokajan Unit, has been prepared by the Operating Agency.

[Translation]

Custody of Seized Antique Idols/Statues

259. SHRI M. ANJAN KUMAR YADAV:
SHRI HARIKEWAL PRASAD:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware that valuable antique idols/statues seized during the raids conducted by CBI are not kept properly; and

(b) if so, the steps taken by the Government to hand over these idols/statues to the Archaeological Survey of India for their proper conservation and protection?

THE MINISTER OF CULTURE AND MINISTER OF URBAN RURAL DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The valuable antique idols/statues seized during raids carried out by CBI are properly kept and preserved in the CBI Malkhana.

(b) As explained earlier the antiquities are maintained with due care. The matter of their preservation and care was also discussed with agencies like National Museum, National Gallery of Modern Art (NGMA) and the ASI. For want of adequate space these could not be taken over by the National Museum or the NGMA and this matter will be reviewed after the expansion of the Museum.

[English]

Congestion at Airports

260. SHRI BALASHOWRY VALLABHANENI:
SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI S.K. KHARVENTHAN:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken any measures to overhaul the Air Traffic Control system to reduce congestion at the airports, particularly in Delhi and Mumbai;

(b) if so, the details thereof; and

(c) the present status of CAT III instrument landing system at Indira Gandhi International Airport and the time by which it is likely to be made operational?

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

(b) Various measures undertaken by Airports Authority of India (AAI) to reduce the air traffic congestion at Delhi and Mumbai airports include: establishment of Clearance Delivery Position to enable pilots to expedite departures; introduction of Auto Release procedures to

release the departures on standard routes upto a certain height for expeditious departures; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; upgradation of Air Traffic Control Automation System and installation of Advanced Surface Movement Guidance and Control System at Delhi Airport. Besides, in order to reduce congestion in air, AAI has planned to introduce a system of Air Traffic Flow Management so as to enable the departures from airports other than Delhi and Mumbai being controlled/released at definite times.

(c) Cat-III A Instrument Landing System is already operational at Indira Gandhi International Airport. Cat-III B upgradation is underway.

[Translation]

Operation of Closed Airports

261. SHRI PANKAJ CHOWDHARY:

SHRI ASHOK KUMAR RAWAT:

PROF. MAHADEORAO SHIWANKAR:

SHRI SHISHUPAL PATLE:

SHRI NARENDRA KUMAR KUSHAWAHA:

SHRI MUNSHI RAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has invited the industrialists of the country to re-start the closed airports;

(b) if so, the details thereof;

(c) the response of the industrialists in this regard; and

(d) the further action proposed to be taken by the Government in the matter?

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

(b) to (d) Do not arise.

High Speed Train Project

262. SHRI ASHOK KUMAR RAWAT:

SHRI SHISHUPAL PATLE:

SHRI NARENDRA KUMAR KUSHAWAHA:

SHRI MUNSHI RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether irregularities have come to the notice of the Government in the construction of fencing work of the High Speed Train Project between Delhi-Agra as reported in the 'Rashtriya Sahara' dated August 29, 2005;

(b) if so, the facts thereof;

(c) whether any inquiry has been conducted into the matter;

(d) if so, the outcome thereof; and

(e) the follow-up action taken thereon?

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

(b) The case was of over payment to the contractor.

(c) Yes, Sir. The case has been handed over to the Vigilance Organization of Northern Railway to investigate into the matter.

(d) The case is under investigation by the Vigilance Department.

(e) Action shall be taken after the report is received from vigilance department.

[English]

Railway Projects in Southern Railways

263. SHRI M. APPADURAI:

SHRIMATI C.S. SUJATHA:

SHRI KINJARAPU YERRANNAIDU:

SHRI DHANUSKODI R. ATHITHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of Railway projects pending under the Southern Railways;

(b) the reasons for delay in executing these projects; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Pending projects are considered as those projects which have been included in the budget but clearances are awaited. No such project is pending in Southern Railway. However, 04 new line, 07 gauge conversion, 14 doubling and 02 electrification projects are in progress in Southern Railway. These projects are in various stages of progress and are being progressed as per availability of resources. Gauge conversion of Manamadurai-Mandapam (96 kms.), Kumbakonam-Mayiladuturai (32 kms.), Tiruchchirappalli-Pudukottai (52 kms.), Vridhachalam-Attur (83 kms.) and Quilon-Punalur (45 kms.), doubling of Pallipuram-Shoranur (21 kms.) and Korukkupet-Ennore (12 kms.) and electrification of Paravur-Trivandrum (52 kms.) and Villupuram-Pondicherry (38 kms.) are targeted for completion during 2005-06.

Looting of Passengers

264. SHRI ANANDRAO VITHOBA ADSUL:

SHRI RAVI PRAKASH VERMA:

SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware that some GRP men looted passengers of North-East Express as appearing in the 'Times of India' dated October 26, 2005;

(b) if so, the details of the incident;

(c) the number of passengers injured in the said incident; and

(d) the action taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. On 25-10-2005, three train escorting personnel of Government Railway Police (GRP)/Tundla looted the passengers of General Second Class in Coach No. 3117-ANF of Train No. 2506 Dn. (North-East Express) in between Tundla and Kaurara Railway Station after beating the passengers. Later on, the train was stopped by the affected passengers. 03 GRP personnel were arrested by Civil Police, Sirsaganj and the case transferred to Government Railway Police/Tundla.

(c) No, Sir. No passenger was injured in this incident.

(d) All the 03 Government Railway Police personnel have been placed under suspension. A case has been registered against the 03 Government Railway Police personnel under Crime No. 47/05, under Section 394 IPC at Government Railway Police Station, Tundla, Uttar Pradesh. Station Officer, GRP/Ferozabad has been nominated as the Investigating Officer.

[Translation]

Withdrawal of Army from Siachen

265. SHRI HARIBHAU RATHOD:

SHRI RAM SINGH KASWAN:

SHRI N. JANARDHANA REDDY:

SHRIMATI KIRAN MAHESHWARI:

Will the Minister of DEFENCE be pleased to state:

(a) whether India and Pakistan have reached an agreement for withdrawal of troops from their present positions in the Siachen Glacier;

(b) if so, the details of the modalities worked out and signed;

(c) whether there are certain areas on which differences still persist; and

(d) if so, the efforts made or being made to iron out the differences or narrow them?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) Talks between India and Pakistan to discuss Siachen issue under the Composite Dialogue Framework were held in Islamabad in May, 2005. The two sides held frank and constructive discussions with a view to taking the process forward. They expressed satisfaction at the ceasefire in place since November, 2003 and agreed to its continuation. It was agreed by the two sides to continue discussions to resolve the Siachen issue in a peaceful manner.

Profits of ONGC

266. SHRI RAMJI LAL SUMAN:

SHRI RAJIV RANJAN SINGH "LALAN":

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

(a) the profit/loss position of Oil and Natural Gas Corporation (ONGC) during the first half of 2005-06 with comparative figure of the previous year of the same period;

(b) the quantity of the crude oil produced by the company during the first halves of said years; separately; and

(c) the rates at which it was sold during respective periods, separately?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) The details are given in the Table below:—

Particulars	Period	
	April-Sept., 2005	April-Sept., 2004
1	2	3
Profit after tax (Rs. crores)	7457.13	5692.07

1	2	3
Oil production from ONGC operated fields (MMT)	12.291	13.282
Weighted average price realization of crude oil (Rs./MT)	14,157.22	12,539.63

[English]

Indo-Japan Co-operation in Petroleum Sector

267. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the India and Japan have signed an agreement of co-operation in petroleum sector;

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

(c) the achievements for oil sector made during recent visit of Petroleum and Natural Gas Minister to Japan and Russia, particularly in regard to Sikhalin reserves?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) During the visit of Minister of Petroleum and Natural Gas to Japan and Russia in February, 2005, discussions were held at the Ministerial, official and commercial levels about areas of collaboration between the two countries in the hydrocarbon sector. A Joint Statement was signed by the Minister of Petroleum and Natural Gas with the Minister of Economy, Trade and Industry, Japan in Tokyo on 21st September, 2005 identifying an action plan for cooperation between the two countries. A copy of the Joint Statement is enclosed.

As regards Russia, comprehensive bilateral discussions were held with the Russian side. ONGC made a proposal for conversion of the entire 8 BCM gas from

Sakhalin I to LNG in order to derive maximum value from the project. Rosneft also evinced interest in widening collaboration with ONGC in this project and other E and P opportunities arising in Russia as well as in third countries.

Joint Statement

1. H.E. Shri Mani Shankar Aiyar, Minister of Petroleum and Natural Gas of India and, H.E. Mr. Shoichi Nakagawa, Minister of Economy, Trade and Industry of Japan, held a meeting in Tokyo on Thursday, 29 September 2005 with a view to accelerating, deepening and widening cooperation between India and Japan in the hydrocarbons sector.

The two Ministers recalled their very fruitful initial meeting in New Delhi in January 2005. They also noted that the visit of India by H.E. Prime Minister Junichiro Koizumi in April 2005 had placed the Indo-Japanese energy dialogue in the larger context of the evolving Japan-India Global Partnership which aims at "promoting the vision of an Asian Economic Community as an Arc of Advantage and Prosperity". They noted with satisfaction that in pursuit of the Eight-fold Initiative launched by the Prime Ministers of the two countries, in particular paragraph 18 thereof relating to the hydrocarbons and energy sector, the inaugural meeting of the Working Group on cooperation in oil and gas had laid sound foundations for further practical work on the ground. The two Ministers stressed the need for expeditious implementation of the recommendations of the Working Group and shared the view that the Working Group would meet at least twice during 2006 to give further impetus to the process of cooperation and the Ministers meet at least once next year to keep the proceedings of the Working Group under Ministerial review.

2. The Indian Minister conveyed to his Japanese counterpart the importance attached by India to expanding its knowledge-base in geology and geophysics and in the area of exploration and production in the country, and sought Japanese cooperation in promoting these

capabilities in India. The two Ministers expressed their intention that in addition to scientific and technological cooperation in oil and gas, their mutual R and D cooperation would extend to related areas of energy such as coal bed methane, underground coal gasification and other unconventional fuels such as hydrogen, bio-fuels and as hydrates and shared the view that relevant research and academic institutions in both countries should be encouraged and facilitated to network with each other to promote greater mutual understanding of the global political economy in the hydrocarbons sector.

3. The two Ministers expressed their determination to pursue the following Plan of Action:—

- (i) Encouraging Japanese Companies with such assistance as possible from the Japan Oil and Gas Metals National Cooperation (JOGMEC) to develop Exploration and Production (E and P) opportunities in India, including, but not limited to services and technology areas;
- (ii) exchange of information and experience on commercial and strategic stockpiling of crude oil;
- (iii) promoting Japanese-Indian ventures in the E and P sector in third countries: in this context, they will explore the prospects of such cooperation in Canada, Australia, West Asia (Middle East), West and Central Africa, Russia (including Sakhalin) and Central and South East Asia, taking into account the increasing tendency by the oil and gas producing countries to pursue broader economic ties with investing countries. Bearing these possibilities in mind, they welcomed the pursuit of a possible Memorandum of Understanding between ONGC Videsh Limited (OVL) and JOGMEC;
- (iv) examining the possibility of "swap" arrangements based on the convenience of geographical proximity;

- (v) promoting cooperation in heavy oils amongst entities of both countries;
- (vi) coordinating and mutually reinforcing R and D in gas hydrates through encouraging cooperation between the Indian Directorate General of Hydrocarbons and their Japanese counterpart, as well as cooperation between GAIL India and counterpart Japanese industries for the transportation of gas as synthetic hydrates, including examining the feasibility of transportation from isolated marginal fields; and
- (vii) undertaking joint research and study between a Japanese organization and counterpart Indian organizations such as the Petroleum Planning and Analysis Cell (PPAC), the Energy and Research Institute, New Delhi (TERI) and the University of Petroleum and Energy Studies, Dehra Dun, on developing an Asian crude oil and petroleum products market and measures to stabilize the Asian oil market.

4. The two Ministers noted the importance of investment in each other's countries in the hydrocarbons and related sectors. In this context, noting the significant advances made by India in the export of petroleum products, the Indian Minister invited the Japanese Minister to consider promoting investment in India in export-oriented refineries in India as well as in such projects as the development of a petrochemicals hub at Haldia.

5. Bearing in mind that energy conservation and energy efficiency are important elements in the promotion of the energy interests of the two countries, and, keeping in view of Japan's impressive record in these fields, the two countries shared the view that cooperation and networking are essential between the relevant institutions of the two countries, in the public, quasi-public and private sectors. They expressed their intention to work together to promote integrated energy conservation and energy efficiencies in India through the ESCO (Energy Service Companies) model. The Petroleum Conservation and Research Association (PCRA) of India has been

nominated by the Indian Minister as the nodal agency to work with its counterpart Japanese institutions for this purpose.

The two Ministers stressed the importance of energy security as a crucial component of international peace and security. While underlining the need for exchange of information and coordination of positions in all international fora dealing with energy-related issues including energy security, the two Ministers stressed the importance of the International Energy Forum (IEF) as a platform to promote global cooperation and dialogue, and directed their delegations to coordinate closely with each other to pursue the interests of both countries through the preparation of joint studies and to work together for the success of the IEF Ministerial Conference in Doha in April 2006.

7. Highlighting the key importance of the paradigm shift in global oil trade which has seen Asia emerging as both the principal source of hydrocarbons and the fastest growing region in demand for crude oil and gas, the two Ministers shared their views that the outcome of the study as set out in paragraph 3, (vii) above would be a valuable asset to be shared with IEF member countries.

8. The two Ministers also noted the importance of exchange of information between the two countries in regard to LNG imports, particularly with respect to the need for flexibility in contractual obligations pertaining to quantity and price.

9. The Indian Minister reiterated to his Japanese counterpart his invitation to the Japanese Minister to visit India to attend the Round Table of North and Central Asian oil-producing countries with the Ministers of major Asian oil-consuming countries, including Japan. This Round Table is scheduled to be held in New Delhi on 25 November, 2005. The Japanese Minister, expressing his thanks to the Indian Minister for the valuable intra-Asian dialogue initiated at the Round Table in New Delhi in January 2005, confirmed Japanese participation at the forthcoming conference and said that he would positively examine the possibility of making it at Ministerial-level.

10. The Indian Minister conveyed his deep gratitude to his Japanese counterpart for the courtesy and hospitality extended to him and his delegation during his short visit to Tokyo. The Japanese Minister invited the Indian Minister to make a longer visit to Japan after the November Round Table in New Delhi so that various aspects of bilateral cooperation in the hydrocarbons and related sectors could be examined in greater detail. The Indian Minister accepted this gracious invitation. It was noted that the dates of the visit would be finalized through diplomatic channels.

Tokyos

29 September, 2005

Sd/-

(Mani Shankar Aiyar)
Minister of Petroleum
and Natural Gas,
India

Sd/-

(Shoichi Nakagawa)
Minister of Economy,
Trade and Industry,
Japan

[Translation]

Rights to Gram Samities

268. SHRI MAHAVIR BHAGORA: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the provisions of Panchayats (Extension to the Scheduled Areas) Act, 1996 has any provision to confer the rights upon Gram Samities regarding small forest-products;

(b) if so, the details thereof;

(c) whether according to the provisions of said Act, the State Governments have formulated their Acts; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes, Sir. Section 4(m)

(ii) of the Panchayats (Extension to the Scheduled Areas) Act, 1996 provides that:—

While endowing Panchayats in the Scheduled Areas with such powers and authority as may be necessary to enable them to function as institutions of self-government, a State Legislature shall ensure that the Panchayats at the appropriate level and the Gram Sabha are endowed specifically with:—

— the ownership of minor forest produce.

(c) Sir, only partially.

(i) Except for the States of Gujarat and Orissa, no other State Government has till date oriented their Panchayati Raj Acts relating to the ownership of Minor Forest Produce, in consonance with Section 4(m) (ii) of the Panchayats (Extension to the Scheduled Areas) Act, 1996, (PESA).

(ii) Section 108(5) (a) of the Gujarat Panchayats Act of 1993 confers the right to ownership of Minor Forest Produce to Gram Panchayats and provides that the sale proceeds of Minor Forest Produce shall be paid into and form part of the village fund. Similarly, Section 44(2)(b) of the Orissa Gram Panchayat Act conforms to Section 4(m) (ii) of the Panchayats (Extension to the Scheduled Areas) Act, 1996. In Orissa as per the new policy, 68 (sixty eight) items have been specified as Minor Forest Produce (MFP). Ownership over these items has been transferred to Gram Panchayats, though MFP growing in Reserve Forests, Sanctuaries and National Parks is exempted. Again, Kendu Leaf, Sal-seeds and Bamboo have not been included in the list of MFP. The subject Act of the state of Gujarat has no separate provision regarding conferment of ownership rights in respect of Minor Forest Produce to Panchayats.

(d) The Union Government have taken several steps in this regard, prominent among these being:—

(i) Communications have regularly been sent to the State Governments. The latest communications were issued on 26-10-2005 to the Chief

Secretaries of the nine PESA States to get their laws amended so as to ensure conformity with this Act.

- (ii) Cabinet Secretary presided over a meeting of the Committee of Secretaries on 08-11-2005 wherein implementation of the Act was reviewed and discussed.
- (iii) A study has been commissioned for the assistance of State Governments wherein model guidelines and draft amendments to state Panchayati Raj Acts and subject Acts are being formulated in conformity with PESA legislation.

[English]

Setting up of Airport at Gandhinagar

269. SHRI DEVIDAS PINGLE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government has any proposal to set up Domestic Airport at Gandhinagar;
- (b) if so, the details thereof;
- (c) the infrastructure connected therewith and the estimated cost thereof;
- (d) the time by which the said airport is likely to be set up?

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

- (b) to (d) do not arise.

Discrimination against Military Nursing Officers

270. DR. K.S. MANOJ: Will the Minister of DEFENCE be pleased to state:

- (a) whether it has come to the notice of the Government about the discrimination against the Military Nursing Servicing (MNS) officers in the defence force;
- (b) if so, the details thereof;

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

(d) whether any amendment pertaining to the status and privileges of the MNS officers has been made; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) There is no discrimination against Military Nursing Service Officers. A Committee was constituted by the Chief of Army Staff (COAS) to examine the grievances of the Military Nursing Service (MNS) officers. The Committee included the senior most officer of MNS cadre. The Committee in its report submitted to the COAS in July 2005, has made recommendations for improving the organizational structure and cadre management of MNS including redesignation of the MNS rank structure. No amendments pertaining to the status and privileges of the MNS officers have been made.

[Translation]

Railway Projects in Haryana

271. SHRI AVTAR SINGH BHADANA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new railway projects in Haryana and the surveys conducted in that regard alongwith the progress made so far in regard to completing these projects;

(b) the funds allocated for these projects so far and the amount spent, project-wise;

(c) whether the State Government has requested for a special package from the Union Government to complete these current projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The details of the on-going new line, gauge conversion and doubling railway projects falling partly/fully in Haryana, the progress made so far, expenditure incurred upto 31-03-2005, outlay provided during 2005-06 and target dates wherever fixed are given as under:—

(Rs. in crore)

Sl. No.	Name of Project	Expenditure incurred upto 31-03-2005	Budget outlay during 2005-06	Overall physical progress and target wherever fixed
1	2	3	4	5
New Lines				
1.	Chandigarh-Ludhiana	172.98	25.07	43% of the work completed. New line from Chandigarh upto Morinda is targeted for completion during 2005-06.
2.	Kalka-Parwanoo	0.15	0.01	State Government (Himachal Pradesh) has constituted a Committee to look into the technical constraint in the project. The Committee has submitted its recommendations to the State Government for dropping the work of Kalka-Parwanoo and instead take up construction of new line between Chandigarh and Baddi. Survey for Chandigarh-Baddi newline has been included in the Budget 2005-06.
3.	Rewari-Rohtak	0.41	2.00	Final location survey completed.
4.	Jind-Sonipat	0.24	3.00	Final location survey completed.
Gauge Conversion				
5.	Phulera-Marwar-Ahmedabad and Delhi-Rewari 2nd line	41.38	3.00	Phulera-Marwar-Ahmedabad gauge conversion work has been completed and commissioned. On Delhi-Rewari section, formation works have almost been completed. The work is targeted for completion during 2005-06.
6.	Rewari-Sadulpur including Sadulpur-Hissar	0.48	15.00	Soil investigation on all major bridges completed. Earthwork and bridge works have been taken up.
7.	Ajmer-Phulera, Ringus-Rewari	—	0.01	New work included in the Supplementary Budget 2005-06. This is under implementation by Rail Vikas Nigam Ltd.

1	2	3	4	5
Doubling				
8.	Rohtak-Jakhal	3.38	15.71	10% of the work completed. The work is targeted for completion by 31-03-2007.
9.	Palwal-Bhuteshwar 3rd line	—	0.01	New work included in the Supplementary Budget 2005-06. This is under implementation by Rail Vikas Nigam Ltd.

The details of surveys completed during the last three years falling partly/fully in Haryana are given as under:—

Sl. No.	Name of the project	Km.
New Lines		
1.	Rewari-Rohtak	81
2.	Chandigarh-Dehradun via Jagadhari	217
3.	Kaithal-Yamuna Nagar via Karnal	128
4.	Rewari-Bahadurgarh via Jhajjar	77
5.	Rewari-Bhiwadi	27
6.	Abohar-Tohana via Bhuna and Fatehabad	207
7.	Rohtak-Hissar via Meham and Hansi	68
Doubling		
8.	Ambala Cantt.-Sirhind 3rd line	53
9.	Tughlakabad-Palwal 4th line	39
10.	Ambala Cantt.-Chandigarh	45
11.	Palwal-Bhuteshwar 3rd line	81
12.	Jakhal-Bathinda	98
Gauge Conversion		
13.	Rewari-Ringus-Phulera-Ajmer.	294

(c) No such request has been received in the Ministry.

(d) Does not arise.

[English]

Pilot Training Institutes

272. SHRI K.S. RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Delhi Flying Club was closed down for training of Pilots;

(b) if so, the reasons therefor; and

(c) the measures taken/are being taken to establish Pilot Training Institutes in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Ministry of Home Affairs has decided that no flying activities from/to Safdarjung Airport, New Delhi can be undertaken due to present security scenario. Therefore, the Delhi Flying Club is not undertaking training of pilots.

(c) The infrastructure at Indira Gandhi Rashtriya Uran Akademi (IGRUA) has been reviewed for upgradation and modernisation to increase the number of trainees in Commercial Pilot Licence (CPL) course from present 40 trainees to 100 trainees. Another Flying Training Institute is proposed at Gondla, Maharashtra to complement the efforts of IGRUA.

[Translation]

Production of Oil in Bombay High

273. SHRI RAGHURAJ SINGH SHAKYA:

DR. K. DHANARAJU:

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

(a) whether after the fire accident at Oil and Natural Gas Corporation's Bombay High platform the production level could not be restored to its earlier level by now;

(b) if so, the reasons therefor;

(c) the details of the present production and the production prior to fire incident; and

(d) the efforts being made to bring the production level at earlier level?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The gas production/sales from the North Field has been restored to the pre-accident level. 70% of the oil production was restored within a month's time.

(b) Production from North Field was totally stopped after the accident as oil pumping facilities to Uran Terminal at MHN Process Platform were not available after the accident. Though oil production from some platforms which were connected to MHN platform has been restored through alternative routes/modifications, some platforms connected to MHN have still not been put back on production owing to non-availability of the required processing/evacuation facilities.

(c) The oil production rate from Mumbai High field prior to the accident was 2,61,000 barrels of oil per day (BOPD) and Gas sales Ex-Uran were 10.5 million standard cubic meters per day (MMSCMD). After the accident, oil production came down to a level of approx. 1,42,000 BOPD and Gas sales Ex-Uran to 6.1 MMSCMD. As a result of various measures and initiatives undertaken

to restore production, oil production and Gas sales Ex-Uran have been increased to a level of approx. 2,18,000 to 2,20,000 BOPD and 10 to 10.5 MMSCMD respectively.

(d) Several short-term, medium-term and long-term measures have been initiated by ONGC for restoring production from North Field, which include the following:—

- Alternative routes/modifications to divert production from some of the platforms connected to MHN.
- Alternative pumping facility at NQ Platform.
- Revival of Process Facilities at NA.
- Diversion of N1-N2 Platform.
- Constitution of a multi-disciplinary task force to work out a feasibility plan for placing a new facility by way of restoring/replacing the original MHN Platform.

Probe into Collapse of Bridge

274. SHRI SHISHUPAL PATLE:

SHRI MUNSHI RAM:

SHRI ASHOK KUMAR RAWAT:

SHRI NARENDRA KUMAR KUSHAWAHA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has completed the probe into the accident took place on the bridge being constructed by the soldiers on the river Satluj in Kinnaur district of Himachal Pradesh;

(b) if so, the outcome thereof;

(c) the number of soldiers killed and injured in the above accident; and

(d) the steps taken/being taken by the Government to avoid recurrence of such accidents in future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) A Court of Inquiry (Col)

constituted by the Army to probe into the accident that took place on the bridge being constructed by the Army on the river Satluj in Kinnaur district of Himachal Pradesh has been completed. It has been found that the bridge collapse was the cumulative effect of the increase in the static load of the bridge, material failure and other quantifiable and non-quantifiable factors, which were beyond the control of the task force.

(c) 34 Army personnel were reported missing after the accident. Of these, bodies of 11 persons have been recovered and 23 persons are still missing.

(d) The Army have issued detailed guidelines on Measures to Prevent Accidents during Construction of Bailey Bridges to all concerned authorities to prevent recurrence of such accidents.

[English]

Involvement of Private Sector for Development of Airports

275. SHRI ASADUDDIN OWAIISI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has short listed 30 airports to be developed with the involvement of private sector;

(b) if so, the details thereof;

(c) the total cost involved in development of these airports; and

(d) the time by which the process of development of these airports is likely to be taken up?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Airports Authority of India (AAI) has drawn up a plan for phase-wise development of 35 tentatively selected non-metro airports. The Global Technical Advisor (GTA)/Indian Financial Consultant (IFC) have considered various options including Public Private Partnership for development of initially selected 10 Non-Metro Airports. The Joint Venture

for modernization and development of each Airport would be one of the options depending upon feasibility and availability of resources.

(b) 10 Non Metro Airports initially identified for first phase of development are Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai and Mangalore, 15 Non Metro Airports were later identified under Phase II. These 15 airports are Agatti, Aurangabad, Khajuraho, Rajkot, Vadodara, Bhopal, Indore, Nagpur, Vishakapatnam, Trichy, Bhubaneshwar, Coimbatore, Patna, Port Blair and Varanasi. It is also proposed to carry development of 10 more Non-Metro Airports which are Agartala, Dehradun, Imphal, Ranchi, Raipur, Agra, Chandigarh, Dimapur, Jammu and Pune.

(c) Based on Preliminary estimates, it is expected that an amount of Rs. 5000-5500 crores would be required for development of all the 35 Non-Metro Airports, excluding the landside development.

(d) The process of development of these airports is targeted to be completed in about five years.

[Translation]

Violation of Ceasefire by Pakistan

276. SHRI SANTOSH GANGWAR:

PROF. VIJAY KUMAR MALHOTRA:

SHRI DHANUSKODI R. ATHITHAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government had reached an agreement regarding ceasefire on Line of Control (LoC) with the Pakistan;

(b) if so, the details thereof;

(c) whether the Pak Rangers have violated the ceasefire in Sambha sector recently;

(d) if so, the details thereof;

(e) the loss of life and property suffered as a result thereof; and

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

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (f) A ceasefire between India and Pakistan has been effective along the Line of Control (LoC) since November, 2003. No violation of ceasefire by Pak Rangers has taken place in Sambha sector recently.

[English]

**New International Airport near
Vishakhapatnam**

277. SHRI A. SAI PRATHAP:

SHRI KINJARAPU YERRANNAIDU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any proposal for establishing a new International airport near Vishakhapatnam in Andhra Pradesh;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. No such proposal has been received by Airports Authority of India.

(b) and (c) Do not arise.

Infrastructure at Airports

278. SHRI RAVI PRAKASH VERMA:

SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian aviation has problem of poor infrastructure;

(b) if so, whether aviation infrastructure lags behind other nations;

(c) if so, whether the government's efforts have not kept pace with development;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to keep pace with the development?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) At some airports, the infrastructure development at air side and terminals have not kept pace with the traffic growth.

(c) to (e) Government, with a view to add capacity to meet the growing demands, has inter-alia taken the following steps:—(i) Restructuring and modernization of Delhi and Mumbai airports. (ii) Developing the tentatively selected 35 non-metro airports focusing on airside and city side development. (iii) Encouraging private sector to promote Greenfield airports and complement the efforts of Airports Authority of India (AAI) in the development of airport infrastructure in the country. Government has already approved setting up of Greenfield airports at Shamshabad near Hyderabad, Devanahalli near Bangalore and Mopa in Goa. (iv) Besides, AAI has initiated action to provide additional parking stands/expansion/upgradation of terminal buildings, runways, taxiways at many airports.

[Translation]

**Requirement of Gas to Ramgarh
Power Project**

279. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of gas being supplied to Ramgarh Gas based Power project;

(b) the additional quantity of gas demanded for operating the Ramgarh Gas based Power project; and

(c) the steps taken by the Government to supply required gas to Ramgarh Power Project?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Ramgarh Gas Thermal Power Project (RGTPP) requires around 1 to 1.2 MMSCMD of Gas to operate at full capacity. At present, as against an allocation of 0.75 MMSCMD of gas, the average supply in October, 2005 was around 0.73 MMSCMD.

Supply of gas to the project is made from the fields of Oil and Natural Gas Corporation Limited (ONGC) and Oil India Limited (OIL) in Jaisalmer, Rajasthan. The entire gas available from these fields, i.e., 0.75 MMSCMD, has been committed for supply to this project. Exploration activities have already been taken up in Rajasthan and, based on the success of exploration, fields will be developed to increase gas production.

Gas Pipelines

280. SHRIMATI KIRAN MAHESHWARI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to lay down gas pipelines in the country;

(b) if so, the details thereof; and

(c) the amount likely to be spent on the proposed gas pipeline by the Government?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Gas pipelines in the country have been laid and are being laid by the companies on commercial considerations. At present, GAIL, a public sector undertaking under the administrative control of this Ministry, is executing the Dahej-Uran pipeline and the Vijaipur-Kota pipeline projects. GAIL plans to implement various other pipeline projects for which the Detailed Feasibility Reports (DFRs) are under preparation. The Gas Transportation and Infrastructure Company Limited (GTICL) and Gujarat State Petroleum Corporation Limited (GSPCL) also propose to lay gas pipelines in the country.

The proposed gas pipeline projects as indicated above are projects of the companies concerned and therefore, do not involve expenditure by the Government.

[English]

OBCs in States

281. SHRI RUPCHAND MURMU: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the other backward classes (OBCs) of one State are not included in the list of OBCs in another State;

(b) if so, the reasons therefor;

(c) whether the Government proposes to instruct the State Government to provide all facilities to OBCs at par in all States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) Inclusion of Caste/Community in the State list of OBCs is the prerogative of the concerned State Government.

(c) No, Sir.

(d) Does not arise.

Asiatic Society of Mumbai

282. SHRI SURESH KURUP:

SHRIMATI P. SATHEEDEVI:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government has received any representation regarding recognition of Asiatic Society of Mumbai as an institution of national importance;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

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

(b) and (c) The proposal/representation for grant of status of an institution of national importance to the Asiatic Society of Mumbai has been received from the Asiatic Society of Mumbai as well as from the Asiatic Society of Mumbai Employees Union. There have been examined but not found to be feasible.

Appointment of Dealers

283. SHRI KISHANBHAI V. PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to give more powers to public sector oil and gas companies for appointment of dealers;

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

(c) the manner in which the Government will check misuse of powers by these companies?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Based on certain broad parameters already advised by the Government to the public sector oil marketing companies (OMCs), the latter have framed their guidelines for the selection/appointment of retail outlet dealerships, LPG distributorships and SKO-LDO dealerships, and have been making selections in terms of these guidelines. These guidelines, which are objective and transparent in nature, provide for a detailed procedure to be followed by the OMCs in making selection of dealers/distributors. The procedure includes selection of dealers/distributors by the selection committee of the OMC concerned on the basis of evaluation of the suitability of the candidates vis-a-vis certain laid down parameters. Further, the guidelines provide for a grievance redressal

mechanism and it is on the basis of this mechanism that complaints/grievances related to the selection of dealers/distributors is dealt with by the OMCs. As and when any complaint/representation is received by the Government against the selection/appointment of dealers/distributors, this is looked into and, if required, the OMC concerned takes appropriate remedial action.

Scheme for Community Radio Broadcasting

284. SHRI GANESH PRASAD SINGH:

SHRI ALOK KUMAR MEHTA:

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

(a) whether the Government has made any analysis regarding the functioning of scheme for community radio broadcasting stated by the Government for educational institutions;

(b) if so, the outcome thereof;

(c) whether any deficiency has been found in the scheme; and

(d) if so, the steps taken by the Government to remove the deficiencies?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (d) A workshop for designing an enabling framework for Community Radio in India was organized by the Government in association with UNDP and UNESCO on 5th and 6th May 2004. The issue of Community Radio was also discussed in the meeting of the Consultative Committee of the MPs attached to the Ministry of Information and Broadcasting on 23rd November 2004. The deliberations of both the workshop and the Consultative Committee meeting have been taken into account while formulating a revised policy on Community Radio which has been referred to the Group of Ministers by the Cabinet.

Requisition of Pilots

285. SHRI PRABODH PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has requisitioned pilots from a British firm on contract basis;

(b) if so, the reasons therefor;

(c) whether Air India has floated any tender in this regard;

(d) if not, the reasons therefor;

(e) whether Air India has violated Central Vigilance Commission regulations in this regard; and

(f) if so, the views of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Air India has recruited pilots on contract basis from the Irish firm.

(b) to (d) Air India is facing acute shortage of pilots. Therefore, a tender was floated and pilots were recruited from the agency shortlisted as per procedure. However, when adequate number of pilots were not available, and since there were many resignations of Air India pilots which directly affected Air India operations, the Management approved negotiations with three agencies who were capable of providing pilots. The Irish firm was selected as the agency capable of providing pilots at the same rate as approved in tender.

(e) No, Sir.

(f) Does not arise.

Bio-diesel Purchase Policy

286. SHRI B. MAHTAB:

SHRI REWATI RAMAN SINGH:

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

(a) whether the Government has formulated bio-diesel purchase policy;

(b) if so, the details thereof;

(c) whether Public Sector Oil Marketing Companies are legally bound to purchase bio-diesel at a specified cost;

(d) if so, the details thereof;

(e) whether quality control mechanism is in place to monitor the blending of bio-diesel; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes, Sir. The bio-diesel purchase policy, inter alia, identifies 20 purchase centres to be set up by public sector oil marketing companies at which the companies would purchase bio-diesel which satisfies the prescribed specifications under the Bureau of Indian Standards (BIS). The initial price at which the oil marketing companies would purchase bio-diesel is Rs. 25 per litre which may be reviewed by them every six months. Depending upon the felt need and preparedness, the oil companies could open more purchase centres. The policy will come into force on 1-1-2006, by which time it is expected that potential bio-diesel manufacturers would take steps to get themselves registered as authorized suppliers in terms of the parameters of the bio-diesel purchase policy.

(c) and (d) The Bio-diesel purchase policy is a statement of intent towards purchase of bio-diesel by the oil marketing companies. The oil companies have agreed to purchase bio-diesel that meets the specified BIS specifications at a specified price through the identified purchase centres.

(e) and (f) The purchase centres have been identified on the basis of availability of minimum testing facilities for bio-diesel and for blending in diesel to the extent of 5 per cent. Every consignment of bio-diesel would be tested for the following specifications:—

— Density @ 15 deg. C

- Kinematic Viscosity at 40 deg. C
- Flash Point
- Water Content
- Copper Corrosion
- Acid Value

**Contract for Exploration of Oil and
Gas In Cuba**

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

(a) whether Oil and Natural Gas Corporation (ONGC) Videsh Ltd. has secured a contract for exploration of seven oil and gas blocks in Cuba;

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

(c) the estimated investment required for the purpose; and

(d) the amount of oil and gas likely to be available therefrom?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) ONGC Videsh Limited (OVL) have acquired a 30% interest from Repsol-YPF in Blocks N25, N26, N27, N28, N29, N36 and part of N35 in Cuba offshore under the following terms and conditions:—

- Payment of US \$ 7.5 million towards past expenditure on the Blocks.
- Future expenditure to be shared on a pro-rata basis.

(c) OVL's share of estimated expenditure, including past expenses, would be about US \$ 32 million.

(d) The estimated reserves in the seven exploration blocks is 4,233 million barrels of oil.

Frequency of Trivandrum Rajdhani Express

288. SHRI S. AJAYA KUMAR:

SHRI P. KARUNAKARAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Hazrat Nizamuddin-Trivandrum Rajdhani Express is running only twice in a week despite the fact that it is one of the most profit making trains;

(b) if so, whether the Government is aware that advance booking for the said train is always remains full almost sixty days in advance especially during vacation and festival seasons as it is running via. Konkan Railway and connecting important cities like Baroda, Ratnagiri, Madgaon, Uduppi, Mangalore, Calicut, Cochin etc.;

(c) if so, whether thousands of students from North India studying in Manipal, Mangalore etc. for their higher studies is commuting by this train and facing difficulties to get a reservation as it running only two days in a week;

(d) if so, whether the Government is considering to run the train daily in view of the above facts; and

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

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

(b) and (c) The occupation of the train is generally full in 3 AC and 2 AC classes and some passengers may not get confirmed accomodation in these classes.

(d) and (e) Though it may be desirable, daily running of 2431/2432 Hazrat Nizamuddin-Trivandrum Rajdhani Express is not feasible, at present, due to operational and resource constraints.

[Translation]

Induction of Sukhoi-30

289. SHRI NARENDRA KUMAR KUSHAWAHA

SHRI MUNSHI RAM:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has inducted Sukhoi-30 multi-purpose fighter aircraft into the Indian Air Force;

(b) if so, whether there has been any delay in the procurement of these aircraft;

(c) if so, the reasons therefor;

(d) whether the work relating to upgradation of these aircraft has been completed; and

(e) if not, the reasons therefor?

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

(b) and (c) The delay in procurement of the aircraft is mainly due to the fact that the Su-30 MKI project is one of the most complex projects, where the Russian, Western and the Indian systems are being integrated.

(d) and (e) The upgrade programme was envisaged after the delivery of Su-30 MKI phase 3 aircraft. These aircraft have been delivered in December, 2004. The upgrade of Sukhoi-30 aircraft of the earlier phases is planned from the year 2006 onwards.

[English]

Shortage of ATCs

290. SHRI ARJUN SETHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that shortage of Air Traffic Controllers (ATCs) at country's international and domestic airports has adversely affected the air safety;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken to make up shortage of ATCs?

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

(b) Does not arise.

(c) To cope up with the growth in air traffic, Airports

Authority of India (AAI) has created 229 posts in Aerodrome Discipline on 21-06-2005.

Production of Fighter Aircraft

291. SHRIMATI SUSHEELA BANGARU LAXMAN: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal under active consideration of the Government for production of F-16 and F-18 Fighter Aircraft in the country;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

[Translation]

Setting up of Cantonment at Falauri

292. SHRI JASWANT SINGH BISHNOI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to set up a military cantonment at Falauri town of Jodhpur district in Rajasthan;

(b) if so, whether there is any plan to shift Jodhpur cantonment to Falauri;

(c) if so, the details thereof;

(d) whether the Government proposes to return the acquired land of Jodhpur cantonment to the farmers; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

(b) to (e) Do not arise. (There is no cantonment at Jodhpur).

[English]

Additional Flights to Gulf Sector

293. SHRI P. KARUNAKARAN:

SHRI PARSURAM MAJHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines (IA) proposes to introduce more flights to gulf countries;

(b) if so, the details thereof;

(c) whether Air India is also planning to introduce additional flights to gulf countries during this year; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Indian Airlines is planning to increase its operations on the India-Gulf route in the near future with increase in its services to Kuwait, Dubai and Sharjah. Air India is planning to introduce 3 new flights on Mumbai/Pune/Dubai sector in December, 2005.

Amendment to Cable Television Network Rules

294. SHRI BADIGA RAMAKRISHNA: : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is considering to amend the cable television network rules to check operation of unregistered channels through their network;

(b) if so, the details thereof; and

(c) the time by which the rules are likely to be amended?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) to (c) The Government has decided to amend the Cable Television Network Rules, 1994 following the Cabinet approval of the downlinking guidelines, to provide that no cable operator shall carry or include in his cable service any television broadcast or channel which has not been registered for being downlinked and received for being viewed within the territory of India.

Induction of Executive Jets

295. DR. M. JAGANNATH:

SHRI KAMLA PRASAD RAWAT:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has recently inducted executive jets purchased from M/s. Embraer, Brazilian company, into the Indian Air Force;

(b) if so, the number thereof; and

(c) the expenditure incurred thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) Two executive jets for the Indian Air Force (IAF) and one for the Border Security Force (BSF) were delivered by M/s. Embraer, Brazil in August, 2005, in pursuance of the contract concluded by the Government with M/s. Embraer during September, 2003 for procurement of five executive jets.

(c) The payment made to M/s. Embraer till date against the contract is 102.22 million US dollars.

[Translation]

Passenger Train between Raipur-Rewa

296. SHRI VIJAY KUMAR KHANDELWAL:

SHRI KRISHNA MURARI MOGHE:

SHRIMATI NEETA PATERIYA:

SHRI RAKESH SINGH:

DR. RAM LAKHAN SINGH:

SHR NAND KUMAR SINGH CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government to start a passenger train from Raipur (Chhattisgarh) to Rewa via Katni (Madhya Pradesh);

(b) if not, whether the Union Government has received any request/proposal from the Government of Madhya Pradesh in this regard; and

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

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

(b) Yes, Sir. Representations including from the Chief Minister of Madhya Pradesh have been received in this regard.

(c) 409/410 Bilaspur-Shahdol Passenger has been extended upto Rewa and 409A/410A Chirimiri-Rewa Link Passenger has been introduced from 02-10-2003. This is providing direct service for Rewa bound passengers of Chhattisgarh. Running of train from Raipur is not feasible due to operational constraints including lack of terminal/maintenance facilities at Raipur.

[English]

Train Service from Tumkur to Mysore

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

(a) whether the introduction of New Train Service from Tumkur to Mysore via Arsikere-Hassan is in the offing; and

(b) if so, the time by which the said service is likely to be commenced?

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

(b) Does not arise.

Shortage of LPG Cylinders

298. SHRI N. JANARDHANA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there was an acute shortage of Liquefied Petroleum Gas (LPG) cylinders in October, 2005 and the consumers faced a great hardship because of diversion of gas for sale in the black market at an exorbitant rate;

(b) if so, whether any probe was made to find out the real facts;

(c) if not, the reasons therefor;

(d) whether the matter was taken up with the Public Sector Oil Companies for thorough investigation of the matter;

(e) if so, the outcome thereof; and

(f) the action taken/proposed to be taken against the gas agencies which indulge in these malpractices to the detriment of the consumers? `

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (f) Some shortages in LPG supplies have emerged since September 2005, largely on account of shutdown of Reliance Industries Limited (RIL)'s Refinery and non-materialization of some additional LPG imports planned by Public Sector Oil Marketing Companies (OMCs). The position is being closely monitored by the Government and a composite task force of OMCs has been set upto undertake measures for both import and inventory management. During the period October-December 2005, the OMCs have planned to import 238.5 TMT of additional LPG to tide over the problem. Out of this, 117 TMT of additional LPG has already been imported. While, as a result of these efforts, at the macro level, the country-wise backlog is only around 1.5% of the average monthly requirement of around 900 TMT of LPG, at micro level, the backlog might vary from the market to market on account of operational issues. The situation is expected to normalize by the end of

November 2005 after the restoration of production in RIL's Refinery.

Meanwhile, the OMCs have intensified their inspections of the distributors and action is taken as per the provisions of the Marketing Discipline Guidelines (MDG)/Distributorship Agreement against distributors found indulging in black marketing or diversion of the product.

[Translation]

Complaints against NGOs

299. SHRI AJIT JOGI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has received complaints against some Non-Government Organisations regarding the manner in which funds received by them under different welfare schemes despite not showing good results;

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

(c) the steps taken or proposed to be taken by the Government to check such practice?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) During the current year no such complaint has been received.

(b) Does not arise.

(c) Whenever it is found that quality of services delivered is not commensurate with the grant-in-aid released, NGOs are issued show cause notice. If their reply is not found satisfactory, further grant-in-aid is suspended and the organization is black-listed.

[English]

Non-Realisation of Dues

300. SHRI GIRIDHARI YADAV:

DR. DHIRENDRA AGARWAL:

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

(a) whether the National Film Development Corporation (NFDC) is suffering huge financial losses due to the non-realisation of dues amounting crore of rupees from the advertisement agents;

(b) if so, the details of the advertisement agents alongwith the amount to be recovered from them; and

(c) the action being taken for recovery of dues?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) Yes, Sir. The Corporation has been marketing Commercial Time on the slots allotted by Doordarshan to various advertising agencies and many of the agencies have defaulted in payment of dues.

(b) Recovery of dues could not be effected due to discontinuance of the marketing of Commercial Time of Doordarshan by the Corporation since September, 2003 as Doordarshan started marketing its Commercial Time on its own. The details of the defaulting agencies are given in the enclosed statement.

(c) The steps taken by the Corporation, as informed by them for recovery of outstanding dues are as follows:—

- (i) Discussions with the agencies are in progress for reconciliation of accounts and clarifications wherever required for making payments.
- (ii) Officials of the Corporation are taking follow up action individually for recovery.
- (iii) A special audit has been initiated to examine thoroughly the details of outstanding dues and the recoverability of the amounts.
- (iv) Legal notices have been served on agencies who have not come forward for settlement.
- (v) A Cell has been constituted for recovery of outstanding dues and for serving legal notices and initiating appropriate proceedings by way of filing suit/criminal cases against the defaulting agencies.

Statement**Outstanding Position as on 31-10-2005**

Sl No.	Name of the Agency	Amount (Rupees in lakhs)
1.	M/s. Aditya Enterprises, Indore	35.58
2.	M/s. A and A Films, Delhi	94.31
3.	M/s. Cine Penta Pvt. Ltd.	374.90
4.	M/s. Creative Channel	314.71
5.	M/s. Hindustan Thompsons Associates	700.27
6.	M/s. Indradhanush	104.42
7.	M/s. IPSEM Healthcare Limited	95.86
8.	M/s. Mudra Communications P. Ltd.	49.65
9.	M/s. Ogilvy and Mather Advt.	32.31
10.	M/s. Popular Ent. Work	60.60
11.	M/s. Prachar Communications Ltd.	226.83
12.	M/s. R.K. Swamy/BBDO Ad. P. Ltd.	14.29
13.	M/s. Rediffusion	13.66
14.	M/s. Sanitex Chemicals Ltd., Indore	43.24
15.	M/s. Ulka Advertising	16.30
16.	M/s. WPP Marketing (Mumbai)	23.78
Total		2200.71

[Translation]**Doubling of Railway Lines In Gujarat**

301. SHRI V.K. THUMMAR:

SHRI HARISINH CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government proposes to make the single railway line into double railway line in Gujarat;

(b) if so, the details thereof;

(c) if not, the reasons therefor; for

(d) the names of single railway lines which have been converted into double railway line during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Survey for doubling of Delhi-Ahmedabad rail line has been taken up.

(d) No work for doubling of single railway lines is sanctioned in Gujarat.

Menace/Presence of Touts at Railway Reservation Complexes

302. SHRI KASHIRAM RANA:

DR. DHIRENDRA AGARWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware of the presence/menace of touts at railway reservation complexes;

(b) if so, the number of touts arrested during the last one year, till date and the action taken against them;

(c) the steps taken/proposed to be taken by the Government to completely curb the presence and menace of touts at railway reservations complexes in the country in general and Delhi in particular;

(d) whether the Government proposes to reduce the booking period for railway reservation from present 60 days to 30 or 15 days to ensure availability of reservation in trains;

(e) if so, the details thereof; and

(f) if not, the manner in which the Government proposes to make railway reservation available to general public?

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

(b) During the year 2004 and upto September, 2005 for which the data is available, 3026 persons were prosecuted.

(c) Regular and surprise checks are conducted in and around railway reservation offices to curb the illegal activities of touts and other anti-social elements. Persons detected indulging in touting activities are dealt with as per relevant provisions of law. Surveillance at reservation offices of all important locations including those falling in Delhi area is stepped up during peak/rush periods. In addition, traveling public are advised through various media to desist from approaching unauthorised people for reservation.

(d) No, Sir.

(e) Does not arise.

(f) The reservation of berths is done on first-cum-first-served basis. Moreover, for the passengers who have to travel at short notice, Tatkal Resevation Scheme is available. The booking under this scheme has now been made 3 days in advance (excluding day of journey) of schedule departure of the train. In addition, the hours of booking on internet have been extended.

Train between Dehradun-Kathgodam and Delhi-Ramnagar

303. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to ply a daily train between Dehradun and Kathgodam and a direct train between Delhi and Ramnagar;

(b) if so, the details thereof;

(c) whether there is any proposal for constructing railway line between Ramnagar and Marchoola;

(d) if so, the present status thereof;

(e) whether the first class coaches are being attached

with the Ranikhet Express and Uttaranchal Sampark Kranti Express;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. There is no such proposal at present.

(c) No, Sir.

(d) Does not arise.

(e) to (g) No, Sir. 5013/5014 Kathgodam-Delhi Ranikhet Express is presently running with maximum permissible load leaving no room for attaching any extra coach. Further, 5035/5036 Kathgodam-Delhi Uttaranchal Sampark Kranti Express is an intercity daytime train having upper class sitting accommodation only with one AC Chair Car. Hence, attaching of First Class coach in Uttaranchal Sampark Kranti Express is niether commercially justified nor they are being manufactured.

[English]

Shifting of Ganj-Basoda Railway Station

304. SHRI KINJARAPU YERRANNAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is considering the shift "GANJ-BASODA" Railway Station on Western-Central Railway near Mall Godown Building; and

(b) if so, the time by which the work on new Railway Station is likely to be completed?

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

(b) Does not arise.

Price of LPG

305. SHRI ADHIR CHOWDHURY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the present price of Liquefied Petroleum Gas (LPG) in the world market and its cost in India after adding freight charges, etc.;

(b) the price at which Government is supplying it to the consumers in the country;

(c) whether the Government proposes to bridge this gap; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The present price of Liquefied Petroleum Gas (LPG) in the world market is US \$ 513.64/MT and this corresponds to an average cost price of LPG (domestic-packed) of Rs. 30,473/MT during the month of October 2005, after adding freight charges, etc.

(b) The price at which the Government has allowed the oil marketing companies (OMCs) to supply domestic LPG to the consumers in the country is Rs. 16,640/MT exclusive of all taxes.

(c) and (d) The OMCs have suffered substantial under-recoveries on account of the continued and widening mismatch between domestic retail prices of LPG, on the one hand, and international oil prices which have been relentlessly rising, on the other. Keeping in view the beneficial effects of domestic LPG as a clean cooking fuel, Government pricing policy attempts to strike the right balance between the interests of all the stakeholders, namely, consumers, OMCs and the Government so that the burden is equitably shared. Government, on its part, have brought down the customs and excise duties on domestic LPG to 'nil' in the current budget. A marginal price increase of Rs. 20/- cylinder was effected on domestic LPG, effective November 2004.

Government are constantly monitoring/reviewing the pricing of sensitive petroleum products including domestic LPG taking into account the interests of all stakeholders.

[Translation]

Agreement between Indian Railways and Nigeria

306. SHRI Y.G. MAHAJAN:

SHRI RAJNARAYAN BUDHOLIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any talks have been held between the Indian Railways and Nigeria for handling the management of Nigerian Railway;

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

(c) whether any agreement has been reached in this regard; and

(d) if so, the details alongwith terms and conditions thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. No talks have been held between the Indian Railways and Nigeria. However, Government of Nigeria has invited global Expression of Interest (EOI) for concessioning of their Railways. RITES Ltd., a Public Sector Undertaking under the Ministry of Railways has submitted EOI.

(c) No, Sir.

(d) Does not arise.

[English]

A.I. Flights from Nagpur

307. SHRI SUBODH MOHITE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Nagpur Airport has become international airport;

(b) if so, the details thereof;

(c) whether Air India is considering to start its services from the Nagpur Airport;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The existing domestic airport at Nagpur has been notified as an international airport on 5th May, 2005.

(c) to (e) At present, Air India has not found operations to/from Nagpur Airport feasible due to inadequate traffic demand.

Losses to I.A.

308. SHRI G. KARUNAKARA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines has been continuously incurring losses;

(b) if so, the position for the first six months of the current financial year;

(c) the main reasons for this continuous loss; and

(d) the steps the Government proposes to take to improve the position of IA?

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

(b) and (c) Do not arise.

(d) Indian Airlines constantly endeavours and takes appropriate and effective measures to remain competitive in the market. Government has recently approved Indian Airlines proposal for acquisition of 43 aircrafts.

[Translation]

LPG Auto Gas Pumps

309. SHRI KAILASH MEGHWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Liquefied Petroleum Gas (LPG) cylinders

are being utilized in cars due to insufficient number of 'auto gas pumps' in several States;

(b) if so, whether the government has issued LPG auto gas licenses for opening of more auto gas pumps in the country to meet the requirements; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) There are reports that vehicles are using domestic LPG cylinders as auto fuel in various cities which is not only illegal but also hazardous. Such illegal usage is mainly on account of the substantial price difference domestic LPG and auto LPG.

(b) and (c) The Government have permitted the sale of auto LPG for vehicles outfitted for the purpose. Public Sector Oil Marketing Companies (OMCs) have set up, and are setting up, Auto LPG Dispensing Stations (ALDS) based on their commercial considerations and depending upon the availability of suitable sites in various cities. At present, OMCs are operating 119 ALDS in different cities in the country. The details are given in the enclosed statement.

Statement

State-wise details of ALDS Operating by Public Sector Oil Marketing Companies

States/UTs	Cities	Number of ALDS
1	2	3
Andhra Pradesh	Hyderabad	10
Andhra Pradesh	Tirupati	1
Andhra Pradesh	Visakh	1
Chandigarh	Chandigarh	2
Delhi	Delhi	16

1	2	3
Gujarat	Ahmedabad	8
Karnataka	Bangalore	17
Kerala	Trivandrum	1
Madhya Pradesh	Indore	1
Madhya Pradesh	Bhopal	1
Maharashtra	Mumbai	21
Maharashtra	Pune	6
Maharashtra	Nasik	1
Rajasthan	Jaipur	2
Tamil Nadu	Chennai	16
Uttar Pradesh	Lucknow	1
Uttar Pradesh	Agra	2
West Bengal	Kolkata	11
Kerala	Ernakulam	1
Total		119

[English]

Waiting List for LPG Connections

310. SHRI JOACHIM BAXLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of persons on the waiting list for Liquefied Petroleum Gas connection in West Bengal, as on date district-wise; and

(b) the time by which the list is likely to be cleared?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Public Sector Oil Marketing Companies (OMCs) have restricted the release of new

LPG connections since September 2005 due to shortage in bulk LPG availability. This shortage of LPG is largely on account of non-materialization of some additional LPG imports planned by the OMCs and shutdown of RIL's Refinery since October 2005. Due to these reasons, as on 21-11-2005, a waiting list of 26,970 persons has developed in West Bengal. The details of district-wise waiting lists are available with Director (Marketing) of OMCs concerned.

The position is being closely monitored by the Government and a composite task force of OMCs has been set up to undertake measures for both import and inventory management. OMCs have decided to release new LPG connections from 1st December, 2005 onwards.

Rail Alert System

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

(a) whether the 'Rail Alert' system has been introduced in all the trains passing through Tamil Nadu and Kerala;

(b) if so, the salient features thereof;

(c) whether the Government proposes to introduce the system in all trains passing through other parts of the country;

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

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Rail Alert System has been introduced by the Government Railway Police, Kerala in all the trains passing through Kerala only.

(b) Government Railway Police, Kerala has started a help line, "Rail Alert Service", first of its kind, for the Railway commuters on 02-08-2005. This service has been of great help to the commuters. As soon as information is received regarding any complaint, the Control Room

alerts the field officers and the concerned Railway Police Officers, so that necessary help can be rendered to the complainant in the running trains or platform within no time. Feed back is also given to the complainant about the action taken by Railway Police and the complainant's opinion on the Police action. The system is functioning round the clock.

(c) No, Sir.

(d) Does not arise.

(e) Inspector General, Chennai (Tamil Nadu) is making special alert and bandobust arrangements in case any intelligence is received on any specific matter and during special days.

Construction of New Airports in Karnataka

312. SHRI IQBAL AHMED SARADGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Airports Authority of India (AAI) has undertaken techno-economic feasibility study for construction of new airports at Hassan and Gulbarga in Karnataka;

(b) if so, the outcome thereof; and

(c) the follow-up action taken by the AAI thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) At the request of the Government of Karnataka, Airports Authority of India (AAI) has carried out a preliminary feasibility study for suitability of the proposed sites for construction of new Greenfield airports at Hassan and Gulbarga.

(b) The proposed sites were found to be suitable for construction of new Greenfield airports at Hassan and Gulbarga for operation of 50 seater type of aircrafts.

(c) AAI has informed the Government of Karnataka of the outcome of the study. Government of Karnataka has offered Rs. 10 crores each for construction of new Greenfield airports at Hassan and Gulbarga. However, Government of India has no proposal at present to construct new airports at Hassan and Gulbarga.

Budgetary Support to Loss Making PSUs

313. SHRI SANAT KUMAR MANDAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is giving budgetary support to various loss making Public Sector Undertakings (PSUs) to clear the outstanding payment of salaries and statutory dues to their employees;

(b) if so, the details thereof; and

(c) the details of the budgetary support provided to each loss making PSUs during each of the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) to (c) Budgetary support provided during last three years on a case to case basis to currently operating Public Sector Enterprises under the Department of Heavy Industry to clear outstanding salary/wages and statutory dues is given as under:—

Sl. No.	Name of the PSE	Amount of budgetary support provided to PSEs under DHI during last three years (in crores)		
		2002-03	2003-04	2004-05
1	2	3	4	5
1.	Andrew Yule and Co. Ltd.	0.00	5.86	32.12

1	2	3	4	5
2.	Bharat Ophthalmic Glass Ltd.	0.00	1.47	1.94
3.	Bharat Heavy Plates and Vessels Ltd.	0.00	0.00	45.72
4.	Bharat Pumps and Compressors Ltd.	0.00	14.37	14.07
5.	Bharat Wagon and Engineering Co. Ltd.	8.29	10.59	9.16
6.	Braithwait and Co. Ltd.	0.00	5.82	1.10
7.	Burn Standard and Co. Ltd.	28.66	20.91	4.27
8.	Cement Corporation of India Ltd.	13.70	10.06	11.55
9.	Heavy Engineering Corpn. Ltd.	2.73	0.00	125.65
10.	HMT Ltd. and its subsidiaries	0.00	37.66	81.88
11.	Hindustan Photo Films Ltd.	23.75	4.80	9.86
12.	Hindustan Cables Ltd.	0.00	13.76	105.11
13.	Instrumentation Ltd.	1.32	7.74	33.64
14.	NEPA Ltd.	3.96	16.18	12.86
15.	National Instruments Ltd.	4.09	0.00	2.87
16.	Praga Tools Ltd.	9.15	0.00	1.72
17.	Richardson and Cruddas Ltd.	0.00	0.00	1.61
18.	Triveni Structural Ltd.	6.00	3.48	14.60
19.	Tungabhadra Steel Products Ltd.	3.00	11.54	5.06
20.	Tyre Corporation of India Ltd.	0.00	1.40	0.00

Frequency of Podhigai Express

314. SHRI RAVICHANDRAN SIPPIPARAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received any proposal for increasing the frequency of 2661/2662 Chennai Egmore-Tenkasi Podhigai Express from bi-weekly to daily service;

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

(c) whether the Government has any proposal for stoppage of Podhigai Express at Tiruthangal Railway Station; and

(d) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Some representations including from Shri Ravichandran Sippiparai, Hon'ble Member of Parliament have been received for daily running of 2661/2662 Chennai Egmore-

Tenkasi Podhigai Express (bi-weekly). The matter has been examined but it has not been found operationally feasible.

(c) No, Sir.

(d) Does not arise.

[Translation]

Uta Bridge In Bhagalpur

315. SHRI SUSHIL KUMAR MODI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is constructing Uta Bridge in Bhagalpur;

(b) if so, the present status thereof;

(c) the funds sanctioned and spend thereon so far;

(d) whether construction of said bridge has been stopped;

(e) if so, the reasons therefor; and

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

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

(b) Construction of a new Road Over Bridge Uta Pul near Bhagalpur has been sanctioned in the year 1999-2000 on cost sharing basis. Bridge across the Railway track is being constructed by Railway and approaches by State Government. The progress of Railway portion is approximately 77%.

(c) An outlay of Rs. 50.00 lakh has been provided by the Railway for the work during 2005-06. Upto date expenditure on the bridge by Railways is Rs. 6.80 crores.

(d) No, Sir.

(e) Does not arise.

(f) Railway portion of work is likely to be completed by March, 2006.

[English]

Merger of BPCL Subsidiaries

316. SHRI ANANTA NAYAK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Bharat Petroleum Corporation Limited (BPCL) is planning to merge some of its subsidiaries; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Bharat Petroleum Corporation Limited (BPCL) has two subsidiary companies, viz., Kochi Refineries Limited (KRL) and Numaligarh Refinery Limited (NRL). Based on BPCL's proposal to merge KRL with itself on account of synergies in their operations and the strategic advantages in such a merger, the Government have approved the merger of KRL with BPCL. BPCL has no proposal to merge NRL with itself.

Waiving of Demurrage Charges

317. SHRI PRABHUNATH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware that demurrage charges are being waived in violation of the Railway Board instructions;

(b) if so, the reasons therefor;

(c) the number of cases which has come to the notice of the Government during the last two years; and

(d) the action the Government proposes to take in the matter?

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

(b) Does not arise.

(c) No such case has come to the notice of the Government.

(d) Does not arise.

**Autonomous Body to Regulate
Contents on TV Channels**

318. SHRI BALASAHEB VIKHE PATIL:

SHRI CHANDRAKANT KHAIRE:

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

(a) whether the Government has taken any decision regarding establishment of an autonomous body to check the obscenity or to regulate the contents being broadcast on TV channels;

(b) if so, the details thereof; and

(c) the time by which it is likely to be established?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) to (c) Yes, Sir. The details are being worked out. As such, no time-frame can be indicated.

**Development of Airports for
Cargo Flights**

319. SHRI L. GANESAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether certain airports in the country are equipped to handle exclusively International Cargo Flights;

(b) if so, the airports identified and being developed for this purpose;

(c) whether Tiruchirappalli Airport would also be improved further to handle International Cargo Flights; and

(d) 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.

(c) and (d) At Tiruchirappalli Airport, Airports Authority of India (AAI) has undertaken strengthening of runway and associated facilities for operation of commercial/cargo AB-320 type of aircraft. Project for construction of new International Cargo Complex, is contingent on firm commitment from scheduled cargo operators.

Setting up of Gram Nyayalayas

320. SHRIMATI D. PURANDESWARI:

MS. INGRID MCLEOD:

SHRI ASADUDDIN OWAISI:

SHRI RAVI PRAKASH VERMA:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government proposes to set up Gram Nyayalayas in the country with a view to providing cheap, timely and speedy justice to the rural people;

(b) if so, the details thereof; and

(c) the time by which these Nyayalayas are likely to be set up?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Yes, Sir. The question of bringing in a legislation to provide for the establishment of Gram Nyayalayas for the purposes of access to justice, both civil and criminal, to the citizens at the grassroots level and ensuring them an opportunity for securing justice is being studied by the Government. The modalities are being worked out. As the proposal involves deep study and careful consideration and wide range consultations are also required before the proposal is finalized, it would be difficult to lay down any rigid time frame in this regard.

Uplinking Policy

321. SHRI RAYAPATI SAMBASIVA RAO: : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Group of Ministers (GoM) constituted to examine the proposal for review of Uplinking Policy has submitted its recommendations to the Government;

(b) if so, the details thereof;

(c) the action taken by the Government on the recommendations of GoM; and

(d) if not, the reasons for the delay?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (c) Yes, Sir. The proposal for review of Uplinking Policy was considered by the Group of Ministers (GoM), which has since furnished its recommendations. These recommendations were considered by the Cabinet on 20-10-2005, which approved, inter-alia, the following changes in the uplinking policy:—

- (i) Apart from FDI, FII/NRI investment within the overall limit of 26% has been permitted, in the company desirous of uplinking a news and current affairs TV channel.
- (ii) In addition to "C" Band, uplinking in Ku Band has also been allowed, subject to certain safeguards.
- (iii) For live coverage of National and International events, all companies having TV broadcasting rights of these events, are required to share their feed with Prasar Bharti under a revenue sharing formula.
- (iv) Foreign News Channels/Agencies can be permitted temporary uplinking permission upto one year through a pre-designated teleport under certain conditions.

(v) A processing/permission fee for all applicants has been introduced.

(d) Does not arise.

[Translation]

Solapur Akashwani Kendra

322. SHRI RAMDAS ATHAWALE: : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the transmission capacity of Solapur Akashwani Kendra in Maharashtra is very low as a result thereof the programmes broadcast by the said Kendra is not clearly audible in the areas around it; and

(b) if so, the steps being taken/proposed to be taken by the Government for increasing the transmission capacity of the said Akashwani Kendra?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) Prasar Bharati has intimated that 1 kW MW transmitter is presently satisfactorily working at Solapur radiating full power. The coverage area of this transmitter is approximately 40 Kms. in radius. During the 10th Plan, this transmitter is proposed to be replaced by a 10 kW FM transmitter, the implementation of which will be subject to availability of funds.

[English]

Black Marketing of LPG in South Delhi

323. SHRI JUAL ORAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received complaints regarding black marketing and selling of Liquefied Petroleum Gas (LPG) to commercial establishment by gas agencies in South Delhi and particularly by gas agencies in Kidwai Nagar;

(b) if so, the details of such complaints received against the gas agencies during the current year; and

(c) the action taken against such agencies?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Public Sector Oil Marketing Companies (OMCs) have reported that they have received 8 complaints against their LPG distributors operating in South Delhi District, including Kidwai Nagar, with regard to black marketing and diversion of domestic LPG cylinders during the period April-October 2005. Upon investigation, the complaint against one of the distributors was established and action against this distributorship had been taken in accordance with the provisions of Marketing Discipline Guidelines (MDG).

AIR and Doordarshan Coverage

324. SHRI MANORANJAN BHAKTA: : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the percentage of All India Radio (AIR) and Doordarshan coverage in Andaman and Nicobar Islands;

(b) whether the percentage of coverage in Andaman and Nicobar Islands is much less as compared to other parts of the country;

(c) if so, whether there is any proposal for expansion of coverage in the Andaman and Nicobar Islands in the near future;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (e) It has been informed by Prasar Bharati that while AIR covers the whole of Andaman and Nicobar Islands, Doordarshan's coverage, in its terrestrial mode, is estimated to be available to about 97% of the population of the Islands.

As part of the expansion of radio services, a 10 kW FM AIR transmitter at Port Blair has been commissioned recently.

Besides, under the North-East Special Package (Phase II) scheme, which is yet to be approved, a proposal for installation of a 10 kW MW Sixteen number of Very Low Power Transmitters (VLPTs.) of Doordarshan are proposed to be installed in addition to the upgradation of six numbers of VLPTs. in Andaman and Nicobar Islands. The North-East Special Package also contemplates upgradation of the existing LPTs. of Doordarshan in Port Blair and Car Nicobar into HPTs.

Meeting of India-Iran Joint Working Group

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

(a) whether in a recent meeting of the India-Iran Joint Working Group on the Iran-Pakistan-India gas pipeline, the Indian side expressed its willingness to join a consortium involving Iran and Pakistan to build the pipeline;

(b) if so, whether it is a departure from its earlier stand that it would take delivery of gas at India's border; and

(c) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) During the second meeting of Iran-India Special Joint Working Group (SJWG) held in Tehran on 24th October, 2005, the Indian side made a power-point presentation on the different possible options in regard to the structure of the Iran-Pakistan-India (IPI) project based on international practice. The Iranian and Pakistani sides are also likely to suggest various alternatives relating to project structure. A final position relating to the structure of the project will emerge on the basis of the consensual view of the three countries concerned.

The Indian position in this regard will be finalized only after due consideration of all options and the approval of the authorities concerned in the Government of India. As of now, the formal position remains that India will take delivery of Iranian gas at the India-Pakistan border.

[Translation]

LPG Production

326. SHRI BIR SINGH MAHATO:

SHRI TUKARAM GANPAT RAO RENGE PATIL:

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

(a) the Liquefied Petroleum Gas (LPG) produced by the public sector oil companies during each of the last three years, company-wise;

(b) the cost of production of one kilogram LPG during the said period, company-wise; and

(c) the rate at which LPG is sold to the consumers?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The information is given in the enclosed statement.

(b) The cost of production/refining individual petroleum products, including liquefied petroleum gas (LPG), is not identified separately because all the products are produced together.

(c) The present retail selling price of 14.2 kg. domestic LPG cylinders in the four Metros is as under:—

Delhi	—	Rs. 294.75
Mumbai	—	Rs. 297.95
Chennai	—	Rs. 288.15
Calcutta	—	Rs. 300.50

Statement

Company-wise LPG Production during Last Three Years

(Quantity in thousand metric tonnes)

Name of the Company	Year 2002-03	Year 2003-04	Year 2004-05
1	2	3	4
Hindustan Petroleum Corporation Limited	432.4	485.6	468.0
Bharat Petroleum Corporation Limited	378.0	367.2	359.0
Kochi Refineries Limited	364.1	422.6	422.7
Chennai Petroleum Corporation Limited	179.5	192.2	287.2
Indian Oil Corporation Limited	1,014.6	1,220.9	1,204.3
Bongaigaon Refinery and Petrochemicals Limited	31.9	47.8	49.8
Numaligarh Refinery Limited	37.2	45.9	47.1
Mangalore Refinery and Petrochemicals Limited	180.4	231.3	283.0

1	2	3	4
Oil India Limited (Fractionators)	54.3	51.4	49.1
Oil and Natural Gas Corporation Limited (Fractionators)	1,203.7	1,169.0	1,094.8
GAIL (India) Limited (Fractionators)	1,114.2	1,067.8	1,094.8
Total	4,990.3	5,301.7	5,339.8

[English]

Integrated Railway Modernisation Plan

327. PROF. M. RAMADASS: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by the Government to implement the Integrated Railway Modernisation Plan (2005-2010); and

(b) the progress so far made in implementing the Plan for the areas/items identified for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Integrated Railway Modernization Plan has been formulated identifying activities with definite time frame for implementation. Year-wise target alongwith allocation of funds have been made for each year in the Modernisation Plan.

(b) The Integrated Railway Modernisation Plan is a 5-Year Plan, starting from 2005-06 to 2009-10. The first year for implementation of the Modernisation Plan is 2005-06. The works identified to be executed in the first year of the Modernisation Plan have been sanctioned/ are being sanctioned as per the prescribed programme in the Integrated Railway Modernisation Plan.

[Translation]

Jawans Killed in Earthquake

328. SHRI BRAJESH PATHAK: Will the Minister of DEFENCE be pleased to state:

(a) whether a large number of jawans of the Army killed/injured due to collapse of bunkers in the earthquake that occurred on October 8, 2005 in Jammu and Kashmir;

(b) if so, the details thereof;

(c) the compensation given to family members of deceased jawans;

(d) the details of defence installations damaged thereby; and

(e) the steps taken by the Government for repairing the damaged defence installations?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The details of casualties suffered by Army personnel due to damage to bunker/post/building/barrack, falling debris, landslide in the earthquake that occurred on October 8, 2005 in Jammu and Kashmir are as under:—

(i) Killed	—	45
(ii) Wounded	—	101

(c) The compensation is being paid to the spouse/ Next of Kins of the deceased jawans as per the extant provisions.

(d) and (e) As per preliminary Assessment, damage amounting to Rs. 75 crores has been suffered by the military installations including field defences, military barracks and outposts of the Line of Control fence in Uri, Punch and Tangadhar sectors. Steps have been taken to

initiate rehabilitation and reconstruction works and available defence stores have been utilized for the immediate rehabilitation of field defences.

[English]

Rail Corridor for Coal Transportation

329. SHRI N.S.V. CHITTHAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is considering to construct separate Rail Corridor for Coal Transportation in the country;
- (b) if so, the details thereof;
- (c) the total funds required for the project; and
- (d) the time schedule for completion of the said project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, Ministry of Railways is exploring the possibility of constructing Dedicated Freight Corridors between Mumbai-Delhi and Delhi-Howrah. On the Delhi-Howrah Corridor coal would constitute a major commodity.

(b) to (d) Do not arise. For the Dedicated Freight Corridor proposal, a Feasibility Study is now under hand. This will be followed by a Preliminary Engineering Survey.

[Translation]

Purchase of LNG from Iran

330. PROF. MAHADEORAO SHIWANKAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the Government has signed an agreement with Iran for purchase of Liquefied Natural Gas (LNG) under the Indo-Iranian Gas Pipeline Project;
- (b) if so, the total quantum of LNG agreed upon to be supplied by Iran alongwith the details thereof;

(c) whether the Government has demanded for more quantity of LNG;

(d) whether the price of the LNG, likely to be supplied to the country under the said agreement, has been fixed; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (e) A Sale Purchase Agreement (SPA) for the purchase of 5 million tonnes per annum (MMTPA) of LNG was signed between GAIL (India) Limited (GAIL)/Indian Oil Corporation (IOC)/Bharat Petroleum Corporation Limited (BPCL) and National Iranian Gas Export Company (NIGEC) on the 13th June 2005, in Tehran. The contract period is 25 years, beginning the last quarter of 2009. The pricing of LNG has been negotiated on commercial considerations and is linked to Brent crude prices with an appropriate floor and ceiling. On the basis of the present Brent crude prices, the amount payable to NIGEC for the import of 5 MMTPA of LNG would be around US \$ 21 billion over the entire contract period of 25 years.

Further, the Indian Consortium is discussing import of an additional 2.5 MMTPA of LNG from Iran.

[English]

Gas Delivery from Krishna-Godavari Basin

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

- (a) whether some Private Sector Oil companies have failed to meet their gas delivery deadline from the Krishna-Godavari Basin;
- (b) if so, the details thereof;
- (c) whether these companies have been violating the norms of exploration license; and
- (d) if so, the action taken or proposed to be taken by the Government against these companies?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) The consortium of M/s. Reliance Industries Ltd. and M/s. Niko Resources Ltd. have made 12 gas discoveries so far in Krishna Godavari deepwater block KG-DWN-98/3, out of which development plans for 2 discoveries were approved by the Management Committee on 5th November, 2004. The initial development plan envisages first gas production from June, 2006.

The revised schedule of the first gas production has now been indicated by the consortium as June, 2008. The main reasons given for the delay are:—

- Delay in getting statutory clearance.
- Delay in getting environmental clearances.

(c) Article 10 and 21 of the PSCs provide the time-frame from notification of gas discoveries to approval of development plan by the Management Committee or by the Government in case Management Committee fails to approve the development plan.

It may be mentioned that in the case of RIL (block KG-DWN-98/3), the time taken from notification of the two discoveries in October, 2002 to the approval of development plan by the Management Committee in November, 2004 has been about 2 years, which is significantly lower than the permissible time of over 5 years given in the PSC.

(d) Does not arise in view of above.

[Translation]

Doubling of Ghaziabad-Dehradun Rail Line

332. DR. RAJESH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has any plan for doubling of Ghaziabad-Meerut-Muzaffarnagar-Roorkee-Haridwar-Dehradun rail line;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Double line already exists between Ghaziabad-Meerut and Tapri-Saharanpur-Roorkee-Laksar sections.

An updating survey for doubling of Meerut-Tapri (Saharanpur) section has been completed recently. As per survey report, the cost of doubling of 113.62 kms. long line has been assessed at Rs. 238.38 crore with a rate of return as (-) 7.83%. In view of constraint of resources, it has not been considered feasible to take up this work.

A survey for doubling of rail line between Laksar-Haridwar-Dehradun section (79 kms.) has been included in the Budget 2005-06.

(c) Does not arise, as the work is not sanctioned.

Issuance of Seasonal Tickets through ATM

333. SHRI D.P. SAROJ: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6009 dated May 05, 2005 regarding issue of Seasonal Tickets through ATM and state:

(a) the details of results of facility of issuance of seasonal tickets through Automatic Teller Machines (ATMs) which is provided at Mumbai Chhatrapati Shivaji Terminus (CST) Station of Central Railway on trial basis;

(b) whether the results of the trials has been successful;

(c) if so, whether the Government has taken any steps for further expansion of such facility; and

(d) if so, the names of stations identified for providing the aforesaid facility during 2005-06?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) During the year

2004-05, 412 renewed season tickets were issued through the State Bank of India's Automated Teller Machine (ATM) installed at Chhatrapati Shivaji Terminus (CST) station of Central Railway. However, the facility has not been patronized by the passengers.

(c) and (d) Other banks have also been approached to provide ticket issuing ATMs at important stations. Specific stations have not been identified so far.

[English]

Gauge Conversion in Trivandrum

334. SHRI VARKALA RADHAKRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work of gauge conversion between Kollam-Shengottai-Tenkasi rail section in Trivandrum has been completed;

(b) if not, the reasons therefor and the progress so far made on the project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Gauge conversion of Kollam (Quilon)-Sengottai-Tenkasi is a part of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar gauge

conversion project. On this project, work on Virudhunagar-Tenkasi has already been completed and work on the remaining section is in various stages of progress. Work on Quilon-Punalur is targeted for completion during 2005-06 and the remaining section would be completed in the coming years as per availability of resources.

[Translation]

Railway Projects in M.P.

335. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of ongoing surveys/projects in Madhya Pradesh;

(b) the progress made in regard to these surveys/projects; and

(c) the time by which these projects/surveys are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The project-wise progress alongwith the target dates of completion, wherever fixed and budget allocation during 2005-06 for various ongoing New Line, Gauge Conversion and Doubling projects in Madhya Pradesh are as given under:—

Sl. No.	Name of the Project	Anticipated Cost (Rs. in crore)	Budget allocation during 2005-06 (Rs. in crore)	Present Status
1	2	3	4	5

New Lines

1.	Guna-Etawah via Shivpuri-Gwalior-Bhind (348.25 Kms.)	423.00	25.00	Guna-Bhind (308 Kms.) completed and commissioned. 77% progress in earthwork, bridgeworks and ballast supply in progress on Bhind-Etawa (36 Kms.).
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1	2	3	4	5
2.	Lalitpur-Satna, Rewa-Singrauli and Mahoba-Khajuraho (541 Kms.)	925.00	25.00	Work being taken up in phases. Final Location Survey for Lalitpur-Khajuraho (167.5 Kms.) and Mahoba-Khajuraho (65 Kms.) completed. FLS for Khajuraho-Satna (116 Kms.) and Rewa-Singrauli (191.6 Kms.) is in progress. Earthwork and bridgeworks taken up in the entire length, where land has been made available.
3.	Godhra-Indore via Dahod, Sardarpur, Dhar and Dewas-Maksi (316 Kms.)	946.16	15.00	Dewas-Maksi (36 Kms.) completed and commissioned.
4.	Ramganj Mandi-Bhopal (262 Kms.)	726.05	15.00	In Ramganj Mandi-Jhalawar 10.88 hectare land acquired. Tenders processed for earthwork and minor bridges for initial 27 kms., i.e. from Ramganj Mandi to Jhalawar.
Gauge Conversion				
5.	Jabalpur-Gondia incl. Balaghat-Katangi (225 Kms.)	511.86	25.00	Gondia-Balaghat section completed and commissioned. On Jabalpur-Balaghat section land acquisition taken up. Earthwork and bridgeworks taken up on Gwarighat-Kachhepura stretch and Balaghat-Katangi sections. Over all progress 17.4%.
6.	Neemuch-Ratlam (135.38 Kms.)	167.51	20.00	Earthwork and bridgeworks and ballasting taken up. Over all physical progress 90%.
Doublings				
7.	Akodia-Sujalpur	31.36	12.12	Yard Plan for 3 stations and all 'L' section drawing approved. Tenders for earthwork, minor bridges and ballast supply invited.
8.	Kalapipal-Phanda/Maksi-Bhopal	97.64	25.00	During the current financial year, two block sections i.e. Sehore-Panchawan and Panchawan-Phanda targeted for completion. Overall progress 36%.

Details of surveys in progress in Madhya Pradesh:—

1. Jhansi-Bina 3rd line Doubling (151 kms.).
2. Itarasi-Nagpur-Wardha-Yavatmal Doubling (306 kms.).
3. Rewa-Mirajpur New Line (174 kms.).
4. Rail link to Kundalpur New Line (35 kms.).
5. Ujjain-Jhalalwar-Ramganj Mandi New Line (190 kms.).
6. Guna-Ruthiyai Doubling (20 kms.).
7. Bhopal-Itarasi 3rd line Doubling (92 kms.).
8. Bhopal-Bina 3rd line Doubling (139 kms.).
9. Ratlam-Vadodara 3rd line Doubling (259 kms.).

The surveys are likely to be completed in about 2 years period.

[English]

Flights to Europe and Middle-East

336. SHRI N.N. KRISHNADAS:

SHRI P.C. THOMAS:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any proposal from the Government of Kerala regarding the operation of new air services from Trivandrum, Kochi and Calicut to Europe and Middle-East destinations;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

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

(c) Recently Kochi has been granted as an additional point of call for the designated airline of Germany during bilateral talks held between the two countries in May,

2005. British carriers were also granted access to Kochi during the talks held with UK in September, 2004. Further, following the recent signing of a revised Air Services Agreement with USA, their airlines are free to operate to any airport in India. However, the decision of actual operations to/from any destination by any airline is guided by its commercial judgment.

Purchase of Computers

337. SHRI RAGHUNATH JHA: Will the Minister of DEFENCE be pleased to state:

(a) the number of letters received from the Members of Parliament regarding purchase of computers, servers, peripherals and networking projects during 2004 and 2005;

(b) whether replies have been sent to the concerned members;

(c) if not, the reasons therefor;

(d) the number of computers, servers, peripherals and networking products costing Rs. 50,000 and above and Rs. 2,00,000 and above purchased from 1998 onwards alongwith their costs;

(e) the name of the firms from whom these were purchased alongwith methodology adopted in this regard;

(f) whether any discount was received on the above purchases; and

(g) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (g) The information is being collected and will be laid on the Table of the House.

[Translation]

Low Budget Hotels for Rail Passengers

338. SHRIMATI KIRAN MAHESHWARI:

SHRI RAJNARAYAN BUDHOLIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has decided to construct low budget hotels in some cities in order to provide cheaper facilities to passengers;

(b) if so, the details thereof;

(c) the funds earmarked for the purpose;

(d) the progress made in this regard so far; and

(e) the time by which these hotels are likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. The proposed Budget Hotels, in the vicinity of Railway Stations, are meant for the railway passengers/tourists for providing passenger amenity.

(c) No funds have been earmarked for this purpose.

(d) The notice inviting tender for 3 sites at Bhopal (Habibganj), Sealdah (Kolkata) and Madurai has been taken out.

(e) No timeframe has been fixed.

[English]

Joint Military Exercise with USA at Kalaikunda

339. SHRI SURAVARAM SUDHAKAR REDDY:

SHRI MOHAN SINGH:

SHRI BRAJA KISHORE TRIPATHY:

SHRI GURUDAS DASGUPTA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a joint military exercise between Indian and United States air forces was held at Kalaikunda in West Bengal on November 7, 2005;

(b) if so, the details thereof;

(c) whether there has been protests against this joint military exercise; and

(d) if so, on what grounds and the Government's reaction thereto?

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

(b) A bilateral exercise between Indian Air Force (IAF) and United States Air Force (USAF) with participation of fighter aircraft from both the sides and an Airborne Warning and Air Control System (AWACS) aircraft from USAF side was conducted at Kalaikunda from 7th November, 2005 to 19th November, 2005.

(c) and (d) Yes, Sir. There were peaceful protest against this exercise. However, the Exercise continued as per the schedule under Indo-US Defence Cooperation Programme.

[Translation]

CNG/LPG Filling Stations

340. SHRI J.M. AARON RASHID:

SHRI P. MOHAN:

SHRI BRAJESH PATHAK:

SHRI RAGHUVVEER SINGH KOSHAL:

SHRI JASHUBHAI DHANABHAI BARAD:

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

(a) the details of the Compressed Natural Gas (CNG)/Liquefied Petroleum Gas (LPG) filling stations opened in country during the last one year, till date, city-wise;

(b) the details of cities in the country where CNG/LPG filling stations are likely to be opened during the current year and next year;

(c) whether the Government has received requests from the various State Governments and Union Territories for providing CNG facilities in their States/UTs;

(d) if so, the details thereof, State/UT-wise; and

(e) the action taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The details of CNG stations

opened by GAIL/Joint Venture Companies of GAIL are as follows:—

City	CNG Stations (Nos.)	
	During 2004-05	Till date
Delhi	12	137
NOIDA	02	02
Vajaywada	03	03
Vadodara	01	03 (1 in Vaghodia)
Mumbai	30	115

Apart from the above, a few CNG stations have been opened by private entities in a few cities in Gujarat.

The position about Auto LPG dispensing stations (ALDS) opened by public sector oil marketing companies (OMCs) is as under:-

City	Auto LPG (Nos.)	
	During 2004-05	Till date
1	2	3
Delhi	7	16
Mumbai	1	21
Chennai	7	16
Kolkata	2	11
Bangalore	3	17
Hyderabad	-	10
Jaipur	-	2
Chandigarh	-	2
Lucknow	-	1

1	2	3
Ahmedabad	4	8
Indore	-	1
Bhopal	-	1
Tirupati	-	1
Agra	1	2
Nasik	1	1
Pune	1	0
Trivandrum	1	1
Ernakulam	-	1
Vizag	-	1
Total	28	119

(b) The companies have planned for providing CNG facilities in the following cities:-

1. Lucknow, 2. Agra, 3. Kanpur, 4. Agartala, 5. Indore, 6. Ujjain, 7. Gwalior, 8. Pune, 9. NOIDA, 10. Greater NOIDA, 11. Ghaziabad, 12. Gurgaon, 13. Faridabad.

As regards opening of more ALDS, this depends upon the demand for auto LPG and the commercial considerations of the marketing companies.

(c) to (e) Government have been receiving requests from some State Governments from time to time for creating CNG facilities in various cities. These requests are considered subject to the availability of gas and the pipeline infrastructure, and priority to reducing vehicular pollution.

[English]

Siphoning Off Petrol/Diesel

341. SHRI SURESH ANGADI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that petrol

and diesel are being siphoned off at the Mumbai Depot of the Hindustan Petroleum Corporation Limited;

(b) if so, the details thereof;

(c) whether any inquiry has been conducted in the matter;

(d) if so, the outcome thereof; and

(e) the action taken by the Government against the erring officials/persons?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) A news channel in recent telecast had alleged pilferage of petrol, diesel and other petroleum products outside Hindustan Petroleum Corporation Limited (HPCL)'s Mahul terminal in Mumbai. HPCL have denied the allegation pointing out that its Mahul terminal does not handle petrol and diesel but only Naphtha, Hexane, Light Diesel Oil, Furnace Oil, etc., mostly by rail and some quantities by tank trucks for industrial customers. The area which was telecast is opposite the gate of the Mahul Terminal located on the main Mahul Corridor road and is also being used as a common parking area by transporters of other PSUs as well as private companies. Though HPCL have no control over this parking area, CISF personnel are continuously patrolling along the Mahul Terminal. HPCL have confirmed that operations at their Mahul Terminal have always been in line with laid down safety norms and the operation and commercial integrity in handling various products is strictly maintained.

(c) and (d) HPCL have conducted an investigation through a committee headed by a General Manager rank officer and it concluded that there is no pilferage of products from tankers loaded at the HPCL terminal.

(e) Does not arise in view of the answer to (c) and (d) above.

Funding of Railway Projects by ADB

342. SHRI JASHUBAHI DHANABHAI BARAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Asian Development Bank (ADB) has agreed for funding some Railway projects;

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

(c) the quantum of assistance extended so far by the ADB for those projects and the present status thereof; and

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

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

(b) Asian Development Bank has approved funding of the following projects:—

Mahanadi Bridge, Gooty-Pullampet Patch Doubling, Bhatapara-Urkura 3rd Line, Aligarh-Ghaziabad 3rd line, Cuttack-Barang Doubling, Raichur-Guntakal Doubling, Barang-Khurda Road 3rd Railway line, Thiruvallur-Arokkonam 3rd Railway line, Rajatgarh Barang Doubling.

(c) ADB has approved a loan of US\$ 313.6 million. So far an expenditure of US\$ 1.5 million has been incurred out of the ADB component of the above projects.

(d) External assistance is currently being utilized for the following railway projects:—

(i) World Bank (WB) is funding Mumbai Urban Transport Project (MUTP), which has both rail and road components, through a loan from the International Bank for Reconstruction and Development (IBRD) of US\$ 463.0 million (of which US\$ 305 million is for rail component) and a credit from International Development Association (IDA) of US\$ 79 million (of which US\$ 60 million is for rail component). The total estimated cost of rail component of this project is Rs. 3125 crore. The loan has become effective on 6th November, 2002.

(ii) Kreditanstalt for Wiederaufbau (KfW), Germany has extended a loan of Deutsche Mark (DM) 185 million to finance the project of Modernisation of Signalling and Telecommunication between Ghaziabad and Kanpur. The estimated cost of this project is Rs. 425 crore. The loan is valid up to 31-12-2006.

*[Translation]***Prices of Crude Oil**

343. DR. CHINTA MOHAN:

SHRI RAJIV RANJAN SINGH "LALAN":

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

(a) whether, the prices of crude oil in the international market have decreased during October-November 2005;

(b) if so, the facts thereof;

(c) the maximum and minimum crude oil prices in the international market during the said period;

(d) the quantity of crude oil imported in the country during the said period; and

(e) the import of such price fluctuations on the Indian economy?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Yes, Sir. Average prices of the Indian crude oil basket have decreased during October-November 2005 as compared to the preceding two months, as per details given below:—

Period	Indian crude basket prices (\$/bbl)
August '05	60.02
September '05	59.74
October '05	56.28
November '05	53.86

The maximum price during the period October-November, 2005 was US\$ 59.80 (on 3-10-2005) and the minimum was US\$ 51.46 (on 18-11-2005).

(d) During this period, 11.924 MMT of crude oil was imported.

(e) The fluctuation in international oil prices has a cascading effect on the overall economy affecting primary sectors such as transport, power, fertilizers etc. besides fanning inflationary trends and slowing down the growth rate.

*[English]***Tribunal for Armed Forces Personnel**

344. SHRIMATI NIVEDITA MANE:

SHRI ASADUDDIN OWAISI:

SHRI EKNATH MAHADEO GAIKWAD:

SHRI KIRTI VARDHAN SINGH:

SHRI HARISINH CHAVDA:

SHRI BIR SINGH MAHATO:

Will the Minister of DEFENCE be pleased to state:

(a) the number of personnel court martialled during each of the last three years and current year so far;

(b) the number of such cases taken up by the personnel before the civil judiciary;

(c) whether the Government has realized the need for settlement of cases and appeals of the defence forces inside their jurisdiction;

(d) if so, whether the Government is considering to set up a tribunal for the armed forces personnel to adjudicate on disputes and complaints regarding service matters and on appeals arising out of the court martial; and

(e) if so, the time by which it is likely to be set up?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) The number of personnel court martialled during the last three years and the current year so far, in the Armed Forces is as under:—

Year	2002	2003	2004	2005
Army	1031	945	842	553
Navy	14	12	12	8
Air Force	82	74	64	33

(b) The number of cases pending before the civil judiciary relating to courts martial are 973.

(c) Yes, Sir.

(d) and (e) Government has taken a decision to set up an Armed Forces Tribunal.

Growth in Aviation Industry

345. SHRIMATI ARCHANA NAYAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any concrete plan to provide airports and their supporting infrastructure to the new private airlines;

(b) if so, the details thereof;

(c) the expected annual growth in the aviation industry over the next five years;

(d) whether all airlines would be able to use the proposed new generation Instrument Landing System (ILS-3) facility; and

(e) if not, the reasons therefor?

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

(b) Airports Authority of India (AAI) has taken steps to provide additional parking stands at both the domestic and international aprons at the metro airports at Mumbai, Delhi, Chennai and Kolkata. Besides, the steps planned by AAI to increase the capacity of runway and terminal buildings are as under:—

Delhi—Provision of additional taxi tracks, additional X-ray machine, in security hold area of terminal-II, provision of CUTE system, construction of new domestic and international terminals.

Mumbai—Provision of additional taxi tracks, modification of domestic terminal, integration of arrival halls of terminals, upgradation of terminals, construction of new domestic and international terminals.

Chennai—Provision of additional checking counters, modification of existing international departure terminal and its integration with the new international arrival terminal.

Kolkata—New international departure terminal.

(c) Currently the domestic civil aviation sector is growing at a rate of about 23% and international sector at a rate of about 18%. The growth of civil aviation sector over the next five years inter-alia will depend upon the Gross Domestic Product (GDP) growth, foreign tourist arrivals etc.

(d) No, Sir.

(e) An operator is given approval for ILS Category II/IIIA operations in various stages. The total time required for obtaining Instrument Landing System (ILS) Category IIIA approval is minimum three years. Certain airlines have not completed the minimum requisite period. Hence, these airlines are not authorised to make use of ILS Category-III A.

[Translation]

Adulteration in Petroleum Products

346. SHRI TUKARAM GANPATRAO RENGE PATIL:

SHRI HARIKEWAL PRASAD:

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

(a) the number of raids conducted during each of the last three years in the country in respect of cases of adulteration and less amount of oil in the petrol pumps, State-wise;

(b) the number of raids in which cases of adulteration and less amount of oil has been detected; and

(c) the action taken against the petrol pumps found guilty?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) The number of inspections conducted by the Public Sector Oil Marketing Companies (OMCs) and the number of cases of adulteration/short delivery detected during each of the last three years is as under:—

Year	No. of inspections conducted	No. of cases of adulteration/short delivery detected
2002-03	83606	485
2003-04	91840	457
2004-05	104510	321

(c) Action is taken by OMCs against guilty petrol pump dealers based on the provisions of the Marketing Discipline Guidelines/Dealership Agreement. The action taken includes termination of dealerships, imposition of fines, suspension of supplies, warning, etc.

[English]

Water Logging on Runways

347. SHRI M. SREENIVASULU REDDY:

SHRI CHANDRAKANT KHAIRE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether accidents on wet runways are on the increase;

(b) if so, the number of such accidents reported during 2005 till date; and

(c) the steps taken/proposed to be taken by the Government to solve the problems of water logging on airport runways?

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

(b) Does not arise.

(c) Adequate drainage system has been provided for disposal of rain water to prevent the flooding on the runways at the airports. The drainage systems are improved from time to time whenever deficiency is noticed due to unprecedented heavy rains.

Welfare Schemes for SCs and OBCs

348. SHRI HITEN BARMAN:

SHRI AJIT JOGI:

SHRI G. KARUNAKARA REDDY:

SHRI K.C. PALANISAMY:

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

(a) the funds allocated and released under different welfare schemes for SCs and OBCs to different States/UTs and NGOs/VOs during 2005-06 scheme-wise;

(b) the number of persons to be benefited under these schemes during the said period, scheme-wise;

(c) the details of achievements made under the said schemes during the last three years, scheme-wise; and

(d) the method/procedure adopted by the Government for regulating and monitoring of funds inflow under the schemes?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) Statement regarding funds allocated, released and beneficiaries covered during the last three years and the current financial year for SCs and OBCs are given in the enclosed statement.

(d) The method/procedure adopted for regulating and monitoring of funds under the schemes are as follows:—

- (i) Utilization certificates are insisted upon in respect of past releases before fresh releases are made.
- (ii) Periodic progress reports are obtained from States/UTs, showing the progress of implementation of scheme, the beneficiaries covered and other relevant information.
- (iii) Meetings with States/UTs secretaries concerned are convened to ascertain the progress of implementation of schemes.
- (iv) Officers of the ministry visit States/UTs from time to time to discuss implementation of the scheme.

Statement

Funds released and number of Beneficiaries covered under different Welfare Schemes for SCs and OBCs

[Year-wise Amount (in crores)]

Name of Scheme/ programme	Welfare Schemes for SCs											
	2002-03			2003-04			2004-05			2005-06		
	Allocated	Released	Benefi- ciaries	Allocated	Released	Benefi- ciaries	Allocated	Released	Benefi- ciaries	Allocated	Released as on date	Benefi- ciaries
1	2	3	4	5	6	7	8	9	10	11	12	13
SCA toSCP	371.62	434.05	N.A.	376.91	383.86	N.A.	402.00	394.27	N.A.	407.36	175.37	N.A.
Post Matric Scholarship	268.00	153.05	1894060	260.00	264.99	1983296	313.24	330.26	2272568	379.59	379.98	2466357
Pre Matric Scholarship	14.50	5.12	582382	14.50	14.61	502964	16.00	9.89	561294	16.00	10.68	588895
Construction of Hostels for SC Girls	20.00	20.00	11484	20.00	20.24	9277	22.00	16.03	7172	20.00	19.29	2859
Construction of Hostels for SC Boys	23.00	21.29	11582	23.00	35.25	8779	26.00	24.92	6618	27.00	17.85	2367
Coaching and Allied	9.60	5.50	12819	6.00	4.00	7030	8.00	4.93	11905	8.00	.04	120
Upgradation of Merit of SC/ ST students	40.00	3.05	2144	58.00	1.85	1378	18.00	1.77	1334	18.00	3.78	2547

PCR and Atrocities	31.50	40.18	NA	31.50	36.44	N.A.	34.75	34.62	NA	37.91	25.60	NA
NSFDC	15.10	15.10	76281	15.10	10.10	59826	15.10	11.00	41489	16.60	8.30	42000
NSKFDC	20.00	20.00	25809	20.00	10.00	6870	20.00	20.59	9539	22.00	11.00	12000
SCDCs	24.00	25.00	628717	48.13	48.13	543565	49.00	48.64	565188	32.50	Nil	750000
Assistance to Voluntary Organisation	24.00	24.00	64938	24.00	24.00	43548	25.50	26.54	38944	27.00	16.81	26651

Welfare Schemes for OBCs

Pre Matric Scholarship	16.76	18.74	585853	15.30	17.00	1595736	16.80	18.76	1287610	20.05	16.30	1199144
Post Matric Scholarship	21.29	28.42	253455	21.59	23.99	234589	21.73	24.67	227980	26.05	18.26	139958
Hostel for Boys and Girls	14.85	14.51	5808	11.70	10.20	4061	12.76	12.78	5821	14.00	10.72	5100
Assistance to Voluntary Org.	3.46	4.86	11590	4.50	4.48	10156	5.00	5.51	12277	5.50	1.50	5195
NBCFDC	11.00	12.00	84682	9.00	4.23	86320	9.00	18.72	61538	11.00	4.00	33720

[Translation]

Repairing of Aeroplanes

349. SHRI RASHEED MASOOD: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that 80-85 per cent of aircraft are out of order as reported in 'Navbharat Times' dated 16th September, 2005;

(b) if so, the facts thereof;

(c) the steps taken to deal with this situation;

(d) whether the Government is interacting with any foreign company to repair these aircraft; and

(e) if so, the time by which the agreement in this regard is likely to be reached?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

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

(d) and (e) To sustain aircraft serviceability, the IAF and the Ministry of Defence regularly interact with indigenous and foreign manufacturers/vendors for repair and supply of requisite spares. Contractual agreements with them are an on-going process.

[English]

INS-Betwa

350. SHRI SUGRIB SINGH:

SHRI KISHANBHAI V. PATEL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Navy has inducted INS-Betwa equipped with latest technology and equipments;

(b) if so, the details thereof; and

(c) the expenditure incurred on INS-Betwa?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) Indian Naval Ship (INS) Betwa,

a frigate, has since been inducted in the Navy. The ship is fitted with the state-of-art weapons, equipment, systems and radars. The expenditure incurred on INS Betwa till 31-10-2005 is Rs. 763 crore.

Fuel Pricing Policy

351. SHRI UDAY SINGH:

SHRI BALASHOWRY VALLABHANENI:

SHRI NAVEEN JINDAL:

SHRI ADHIR CHOWDHURY:

SHRIMATI JAYAPRADA:

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

(a) whether the Government has constituted a High Powered Committee to formulate a fuel pricing policy and taxation regime for petroleum products;

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

(c) the time by which the Committee is likely to submit the report to the Government?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) Yes, Sir.

(b) and (c) In order to formulate a long-term pricing policy for petroleum products, the Government have constituted an Inter-Ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister.

The Committee is mandated to look into various aspects of pricing and taxation of petroleum products with a view to stabilizing/rationalizing their prices, keeping in view the financial position of the oil companies, the investment needed in the sector, the need to conserve petroleum products, and establishing a transparent mechanism for the autonomous adjustment of prices by the oil companies. Taking into consideration the interests of all stakeholders concerned, the Committee will suggest a comprehensive mechanism for pricing and taxation of

sensitive petroleum products, and other allied issues. The Committee is to submit its report within six months.

Acquisition of Aircraft

352. SHRI VIRENDRA KUMAR:

SHRI MOHAN SINGH:

SHRI JYOTIRADITYA M. SCINDIA:

SHRI BIKRAM KESHARI DEO:

SHRI BADIGA RAMAKRISHNA:

KUNWAR MANVENDRA SINGH:

SHRI ANIRUDH PRASAD ALIAS SADHU
YADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has placed an order for acquisition of 43 Airbus aircraft for augmenting the Indian Airlines fleet;

(b) if so, the total cost involved therein;

(c) whether the Government has cleared fleet acquisition proposal of Air-India;

(d) if so, the details of planes likely to be procured alongwith the names of the companies and cost thereof; and

(e) the time by which these planes will be put in operation alongwith the sector earmarked therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): *(a) and (b) Government has approved Indian Airlines proposal for acquisition of 43 Airbus aircraft at a cost of Rs. 10237 crores approximately. Indian Airlines would place final orders after finalisation of Memorandum of Understanding (MoU) with Airbus Industries.

*The reply was subsequently corrected through a Correcting Statement made in the House on 08-12-2005 and was also placed in Library under LT No. 2991/2005. Therefore, reply to parts (a) and (b) have been corrected as under:—

Government has approved Indian Airlines proposal for acquisition of 43 Airbus aircraft at a cost of Rs. 9888 crores approximately. Indian Airlines would place final orders after finalization of Memorandum of Undertaking (MoU) with Airbus industries.

(c) No, Sir.

(d) and (e) Do not arise.

Awarding of New Blocks

353. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether new blocks have been awarded under New Exploration Licensing Policy (NELP-V).

(b) if so, the details thereof;

(c) whether there is any clear-cut policy which allows companies to announce the quantity of gas or oil reserves they have struck;

(d) if so, the details thereof; and

(e) the details of blocks so far awarded under NELP, company-wise?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes Sir, the Government awarded 20 blocks (12 onshore, 2 shallow water and 6 deepwater blocks) to various companies under the fifth round of New Exploration Licensing Policy (NELP-V) following international competitive bidding system.

Details of the 20 blocks awarded under NELP-V are as under:—

Company/Consortium	No. of Blocks awarded
1	2
Reliance Industries Ltd. (RIL) and RIL Consortia	5
ONGC and ONGC Consortia	3
Cairn Energy and Cairn Energy Consortia	3

1	2
ENI Consortia	2
Oil India Limited Consortium	1
Focus Energy Ltd. Consortium	1
Gujarat State Petroleum Corporation Ltd. Consortium	1
Niko Resources Ltd.	1
Geo Global Resources	1
Jubilant Oil and Gas Consortium	1
Geo Petrol Consortium	1

(c) and (d) Under the Production Sharing Contracts (PSCs), Contractors are required to notify oil/gas discoveries to the Government/Management Committee within the stipulated period under the terms of the contract.

In order to have a uniform framework for the announcement of new oil and gas discoveries of all operations in the country, the Government is formulating norms for a the declaration of new discoveries and its classification of hydrocarbon reserves.

(e) In five rounds of NELP held so far, 110 blocks have been awarded, out of which 32 are Shallow water blocks, 40 are Deep water blocks and 38 are Onland blocks. Details of the blocks awarded (current operator-wise) are as under:—

Operator	Shallow water	Deep-water	Onland	Total
ONGC	16	22	13	51
RIL	12	17	2	31
OIL	1	0	6	7
GSPC	1	0	3	4
Cairn Energy	0	0	4	4
Niko Resources Ltd.	0	0	2	2
Enpro Finance	0	0	2	2
Gazprom	1	0	0	1
HOEC	1	0	0	1
Phoenix	0	0	1	1
Geo Global Resources	0	0	1	1
Jubilant Oil	0	0	1	1
Geo Petrol	0	0	1	1
Jubilant Enpro Pvt. Ltd.	0	0	1	1
ENI Ltd.	0	1	1	2
Total	32	40	38	110

Modernisation of Airports in N.E. Region

354. SHRI SARBANANDA SONOWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any plan to upgrade/modernize the airports in North-Eastern Region;

(b) if so, the details thereof;

(c) the funds sanctioned for upgradation/modernisation of each airports in North-Eastern Region; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. There are plans to upgrade/modernize some airports in the North-Eastern Region.

(b) to (d) Various development works relating to extension of runway, expansion of apron, construction of modern terminal building, ground lighting facilities, installation of Instrument Landing System (ILS) and other associated works have been initiated by Airports Authority of India (AAI) at four airports in North Eastern region. These development works are at preliminary stages except Dimapur airport where installation of ILS has been completed. Cost of development works at these airports are as under:—

Dibrugarh—Rs. 83.05 crores, Silchar—Rs. 33.00 crores, Shillong—Rs. 35.00 crores, Dimapur—Rs. 2.50 crores.

Shortage of Pilots

355. SHRI BALASHOWRY VALLABHANENI:

SHRI SHRINIWAS DADASAHEB PATIL:

SHRI K.S. RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of domestic and international flights cancelled by Air India, Indian Airlines and Alliance Air due to non-availability of pilots during the last one year;

(b) whether there is acute shortage of pilots in these airlines;

(c) if so, the details thereof;

(d) whether the Government has taken any steps for recruitment of pilots in these airlines; and

(e) if so, the details thereof and the time by which the pilots in these airlines are likely to be appointed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) At present, Air India has a shortage of 137 pilots whereas Alliance Air has a shortage of 12 Commanders each for its B737 and ATR 42 aircraft fleet. The shortfall in the category of Co-Pilots is 12 and 9 for B737 and ATR 42 respectively in Alliance Air. Though Air India has not cancelled any flight due to shortage of pilots, Alliance Air has made curtailments/adjustments to the schedule in order to maintain regularity of services within the existing resources.

(d) and (e) Air India and Alliance are in the process of recruiting additional pilots to fill up the vacancies through open advertisements in leading newspapers, campus recruitment from IGRUA at frequent intervals and from foreign recruitment agencies.

Improvement in Services of I.A.

356. SHRI M. APPADURAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that due to more competition among the airlines the services of Indian Airlines (IA) have been affected;

(b) if so, the steps being taken by the Government to improve the services of the I.A.; and

(c) the estimated loss expected during the current financial year?

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

(b) and (c) Do not arise.

Hydrocarbon Pricing Policy

357. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that lack of a comprehensive hydrocarbon pricing policy has resulted in an acute shortage of Liquefied Petroleum Gas (LPG) cylinders;

(b) if so, the details thereof;

(c) whether the Government is considering to prepare a comprehensive hydrocarbon pricing policy; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (d) Public Sector Oil Marketing Companies (OMCs) have reported that the backlog in LPG supplies in certain markets of the country since September 2005 is largely on account of the non-materialization of some additional LPG imports planned by the OMCs and the shutdown of Reliance Industries Limited (RIL)'s Refinery since October 2005. The position is being closely monitored by the Government and a composite task force of OMCs has been set up to undertake measures for both import and inventory management. The situation is expected to normalize by the end of November 2005 after the restoration of production in RIL's Refinery.

In order to formulate a long term pricing policy, Government have constituted an inter-Ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister, to examine different aspects of the pricing and taxation of petroleum products with a view to stabilizing/rationalizing their prices, keeping in view the financial position of the oil companies, the investment needed in the sector, the need to conserve petroleum products and establishing a transparent mechanism for the autonomous adjustment of prices by oil companies. Taking into consideration the interests of all stakeholders concerned,

the Committee will suggest a comprehensive mechanism for pricing and taxation of sensitive petroleum products and other allied issues.

[Translation]

Rail Link with Myanmar

358. SHRI HARIBHAU RATHOD:

SHRI RAM SINGH KASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government held talks with Myanmar for establishing rail link;

(b) if so, the details thereof;

(c) whether any final decision has been taken in the matter;

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

(e) the amount likely to be spent on the said rail link?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Yes, Sir. Establishment of Indo-Myanmar Rail Link is a Ministry of External Affairs initiative under the aegis of Mekong-Ganga Cooperation. Discussions were held on providing Indian Myanmar Rail Link during a Foreign Office Consultation with Myanmar in New Delhi in October, 2005.

At the instance of Ministry of External Affairs, RITES Ltd. had conducted a Feasibility Study which suggested the following alignments;

In India:

(i) Construction of new rail link between Jiribam-Imphal-Moreh at a cost of Rs. 2941.08 Cr.

In Myanmar:

(ii) Construction of a new rail link between Tamu (Moreh)-Kalay-Segyi at a cost of Rs. 1339.02

Cr. and rehabilitation of existing line from Segyi-Chaungu Myohaung at a cost of Rs. 283.95 Cr.

It has been felt that construction/rehabilitation of the railway line in Myanmar for the India-Myanmar Railway link should proceed in tandem with work on the Indian side. No timeframe for completion of the link can be established at present.

Blacklisted NGOs

359. SHRI RAMJI LAL SUMAN:

SHRI RAJIV RANJAN SINGH "LALAN":

SHRI P. MOHAN:

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

(a) whether the Government has blacklisted some NGOs and stopped their grants;

(b) if so, the names of NGOs blacklisted during 2005;

(c) the average grants/funds provided to these NGOs during the last three years;

(d) whether the Government has also taken any legal action against the persons running these NGOs for misuse of the Government fund; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) and (c) The details of NGOs blacklisted during 2005 and funds released to them during last three years are enclosed as statement.

(d) and (e) Such cases, matter is taken up with the State Governments/District Collectors to seize the assets created out of the Government assistance, dispose of the same, deposit the money thus collected with the Government and recover the balance amount as arrears of land revenue.

Statement

Sl. No.	Name of the NGOs blacklisted during the year 2005	Field of work	Details of grant-in-aid released during last three years		
			(Rs. in lakhs)		
			2002-03	2003-04	2004-05
1	2	3	4	5	6
1.	Talagarda Harijan Sahi Mahila Samiti, At. Gaikanpali, PO. Taparia, Via. Gopalpur, Distt. Sundergarh, Orissa	Steel furniture making training centre for SCs.	1.43	1.43	Nil
2.	Orissa Voluntary Association for Rural Socio Development, At. Kaliapat, P.O. Gopikud, P.S. Klujanga, Distt. Jagatsinghpur, Orissa	Residential School for SC students.	Nil	Nil	Nil

1	2	3	4	5	6
3.	Peoples Organisation of Orientation and Renovation, At. and PO Nuagan, Via Srigida, Distt. Keonjhar, Orissa	Craft Training Center for SCs	3.43	1.72	Nil
4.	National Youth Service Action and Social Development Research Institute, At. Santhasara, P.O. Santhapur, Via-Gondia, Distt. Dhenkanal-759016, Orissa	Creche Centres for SC children	Nil	Nil	Nil
5.	Vishwa Jeevan Seva Sangha, Sardhapur, PO. Garhsanput, Distt. Khurda-752060, Orissa	Residential Schools, Craft Centre and Creche Centers for SCs	22.29	34.97	Nil
6.	Shri Damodaran Sanjeevaiah Memorial High School, Sector-6, Bhilai Nagar, Distt. Durg, Chhattisgarh	Hostel for SC students	Nil	Nil	Nil
7.	Shantidoot, Udantipur, Biharsharif-803 101, Nalanda	De-addiction Centre	1.83	6.81	3.40
8.	Tapsavi Sewa Charitable Trust, Behind Globe Cinema Nadiad-387001, District Kheda.	De-addiction Centre	9.36	6.80	—
9.	Dr. B.R. Ambedkar De-addiction Centre, B.R. General Hospital, Kalpi Nagar, Last Bus stop, Asarwa, Ahmedabad	De-addiction Centre	9.07	6.81	3.40

[English]

Contract for BHEL

360. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether Bharat Heavy Electricals Limited (BHEL) has bagged a turnkey contract for setting up of switching sub-station by Power Grid Corporation;

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

(c) the time by which the said project will be completed?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) and (b) Yes, Sir. Bharat Heavy Electricals Limited (BHEL) has secured a turnkey order for setting up of 400 KV Balia (New) Switching Station and Extension of 400 KV Mau (Uttar Pradesh Power Corporation Limited) substation associated with Kahalgaon Stage-II Phase-I Transmission System of Power Grid Corporation.

(c) This Project is scheduled to be commissioned in 20 months i.e. by March 2007.

Increase in Remuneration of Casual Staff

361. DR. ARUN KUMAR SARMA: : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has taken any decision to increase the remuneration of Casual News Readers/Editors/other categories of staff engaged by the News Service Division.

(b) if so, the details thereof and the amount of remuneration increased;

(c) if not, the reasons for the delay; and

(d) the time by which the decision is likely to be taken in the matter?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) No, Sir.

(b) Does not arise.

(c) and (d) The process of revision of fee structure for Casual Newsreaders/Editors/other Artists working in News Service Division, Akashvani has already been initiated as a part of the general revision of the entire fee structure of Casual Artists/Talkers/other Assignees etc. of All India Radio. This process is being actively pursued.

Task Force for Orissa Rail Projects

362. SHRI TATHAGATA SATPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Task Force constituted for some railway projects in Orissa has submitted its report;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No Task Force had been set up as indicated. However, the Rail Vikas Nigam Limited (RVNL) has prepared a Concept Paper on the railway infrastructure strengthening to cater to the anticipated upsurge in traffic generation and movement due to the upcoming steel plant of M/s. POSCO and other plants in Orissa, with particular reference to four rail links, viz., doublings of Daltari-Banspani and Haridaspur-Paradeep, Angul-Sukinda new line and extension of Naupada-Gunupur line to Theruvali. The traffic likely to be generated on these four projects has been analyzed keeping in view various Memoranda of Understanding (MoU) signed by Orissa Government with the industry. The cost of development of infrastructure

and other assets to deal with the projected traffic has also been worked out.

(c) Daitari-Banspani single line is targeted for completion by 31-03-2007 and Haridaspur-Paradeep single line by 31-03-2008. Further planning about Angul-Sukinda new line project and extension of Naupada-Gunupur line upto Theruvali would be possible once the bankability study reports are finalized.

Language Policy of NSD

363. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of CULTURE be pleased to state:

(a) the language policy of National School of Drama (NSD) especially after grant of deemed university status;

(b) the number of plays staged by NSD language-wise, during the last two years alongwith the cost of production thereof; and

(c) the details of the proposals to open new Regional Centres?

THE MINISTER OF CULTURE AND THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY):

(a) Deemed University Status to National School of Drama has not been granted.

(b) Details are given in the enclosed statement.

(c) Government has no proposal to open new Regional Centres of the National School of Drama.

Statement

The following are the plays staged by the Repertory Company during the year 2003-2004 and 2004-2005

Name of the Play	Language	Cost of Production
1	2	3
Year 2003-2004		
Zille Subhani	Hindi	Rs. 5,50,000/-
Short Cut	Hindi	Rs. 7,20,000/-
Gappu Gope Gapanggamdas	Hindi	Rs. 6,00,000/-
Us Cheez Ke En Aamni Samne	Hindi	Rs. 2,82,000/-
Year 2004-05		
Gunda	Hindi	Rs. 5,75,000/-
Einstein	Hindi	Rs. 5,00,000/-
Mausam-dar-Mausam	Hindi	Rs. 1,50,000/-
Taj Mahal Ka Tender (Revived)	Hindi	Rs. 25,000/-

The following are the plays staged by the third year students during the year 2003-2004 and 2004-2005:—

Name of the Play	Language	Cost of Production
Year 2003-2004		
Jayaz Hatyare	Hindi	Rs. 2,67,000/-
Illusion	Hindi	Rs. 5,28,000/-
Butchkhana	Hindi	Rs. 6,75,000/-
Karn	Hindi	Rs. 3,63,000/-
Kahani Dar Kahani	Hindi	Rs. 92,000/-
Juliur Ceaser	Hindi	Rs. 7,77,000/-
Year 2004-05		
Pata Shehar Mumbai	Hindi	Rs. 4,94,000/-
Godaan	Hindi	Rs. 4,28,500/-
Hum Rahe Na Hum	Hindi	Rs. 4,97,500/-
Mastan Calendar	Hindi	Rs. 5,92,000/-
The Trojan War	Hindi	Rs. 10,57,500/-

The following are the plays staged by the second year students during the year 2003-2004 and 2004-2005:—

Name of the Play	Language	Cost of Production
1	2	3
Year 2003-2004		
Bachchhoo	Hindi	Rs. 4,10,000/-
Bhaash Ghatotkatch	Hindi	Rs. 4,46,000/-
Pramod Nagar Ka Uthaan Patan Urp Mami Mani Kand	Hindi	Rs. 9,29,000/-
Dekh Kahani Dekh	Hindi	Rs. 92,500/-
Presentation of Diploma	Hindi	Rs. 80,000/-

1	2	3
Year 2004-05		
Kaun Thagua Nagaria Lootal Ho	Hindi	Rs. 7,38,000/-
Antigony	Hindi	Rs. 6,31,000/-
Theyya Theyyam study tour Trivendrapuram	Hindi	Rs. 10,96,000/-
Antim Adhyay	Hindi	Rs. 5,60,000/-
Presentation of Diploma	Hindi	Rs. 1,20,000/-

[Translation]

Manufacturing of Submarines

364. SHRI SHISHUPAL PATLE:

SHRI JYOTIRADITYA M. SCINDIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government is contemplating to get the submarines manufactured indigenously;

(b) if so, the number of such submarines are likely to be manufactured;

(c) if not, whether the Government proposes to purchase scorpion submarines;

(d) if so, the time by which such submarines are likely to be purchased; and

(e) the expenditure likely to be incurred thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) The contracts for the indigenous construction of six French scorpene class submarines at M/s. Mazagon Dock Limited (MDL), Mumbai, under Transfer of Technology from M/s. ARMARIS, France were signed on 6th October 2005. Government sanction for the project has been issued for Rs. 18798 crore including Rs. 3553 crore as taxes. The project cost is inclusive of Rs. 2160 crore provided as budgetary estimate for Torpedo, Portable Deep Water Noise Range, Base and

Depot spares and MDL infrastructure, It also includes the cost of the contract between MDL, Mumbai and M/s. Armaris, France; MDL and Government of India; and Government of India and M/s. MBDA, France. The first submarine is scheduled for induction in 2012.

[English]

Damage to Railway Properties

365. SHRI DALPAT SINGH PARSTE:

SHRI KAMLA PRASAD RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any damage to Railway properties has been reported due to the recent floods and heavy rains in various parts of country;

(b) if so, the details thereof; and

(c) the steps taken by the Government to restore the normalcy of railway services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. There has been damage to Railway properties on some zonal Railways due to recent floods and heavy rains. The damages are in the form of ballast washouts and embankments erosion, washouts in various affected stretches, partial damage to seven bridges and in some cases damage to overhead Electric lines and Signalling

and Telecommunication gears. The approximate cost of such damages, as per preliminary estimates, in Rs. 143 Crore.

(c) Immediate necessary action is taken by Railways for restoration of rail services and repair and rehabilitation of damaged assets whenever there is disruption of traffic and damage to Railways assets due to floods. Necessary manpower, machinery and other resources are mobilized and work is taken up on war footing to restore the traffic first. Each Zonal Railway maintain stocks of items like boulders, sand, gunny bags, rails, sleepers and temporary spans at nominated places to meet with such emergent situations. Where required, the help of adjacent Zonal Railways is also taken.

**Modernisation of Delhi and
Mumbai Airports**

366. SHRI ASADUDDIN OWAISI:

SHRI MAHBOOB ZAHEDI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has accepted the tenders of private companies for the modernisation of Delhi and Mumbai airports;

(b) if so, whether some private companies have demanded certain changes in terms and conditions of the tenders;

(c) if so, whether a few companies have withdrawn their names for not making any modification in terms and conditions of the tenders;

(d) if so, the details alongwith the reasons therefor;

(e) whether the modernisation of airports is likely to be delayed;

(f) if so, whether an assessment has been made regarding cost escalation caused by the delay; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Six bids for Mumbai airport and five for Delhi airports have been submitted by Pre-Qualified Bidders.

(b) A few of the Pre-Qualified Bidders (PQBs) sought for certain changes especially with regard to the role and responsibilities of airport operator and the requirement of a performance bond.

(c) and (d) Two out of eight PQBs, viz., Bharti-Changi and L and T—Hochtief consortia did not submit their bids.

(e) The process of the selection of the successful bidder is expected to be completed within the year 2005-06.

(f) No, Sir.

(g) Does not arise.

**DPR on Nagaland Pulp and
Paper Company Ltd.**

367. SHRI SARVEY SATYANARAYANA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether any proposal for formulation of Detailed Project Report (DPR) on Nagaland Pulp and Paper Company Limited is under the consideration of the Union Government; and

(b) if so, the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir.

(b) Nagaland Pulp and Paper Company Ltd. (NPPC) is under reference to Board for Industrial and Financial Restructuring (BIFR). The stand of the Government will be communicated to BIFR who will take the final decision in the matter.

[Translation]

Electrification of Railway Lines

368. SHRIMATI KALPNA RAMESH NARHIRE: Will the Minister of RAILWAYS be pleased to state:

(a) the policy of the Government for electrification of railway lines;

(b) whether the Government has received proposals from the Government of Maharashtra for electrification of railway lines in the State;

(c) if so, the details thereof; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criterion/guidelines being followed in this regard are as under:—

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

(ii) In certain specific cases, electrification will be justified on considerations of operational flexibility.

(iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

(b) No proposal has been received from the Government of Maharashtra.

(c) and (d) Do not arise.

[English]

Strengthening Indigenous Defence Industry

369. SHRI RANEN BARMAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to strengthen the indigenous defence industry and carry out constant research and development and regular upgradation of fighting equipment;

(b) if so, the details of the comprehensive proposal formulated by the Government in this regard; and

(c) if not, the steps taken by the Government in this direction?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Yes, Sir. Defence industry sector, so far reserved for the public sector, has been opened for 100% private sector participation, subject to licensing. Defence Research and Development Organisation (DRDO) has a policy of sharing knowledge and providing facilities to the Defence industries to build up competence for research, development and upgradation of fighting equipment and weapon systems.

(b) Department of Defence Production has so far issued 23 Letters of Intent (LOI)/Industrial Licences to private sector for manufacture of a wide range of defence equipment. Government has evolved an efficient interacting mechanism with the industry.

(c) Does not arise.

Import of LNG from Iran

370. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the import of five million tonnes of liquefied natural gas from Iran is in trouble as reported in 'The Hindu' dated October 26, 2005;

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

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) The newspaper report in

"The Hindu" dated the 26th October, 2005 states that Iran may not be in a position to fulfill its commitment of supplying the agreed LNG quantities to India on account of technological constraints emerging from US sanctions on Iran. GAIL (India) Limited (GAIL), Indian Oil Corporation Limited (IOCL) and Bharat Petroleum Corporation Limited (BPCL) have a Sale-Purchase Agreement (SPA) with National Iranian Gas Export Company (NIGEC), concluded on 13 June 2005 in Tehran, for the import of 5 MMTPA of LNG, beginning from the last quarter of 2009. The Iranian authorities have re-affirmed that the agreement with India on LNG supply is valid and will be fully implemented.

Petroleum Regulatory Board

371. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the current status of setting up of the proposed Petroleum Regulatory Board?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): The proposal for setting up of Petroleum and Natural Gas Regulatory Board was considered by a Group of Ministers (GoM) under the Chairmanship of the Defence Minister in a meeting on 4th November 2005. The recommendations of the GoM are being brought before the Cabinet for consideration.

Oil Refinery at Paradip

372. SHRI B. MAHTAB:

SHRI TATHAGATHA SATPATHY:

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

(a) the progress made for the setting up of the proposed oil refinery at Paradip Orissa.

(b) whether the Government has also decided to set up a Petro-Chemical Complex at Paradip as well;

(c) if so, the details thereof; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Indian Oil Corporation Limited (IOC) have plans to set up a 15 million metric tonnes per annum (MMTPA) refinery integrated with petrochemical units for the production of paraxylene, polypropylene and styrene. 3,347 acres of land have been acquired for the project. Land development by dredging and reclamation, construction of bridges over Santra Creek, and construction of an approach road for the refinery connecting NH-5A to the refinery site, have been completed. An expenditure of Rs. 609.46 crore has so far been incurred on the refinery project.

(d) The integrated Refinery-cum-Petrochemical Complex is likely to be completed by the end of the year 2009-10.

[Translation]

New Broadcasting Plan

373. SHRI JASWANT SINGH BISHNOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Prasar Bharati has formulated any new broadcasting Plan;

(b) if so, the salient features thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) No, Sir.

(b) and (c) Do not arise.

[English]

Availability of Artificial Aids/Appliances

374. DR. M. JAGANNATH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether good quality of artificial aids and appliances for persons with disabilities are available in the country to meet the requirement of individuals;

(b) if not, the reasons therefor; and

(c) the steps being taken by the Government to enhance the availability and improve the quality of artificial aids and appliances?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) and (c) Do not arise.

[Translation]

Grant of National Heritage Status

375. SHRI DEVIDAS PINGLE: Will the Minister of CULTURE be pleased to state:

(a) whether the Mahabaleshwar, Nashikwani (Saptshrungi) Gad in Maharashtra fulfils the requirements for granting national heritage status;

(b) if so, the time by which the said site is likely to be granted the status of national heritage;

(c) whether the Government is considering to allocate funds for the development of the said site; and

(d) if so, the details thereof?

THE MINISTER OF CULTURE AND MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) There is no such category as National heritage status. However, Archaeological Survey of India could have considered these sites as it's protected monuments if no alterations or additions had been made.

(b) to (d) Question does not arise.

Gauge Conversion of Jabalpur-Gondia Railway Line

376. SHRI VIJAY KUMAR KHANDELWAL:
SHRI KRISHNA MURARI MOGHE:

SHRIMATI NEETA PATERIYA:

SHRI RAKESH SINGH:

DR. RAM LAKHAN SINGH:

SHRI NAND KUMAR SINGH CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the land required for gauge conversion of Jabalpur-Gondia railway line has been acquired;

(b) if so, whether the amount of compensation against the land acquisition has been paid;

(c) if so, the details thereof; and

(d) if not, the reasons therefor and the time by which the work of land acquisition is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Out of 369.62 hectares of land acquisition required, 99.39 hectares of land has so far been acquired. An amount of Rs. 11.83 crore has so far been paid by the Railway to the State Government against land acquisition. The disbursement of compensation to the land-losers is to be done by the State Government. The completion of land acquisition would depend on the action taken by the State Government for which no time frame is feasible to be fixed.

[English]

Railway Line from Mysore to Chitradurga

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

(a) whether there is any proposal to construct a new railway line from Mysore to Chitradurga via Tumkur;

(b) if so, whether the survey work for the said line has been taken up;

(c) if so, the progress so far made in this regard and the time schedule for its completion; and

(d) if not, the reasons therefor?

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

(b) to (d) Do not arise.

[Translation]

Development of Film Industry

378. SHRI AJIT JOGI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Union Government is aware that some State Governments are providing various incentives/facilities to the film industry;

(b) if so, whether the Union Government has any long term policy for overall development of film industry in the country; and

(c) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) 'Cinema' except "certification of films for public exhibition" is a State subject. As such, various incentives are provided to the film industry in different States by the respective State Governments/Union Territory Administrations.

(b) and (c) In the overall interest of the development of the film industry in India, the Central Government has also taken the following initiatives to bring about changes in this sector:—

- Institutional and bank financing are now accessible to the entertainment industry.
- 100% Foreign Direct Investment is permissible in the film sector.
- Government has led participation in global markets with a view to enhancing visibility of film industry.
- Film weeks and festivals are held on reciprocal basis with various countries.

— An audiovisual co production agreement has been signed with the Republic of Italy and similar proposals from other countries are being explored to expand avenues of finances and markets for the Indian film industry.

— The Committee for Development of the Entertainment Sector, a sub-committee of the State Information Ministers' Conference (SIMCON), set up to suggest a policy framework for the film industry has recommended reduction of entertainment tax; steps to counter piracy in the film sector, measures to facilitate foreign film shooting in India etc.

— The National Film Development Corporation, a public sector unit under this Ministry provides limited funding for films and oversees the integrated growth of the film industry in tune with objectives of the national economic policy.

Extension of Indo-Iran Gas Pipeline to China

379. SHRI HANSRAJ G. AHIR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any bilateral negotiation has been taken up between India and China on the issue of safety of Indo-Iran gas pipeline and extending it upto China;

(b) if so, the details thereof;

(c) the advantages of extension of this gas pipeline project upto China; and

(d) the assistance likely to be provided by China in implementation of the said project?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) There is no formal proposal at present to extend the Iran-Pakistan-India natural gas pipeline to China, but the thought has been thrown up for public discussion. As such no bilateral negotiations have been held between India and China on this project.

(b) to (d) Do not arise in view of the reply to (a) above.

[English]

Vishakhapatnam Airport

380. SHRI KINJARAPU YERRANNAIDU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Vishakhapatnam Airport remained closed for a period of two weeks due to damage caused by the cyclonic rains;

(b) if so, whether the Government has sent any team of expert to study the extent of damage;

(c) if so, the details thereof; and

(d) the steps taken by the Government to repair the Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Operations at Vishakhapatnam airport remained suspended from 15th to 27th October 2005 due to rain/flooding.

(b) A Committee was constituted by Airports Authority of India (AAI) to assess the damage caused to its assets.

(c) Extensive damage was caused to X-ray baggage machine, conveyor belts, check-in counters, computers, furnitures, floors, walls and other electrical equipments in the terminal building. It has also damaged the existing bandh as well as boundary wall under construction.

(d) By taking effective steps, AAI put the airport into operation from 28th October, 2005.

[Translation]

Collaboration with Germany in Petroleum Sector

381. SHRI Y.G. MAHAJAN:

SHRI HARISHCHANDRA CHAVAN:

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

(a) whether the Government proposes to collaborate with Germany in Petroleum Sector;

(b) if so, the details thereof;

(c) the specific areas identified for this purpose; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (d) Indian public sector undertakings in the petroleum sector are being assisted by German companies in setting up Naphtha Cracker and Downstream Polymer Projects, seismic processing, gas pipelines, etc.

Indian Oil Corporation Limited (IOC) have selected the technology of M/s. Basell, Germany for their High Density Polyethylene unit at the Naphtha Cracker and Downstream Polymer Project. An agreement has been executed between both companies to supply the license/know-how and provide necessary support to IOC during implementation/start-up as well as supply of the proprietary catalyst.

Further, Oil India Limited (OIL) have awarded the special seismic processing job for Thrust Belt areas of North-East India to M/s. TEEC, a German company. OIL are also in the process of awarding another special job to the same firm against competitive bidding.

As regards GAIL (India) Limited, M/s. Pipeline Engineering GmbH, Germany have completed their detailed feasibility report (DFR), environment management plan (EMP) and rapid risk analysis (RRA) for the Kakinada-Haldia Pipeline under the inter-state gas grid. Also, M/s. Dorsch, Germany are doing DFR, EMP and RRA for the Jagdishpur-Haldia Pipeline.

[English]

Investment in Loss Making PSUs

382. SHRI G. KARUNAKARA REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether it is a fact that 49 heavy industries are being run in the Public Sector Undertakings (PSUs);

(b) if so, the total number of such industries which are incurring losses for the last several years;

(c) the total loss accumulated by these PSUs as on the March 31, 2005;

(d) the total amount invested in these loss making industries during each of the last three years; and

(e) the steps being taken to improve the working of these loss making industries?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) In all there are 242 Public Sector Enterprises of which 48 are Public Sector Enterprises (PSEs) under the administrative control of the Department of Heavy Industry out of which 34 PSEs are presently in operation.

(b) 23 PSEs out of 34 have made losses continuously for the last three years.

(c) Audited results for all PSEs for the year 2004-05 are not available. However, accumulated loss as on 31st March, 2004 for these 23 PSEs was Rs. 11732.10 Cr.

(d) The total amount invested in some of the loss making PSEs as plan budgetary support by the Government during each of the last three years is as under:—

2002-03	—	Rs. 20.59 Cr.
2003-04	—	Rs. 54.38 Cr.
2004-05	—	Rs. 35.00 Cr.

(e) The National Common Minimum Programme (NCMP) envisages that while every effort will be made to modernize/restructure sick public sector companies and revive sick industry, chronically loss making companies will either be sold off, or closed, after all workers have got

their legitimate dues and compensation. Accordingly, a Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to make recommendations on the revivability and future of the PSEs. 20 PSEs of the Department of Heavy Industry have already been referred to the BRPSE. BRPSE has made recommendations on revival measures including financial restructuring, fresh infusion of funds, manpower rationalisation etc. for some of these PSEs.

Open Ticket Plan

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

(a) whether the Government is incurring huge losses due to the existing cancellation procedures;

(b) if so, the details thereof;

(c) whether the Government proposes to introduce 'Open Ticket Plan' to make the reservation procedures in railway passenger friendly;

(d) if so, the details and salient features thereof; and

(e) the time by which the said Plan is likely to be introduced?

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

(b) Does not arise.

(c) to (e) Passenger Reservation System (PRS) Software is under modification for implementing liberalization of the rules for preponement and postponement of journey. The facility is expected to be made available in the current financial year.

Oil Refinery Projects

384. SHRI ADHIR CHOWDHURY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Public Sector Oil companies have

prepared any scheme relating to oil refinery projects in collaboration with some foreign oil companies;

(b) if so, the details thereof; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) Oil and Natural Gas Corporation Limited (ONGC)/Mangalore Refinery and Petrochemicals Limited are exploring the feasibility of setting up a well-head refinery in Rajasthan in association with Cairn for processing the heavy crude discovered by the JV of Cairn and ONGC.

Further, Bharat Petroleum Corporation Limited and Oman Oil Company Limited together have a joint venture by the name of Bharat Oman Refineries Limited to set up a 6 million metric tonnes per annum (MMTPA) grassroots refinery at Bina (Madhya Pradesh).

Also, Hindustan Petroleum Corporation Limited have signed a letter of intent with British Petroleum for jointly promoting a 9 MMTPA refinery at Bathinda (Punjab).

Banspani Daitari Railway Line

385. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rail Vikash Nigam Ltd. (RVNL) has revised the target date for completion of Banspani-Daitari Railway line in Orissa;

(b) if so, the target set therefor;

(c) whether allocation of funds has been enhanced to complete the line expeditiously; and

(d) if so, the details thereof?

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

(b) The target has been revised to March, 2007.

(c) Yes, Sir.

(d) Rs. 128.61 crore is allocated for the current year.

Trafficking of Cultural Property

386. SHRIMATI D. PURANDESWARI: Will the Minister of CULTURE be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned, "Indian cultural history under threat: Trafficking of cultural property estimated at 6 million dollars a year" appearing in the Hindu dated September 13, 2005;

(b) if so, the facts thereof and the reaction of the Government thereto; and

(c) the steps taken or proposed to be taken to check illicit trafficking of cultural property?

THE MINISTER OF CULTURE AND MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (c) Yes, Sir. However, there had been no estimate of the yearly value of the cultural property involved. In order to ensure the security and protection of the ancient sculpture, idols and artifacts in the centrally protected monuments, sites and museums, the number of watch and ward staff has been augmented through deployment of private security guards, CISF personnel, State Police and home guards. The Government is also considering the amendment of the Antiquities and Art Treasures Act 1972 to firmly deal with illicit traffic in antiquities.

Indo-Bangladesh-Myanmar Gas Pipeline

387. SHRI RAYAPATI SAMBASIVA RAO:

SHRIMATI NIVEDITA MANE:

SHRI EKNATH MAHADEO GAIKWAD:

SHRI JYOTIRADITYA M. SCINDIA:

SHRI KIRTI VARDHAN SINGH:

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

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

(b) whether a fresh agreement has been signed among the three countries;

(c) if so, the details thereof;

(d) the likely cost of the project; and

(e) the time by which the said gas pipeline would be operational?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (e) In January 2005, Minister (P and NG) participated in a trilateral Ministerial meeting between the Oil Ministers of Bangladesh, Myanmar and India. In pursuance of the trilateral Joint Press Statement released after that meeting, a Techno-Commercial Working Committee (TCWC) of the representatives of the three countries was constituted. The first meeting of the TCWC was held in Yangon on 24th-25th February, 2005. The TCWC prepared a draft MoU to be signed by the three oil Ministers after the approval of their respective Governments. However, the approval of the MoU has been delayed on account of differences between India and Bangladesh over one preambular paragraph in the draft MoU. Minister (P and NG) visited Dhaka on 5th September, 2005 to discuss issues relating to the draft MoU. These issues continue to be under the consideration of the Governments of Bangladesh and India even as India explores with Myanmar other options of importing natural gas into India from Myanmar. An onshore pipeline through North East Indian territory is one of the options for the transportation of natural gas from Myanmar to India. No final decision has been taken as yet and the details of various options are being worked out.

[Translation]

Pending Railway Projects

388. SHRI RAMDAS ATHAWALE:

SHRI PARSURAM MAJHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of railway projects in the country have not been cleared by the Planning Commission;

(b) if so, the details of these pending projects, State-wise; and

(c) the efforts made by the Government to get these projects cleared from the Planning Commission?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The following projects have been processed for 'in principle approval'/ appraisal of Planning Commission:—

(i) Mughalsarai-Utretia Railway Electrification-Uttar Pradesh;

(ii) Extension of Mass Rapid Transport System (MRTS) from Velacherry to St. Thomas Mount-Chennai-Tamil Nadu;

(iii) Dimapur-Kohima new line-Nagaland; and

(iv) Chola-Bulandshahar newline-Uttar Pradesh.

Planning Commission has been requested to convey early approval/appraisal.

[English]

Pending Railway Projects of Tamil Nadu

389. SHRI RAVICHANDRAN SIPPAPARAI:

SHRI N.S.V. CHITTHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received any proposal from the Government of Tamil Nadu for gauge conversion of Virudhunagar-Manamadurai via Aruppukottai rail line;

(b) if so, the details thereof;

(c) the action taken by the Government thereon;

(d) whether the Government has also received requests from the Government of Tamil Nadu to clear the pending railway projects;

(e) if so, the details of projects cleared so far; and

(f) the funds allocated for various major works executed during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. However, based on the demands raised by the Hon'ble Members of Parliament from Tamil Nadu, necessary action has already been initiated to obtain requisite clearances to take up gauge conversion of Virudhunagar-Manamadurai via Aruppukottai MG line.

(d) and (e) Pending projects are considered as those projects which have been included in the budget but clearances are awaited. No such project is pending in Tamil Nadu. However, 04 new line, 07 gauge conversion, 14 doubling and 01 electrification projects are in progress in Southern Railway. These projects are in various stages of progress and are being progressed as per availability of resources.

(f) Expenditure of Rs. 27.09 crore, Rs. 518.47 crore and Rs. 72.24 crore has been incurred during last 03 years on new line, gauge conversion and doubling projects respectively falling fully/partly in the State of Tamil Nadu.

Co-operation with South Africa

390. SHRI JUAL ORAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any proposal to establish co-operation with South Africa in petroleum sector;

(b) if so, the details thereof; and

(c) the terms and conditions proposed to be made therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (c) An agreement between India and South Africa for cooperation in the hydrocarbons sector was signed on the 16th October, 2003 in New

Delhi during the visit of the South African Delegation headed by the President of that country. The Agreement is aimed at establishing a general framework for cooperation in areas of mutual interest in the hydrocarbons sector.

Crack in World Heritage Church in Sardana

391. SHRI MANORANJAN BHAKTA: Will the Minister of CULTURE be pleased to state:

(a) whether any cracks has been noticed by the authorities in the world heritage church in Sardana near Meerut (UP) after the recent earthquake in Jammu and Kashmir and other parts of the northern region of the country;

(b) if so, the details thereof; and

(c) the steps taken for its repairing?

THE MINISTER OF CULTURE AND MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) Yes, Sir. The catholic church in Sardana near Meerut (UP) and three monuments in Jammu and Kashmir have been affected by the recent earthquake.

(b) In the church at Sardana some minor cracks have been noticed in the minar and wall. In Jammu and Kashmir three monuments in district Baramulla namely Shiva temple at Fatehgarh, Detha mandir and Shiva temple at Buniyar have been affected.

(c) The essential repair work for church in Sardana is in progress. For monuments affected in Jammu and Kashmir the estimates for repair are under preparation.

High Speed Trains

392. PROF. M. RAMADASS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is considering to introduce high speed trains between New Delhi-Agra, Delhi-Patna and Delhi-Chennai;

(b) if so, the details thereof; and

(c) the time by which these high speed trains are likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. At present, there is no plan to introduce trains with speeds above 150 Kmph.

(b) and (c) Do not arise.

[Translation]

Probe into Defence Procurement

393. SHRI BRAJESH PATHAK:

SHRI NIKHIL KUMAR:

SHRI HEMMAL MURMU:

DR. CHINTA MOHAN:

SHRI RAMJI LAL SUMAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether the CBI has started probing role of middlemen and kickbacks in defence procurement;

(b) if so, the progress of investigations;

(c) whether any time limit has been fixed to complete the investigations; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) At present there are 47 cases that stand referred to the Central Bureau of Investigation (CBI) for investigation. No time frame has been given to the CBI for completing of the investigation. It is for the CBI to decide in what time frame they would be able to complete the investigation.

Black Marketing of LPG

394. PROF. MAHADEORAO SHIWANKAR:

SHRI THAWAR CHAND GEHLOT:

SHRI SUGRIB SINGH:

SHRI MOHAN SINGH:

SHRI SANTOSH GANGWAR:

SHRI KISHANBHAI V. PATEL:

SHRI PRABODH PANDA:

SHRI RAGHUVVEER SINGH KOSHAL:

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

(a) whether the cases of Liquefied Petroleum Gas (LPG) black marketing have come to the notice of the Government;

(b) if so, the number of such cases reported during the last one year, State-wise and the action taken thereon;

(c) whether the policy to check black marketing of LPG is being reviewed; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) The State-wise details of black marketing reported by the Public Sector Oil Marketing Companies (OMCs) against their distributors during April-October, 2005 are given in the enclosed statement. Action against the erring distributors have been taken by OMCs in accordance with the provisions of the Marketing Discipline Guidelines (MDG).

(c) and (d) The following measures have been taken to prevent the diversion/black marketing of domestic LPG cylinders for commercial purposes:—

(i) Under the LPG (Regulation of Supply and Distribution) Order, 2000 promulgated under the Essential Commodities Act, 1955 the diversion/black marketing of domestic LPG cylinders for commercial purposes by the distributors of OMCs is prohibited. The State Governments are empowered to take action against erring distributors under the provisions of this Order.

(ii) As per the Marketing Discipline Guidelines (MDG) for LPG distributors, in case of

establishment of any diversion/black marketing of domestic LPG cylinder for commercial purposes, the following action is taken against the distributor:—

- (a) Fine of Rs. 20,000 plus the price of LPG diverted at commercial rates for 1st offence.
- (b) Fine of Rs. 50,000 plus the price of LPG diverted at commercial rates for 2nd offence; and
- (c) Termination of the distributorship for 3rd offence.
- (iii) The officials of OMCs carry out random checks at distributor's godown, delivery point as well as enroute to ensure that no diversion/black marketing takes place. Action against the erring distributor is taken in terms of MDG/or Distributorship Agreement.

While the policy to check the black marketing of LPG is not under review, the OMCs have been asked to intensify their inspection of the distributors to curb the malpractices at the distributors' end.

Statement

State-wise Details of Cases Found against LPG Distributors on the Black Marketing During Period April-October 2005

States/UTs	Number of Cases
1	2
Andhra Pradesh	9
Arunachal Pradesh	Nil
Assam	Nil
Bihar	1
Chhattisgarh	Nil
Delhi	1

	1	2
Goa		Nil
Gujarat		Nil
Haryana		Nil
Himachal Pradesh		Nil
Jammu and Kashmir		Nil
Jharkhand		1
Karnataka		4
Kerala		Nil
Madhya Pradesh		4
Maharashtra		5
Manipur		Nil
Meghalaya		Nil
Mizoram		Nil
Nagaland		Nil
Orissa		Nil
Punjab		2
Rajasthan		2
Sikkim		Nil
Tamil Nadu		10
Tripura		Nil
Uttar Pradesh		6
Uttaranchal		Nil
West Bengal		3
Andaman and Nicobar		Nil
Chandigarh		1
Dadra and Nagar Haveli		Nil

1	2
Daman and Diu	Nil
Lakshadweep	Nil
Pondicherry	Nil
Total	40

[English]

Price Stabilization Fund

395. SHRI VARKALA RADHAKRISHNAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the amount collected till March 2005 towards cess levied on public sector oil companies on indigenous crude produced by them as per the oil Industry (Development) Act, 1974 and the amount utilized/given to oil sector from this fund;

(b) whether the Government has received any alternate proposal to utilize this fund as Price Stabilization Fund to absorb the fluctuations in the global oil price;

(c) if so, the details thereof; and

(d) the reaction of the Government thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The amount collected till March 2005 towards cess levied on public sector oil companies on indigenous crude produced by them, as per the Oil Industry (Development) Act, 1947, is Rs. 55,967 crore, of which Rs. 902.40 crore has been paid to OÍDB till date. The OÍDB has provided grants of Rs. 754 crore and loan assistance of Rs. 18,394 crore to the oil companies.

(b) to (d) Yes, Sir. The Standing Committee on Petroleum and Natural Gas has recommended that a Price Stabilization Fund should be created by using the money collected from cess on crude oil to bring in

stabilization in the prices of petroleum products. The recommendation of the Committee was examined by this Ministry in consultation with Ministry of Finance and other concerned Departments. However, as advised by the Ministry of Finance, revenues accruing from the cess on domestic crude oil are already over-committed for various purposes under the OÍDB Act including the fertilizer subsidy. As such it was not found feasible to pursue the proposal.

Public Sector Ordnance Factories

396. SHRI SURAVARAM SUDHAKAR REDDY:
SHRI GURUDAS DASGUPTA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is considering a proposal to corporatise the public sector ordnance factories; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): (a) and (b) The Kelkar Committee appointed by the Government, has recommended corporatisation of ordnance factories. The recommendation is under consideration.

[Translation]

Railway Projects for Tamil Nadu

397. SHRI J.M. AARON RASHID: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of the survey work of Railway Projects for laying new rail lines and construction of overbridge in Tamil Nadu;

(b) the prescribed time frame for completion of each survey/project;

(c) the amount allocated and utilized in regard to each of these projects so far; and

(d) the steps taken by the Government to ensure timely completion of each survey/project?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU): (a) to (d) Status of survey works for laying new rail lines and construction of over-bridges falling fully/partly in the State of Tamil Nadu is given as under:—

SI No.	Name of survey	Length (in km.)	Cost of survey	Expenditure incurred	Target date for completion
			(Rs. in Lakh)		
1.	Madurai-Kottayam new line	232	13.50	13	December, 2005
2.	Erode-Palani via Dharampuram new line	115	5.75	1	February, 2006
3.	Mayiladuturai-Tirukadeyur-Tarangambadi-Tirunallar-Karaikal new line	35	1.75	0.50	March, 2006
4.	Satyamangalam-Mettur new line	75	3.25	1	February, 2006
5.	Chennai-Cuddalore via Mahabalipuram and Pondicherry new line	71	0.56	0.10	February, 2006
6.	Mayiladuturai-Thiruvarur-Tiruturaipundi-Karaikudi and Tiruturaipundi-Agastiyampalli gauge conversion	224	15	1.96	March, 2006
7.	Trivandrum-Kanyakumari doubling	82	4.60	0.57	March, 2006
8.	Chengalpattu-Tuticorin doubling	513	15	13.50	February, 2006

Apart from the above, some surveys for new lines have been completed recently.

Agencies have been fixed for conducting the surveys and works have been taken up.

Construction of Road Over Bridges/Road Under Bridges are taken up on cost sharing basis in lieu of busy level crossing where traffic density is more than 1 lakh Train Vehicle Units (TVUs) otherwise proposal will

be considered on deposit terms. In both the cases proposal is to be sponsored by State Government/local authorities duly fulfilling certain preliminary pre-requisites.

Railways construct the bridge proper i.e. bridge across the railway track and approach work by State Government/Road authorities. Presently, there are 46 Road Over Bridge/Road Under Bridge works sanctioned on cost sharing basis in the State of Tamil Nadu. These works are at various stages of planning, design and

execution. In the current year, Rs. 25.87 crore have been allotted for execution of railway portion of work in the State of Tamil Nadu and expenditure of Rs. 4.15 crore has been incurred upto September, 2005 in the current financial year. All efforts shall be made by Railway to complete their portion of work alongwith approaches by State Government.

[English]

Retail Outlets Network of BPCL

398. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of retail outlets the Bharat Petroleum Corporation Limited (BPCL) is having at present;

(b) whether the BPCL has decided to invest Rs. 450 crore this year on expanding its network of retail outlets;

(c) if so, the details thereof;

(d) the extent to which these retail outlets will be increased by the year-end; and

(e) the sale of natural gas of the company during the current year as compared to each of the last three years?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) As on 1-11-2005, Bharat Petroleum Corporation Limited (BPCL) had in operation 6848 retail outlets all over the country.

(b) and (c) BPCL plans to invest Rs. 120 crore during the financial year 2005-06 for expanding its network of retail outlets.

(d) BPCL tentatively plans to commission 100 new retail outlets in the country during the period November, 2005 to March 2006. However, it is not possible to indicate the exact number of retail outlets to be commissioned

during this period as this depends on various factors like selection of dealers, availability of land, obtaining various statutory approvals, construction period, etc.

(e) During April-October, 2005, BPCL sold 54.9 TMT (Thousand Metric Tonne) of CNG. The quantities of CNG sold during 2002-2003, 2003-04 and 2004-05 are as follows:—

2002-2003	—	17.0 TMT
2003-2004	—	46.2 TMT
2004-2005	—	78.5 TMT

[Translation]

Supply of LPG Cylinders

399. DR. CHINTA MOHAN:

SHRI P. MOHAN:

SHRI RAMJI LAL SUMAN:

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

(a) whether certain restrictions have been imposed on the supply of domestic Liquefied Petroleum Gas cylinders in the country;

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

(c) whether the Government is aware that due to imposition of restrictions on domestic LPG consumers are facing a lot of difficulties in getting gas cylinders; and

(d) if so, the steps taken to overcome the situation?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (d) The Government have not imposed any restrictions on the Public Sector Oil Marketing Companies (OMCs) for providing new LPG connections. However, due to some product shortages Since September 2005, largely on account of non-materialization of some additional LPG imports planned by OMCs and shutdown of Reliance Industries Limited

(RIL)'s Refinery from October 2005, the OMCs have restricted the release of new connections. The position is being closely monitored by the Government and a composite task force of OMCs has been set up to undertake measures for both import and inventory management. While, at the macro level, the country-wide backlog is only around 1.5% of the average monthly requirement of around 900 TMT (Thousand Metric Tonne) of LPG, at micro level, the backlog might vary from market to market on account of operational issues.

As and when any complaint regarding harassment of consumers by LPG distributors is received by the OMCs/Government, appropriate action is taken against such distributors.

The situation is expected to normalize by the end of November 2005 after the restoration of production in RIL's Refinery.

[English]

Merger of Chennai Petroleum Corporation with IOC

400. SHRIMATI NIVEDITA MANE:

SHRI EKNATH MAHADEO GAIKWAD:

SHRI KIRTI VARDHAN SINGH:

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

(a) whether the Government is proposing to go for a merger of Chennai Petroleum Corporation with Indian Oil Corporation (IOC);

(b) if so, the details thereof;

(c) whether it is a fact that Iranian Government's arm Naftiran Intertrade Company who has a stake in CPC has oppose the said merger;

(d) if so, the reasons therefor; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) Government have not received any proposal from Indian Oil Corporation Limited (IOC) for the merger of Chennai Petroleum Corporation Limited (CPCL), a subsidiary company of IOC, with IOC.

(c) In CPCL, approximately 15% of the total equity is held by National Iranian Oil Company (NIOC). IOC have not received any communication from M/s. NIOC opposing the merger of CPCL with IOC.

(d) and (e) Do not arise in view of the reply to (c) above.

PSUs in West Bengal

401. SHRI HITEN BARMAN:

SHRI SUBRATA BOSE:

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

(a) the details of Public Sector Undertakings (PSUs) functioning at present in West Bengal;

(b) the total investment made in each of them;

(c) the details of the profit and loss incurred by each undertaking during each of the last three years, PSU-wise;

(d) whether the Government proposes to open public sector undertakings in backward districts of West Bengal;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES AND MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SONTOSH MOHAN DEV): (a) to (c) Enterprise-wise details of investment and profit and loss (-) in respect of Central Public Sector Enterprises (CPSEs) located in West Bengal is given in the enclosed statement.

(d) to (f) The proposals for setting up Public Sector Enterprises (PSEs) are floated by the concerned administrative Ministries/Departments. Balanced regional development is taken into consideration one of the factors

while deciding the location of such enterprises. However, no information about the proposals regarding setting up of new PSEs, is maintained centrally.

Statement

List of CPSEs in the State of West Bengal as on 31-3-2004 with investment as on 31-3-2004 and profit and loss for the last three years

Sl No.	Name of the PSUs	Investment (Rs. in Lakh) as on 21-3-2004	Profit and Loss (-) (Rs. in Lakh)		
			2003-04	2002-03	2001-02
1	2	3	4	5	6
1.	Andrew Yule and Company Ltd.	20760	-5463	-6066	-3948
2.	Balmer Lawrie and Co. Ltd.	13895	1858	1649	801
3.	Balmer Lawrie Investments Ltd.	2220	286	121	-14
4.	BBJ Construction Company Ltd.	5889	-2430	-439	57
5.	Bengal Chemicals and Pharmaceuticals Ltd.	10036	795	212	-451
6.	Bengal Immunity Ltd.	5291	-1876	-1876	-1644
7.	Bharat Bhari Udyog Nigam Ltd.	145313	6	17	11
8.	Bharat Ophthalmic Glass Ltd.	31434	-3511	-3511	-3769
9.	Biecco Lawrie Ltd.	7856	-296	-920	-1090
10.	Birds, Jute and Exports Ltd.	2516	-882	-447	-447
11.	Braithwaite and Co. Ltd.	19654	-2356	-3355	-3355
12.	Bridge and Roof Co. (India) Ltd.	6114	118	225	241
13.	Burn Standard Company Ltd.	69434	-11065	-7374	-7835
14.	Central Inland Water Transport Corpn. Ltd.	37023	-15093	-3939	43128
15.	Coal India Ltd.	871220	133298	24559	51680

1	2	3	4	5	6
16.	Eastern Coalfields Ltd.	292709	-32638	-33878	-27764
17.	Garden Reach Shipbuilders and Engineers Ltd.	15200	2930	2133	1641
18.	Hindustan Cables Ltd.	91145	-30787	-25631	-23608
19.	Hindustan Copper Ltd.	120839	-5616	-14770	-18404
20.	Hindustan Steel Works Costn. Ltd.	114256	-8850	-13635	-14208
21.	Hooghly Dock and Port Engineers Ltd.	27637	-3065	-2508	-2047
22.	Hooghly Printing Company Ltd.	103	74	104	21
23.	I.B.P. Co. Ltd.	2215	21466	8775	19579
24.	Indian Iron and Steel Co. Ltd.	62612	2709	-18223	-17987
25.	Jute Corpn. of India Ltd.	500	1685	-4431	589
26.	M.S.T.C. Ltd.	220	1875	905	454
27.	National Instruments Ltd.	24115	-1216	-1216	-590
28.	National Jute Manufacturers Corporation Ltd.	355135	-43713	-36433	-36433
29.	NTC (West Bengal, Assam, Bihar and Orissa) Ltd.	97062	32385	-12187	-6057
30.	Smith Stanistreet and Pharmaceuticals Ltd.	11182	-3160	-1290	-1063
31.	Tyre Corporation of India Ltd.	64443	455	-1691	-6741
Total		2528028	27923	-155120	-59253

[Translation]

Stopping of Sealdah Rajdhani Express

402. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware of the stopping of 2313 Sealdah-New Delhi Rajdhani Express at

Parasnath Station as appeared in the Navbharat Times dated August 18, 2005;

(b) if so, the facts thereof and the reasons therefor;

(c) whether the matter has been investigated;

(d) if so, the findings thereof; and

(e) the action taken against the officials found guilty?

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

(b) to (e) This was enquired into and it was found that on 14-08-2005, 2313 Sealdah-New Delhi Rajdhani Express left Dhanbad late by 15 minutes at 2020 hours instead of at 2005 hours. At Gomoh, 2439 Ranchi-New Delhi Rajdhani Express ran through at right time at 2035 hours. As per the schedule, 2313 Sealdah-New Delhi Rajdhani Express runs ahead of 2439 Ranchi-New Delhi Rajdhani Express. However, as 2313 Sealdah-New Delhi Rajdhani Express was late, it took a path immediately behind 2439 Rajdhani Express.

There is a permanent speed restriction of 30 kmph at Gomoh Up main line from Kilo metre 300/1-300/17 due to damaged washable apron. Further, there are permanent speed restriction of 120 kmph between Nimiaghat-Parasnath from Kilo metre 316/3-317/3 due to 2.03 degree curve and at Parasnath station limit of 110 kmph from Kilo metre 317/3-317/27 due to points and crossings on curve. These cautions slow the train ahead and has a cascading effect on the following train. As such 2313 Rajdhani, which was immediately following 2439 Rajdhani at a margin of 5 minutes suffered detention due to train on section (TOS) of 2439 at Parasnath station. 2439 Rajdhani passed Chaudhribandh station at 2050 hours and 2313 Rajdhani after 4 minutes halt at Parasnath and started at 2054 hours.

2313 Up stopped at Parasnath for TOS of 2439 Up, running ahead. In order to avoid further TOS 2313 Rajdhani was given precedence over 2439 Rajdhani at Koderma station. 2313 Rajdhani was made over at Manpur point at 2238 hours against the schedule passage time of 2226 hours, i.e. 12 minutes late. Thus, 2313 Rajdhani which was received 15 minutes late by the Division was made over 12 minutes late making-up 3 minutes on run.

Thus, it is clear that the stoppage of 2313 Rajdhani Express at Parasnath was due to 2439 Rajdhani Express running ahead.

[English]

Oil Surcharge on International Routes

403. SHRI SUGRIB SINGH:

SHRI KISHANBHAI V. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to impose oil surcharge on international routes;

(b) if so, the details alongwith the reasons therefor; and

(c) the details of the additional expenditure incurred by Air India and Indian Airlines during 2004-05 due to increase of oil bill?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There is no proposal from the Government to impose oil surcharge on international routes. However, airlines levy surcharge on commercial considerations.

(c) Due to increase of ATF prices, Air India and Indian Airlines have incurred an additional expenditure of Rs. 643 crores and about Rs. 500 crores respectively during the year 2004-05 over the previous year i.e. 2003-04.

Privatisation of Delhi and Mumbai Airports

404. SHRI VIRENDRA KUMAR:

DR. ARUN KUMAR SARMA:

SHRI SWADESH CHAKRABORTTY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has proposed to privatise Delhi and Mumbai airports;

(b) if so, the extent to which the airport activities would be privatised;

(c) whether the Government is aware that privatisation of these two airports would affect the sustainability of other airports which are being largely financed by major profit earned by these two airports; and

(d) if so, the reasons as to why the Government is going for privatisation of these profit-making airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Government has decided to restructure and modernise airports of Airports Authority of India (AAI) at Delhi and Mumbai by adopting a joint venture route by establishing two separate Joint Venture Companies (JVCs). AAI and other Public Sector Undertaking (PSU) would hold 26% equity and the balance 74% equity would be held by joint venture partners.

(b) The Joint Venture Companies would develop and manage all activities at Delhi and Mumbai airports, except Air Traffic Management and Security functions. Further, Customs, Immigration, Plant and Animal Quarantine, Health and Meteorological services at airports would continue to be regulated by Government.

(c) and (d) Restructuring and modernisation of Delhi and Mumbai airports by joint venture route would not affect the sustainability of other airports as the JVCs would be required to pay AAI a lump-sum upfront amount as also an annual fee (Concession fee) as a percentage of their gross revenue with a minimum of 5%. Further, AAI will also get benefit from the distribution of profit in the form of dividends by the JVCs. AAI would continue to be a profitable organisation and generate cash surplus and its ability to operate, maintain and develop other airports will not be eroded.

Reservation in Catering Contracts at Stations

405. SHRI SARBANANDA SONOWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the New Catering Policy has some reservation quota for SCs/STs/Minority and other weaker

sections for award of the licence for catering contract at Railway Stations; and

(b) if so, the details of licence awarded for catering contract under the said categories, separately so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The latest Catering Policy 2005, dated 16-03-2005 provides 49.5% reservation at 'D', 'E' and 'F' category stations and 25% reservation at 'A', 'B' and 'C' category stations for Scheduled Castes, Schedules Tribes, People below poverty line, Freedom Fighters/Women including war widows and widows of railway employees, Other Backward Classes, Minority and physically/mentally challenged persons.

(b) Award of catering contracts on Indian Railways are now being done based on latest Catering Policy provisions.

Railway Line between Obulavaripalem and Krishnapatnam

406. SHRI BALASHOWRY VALLABHANENI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail Vikas Nigam Limited and Krishnapatnam Port Company have recently entered into an agreement for construction of railway line between Obulavaripalem and Krishnapatnam;

(b) if so, the details thereof;

(c) the cost and the time schedule for completion of the project; and

(d) the time by which the construction is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. A Memorandum of Understanding has been signed on 22-11-2005 among Rail Vikas Nigam Limited, Government of Andhra Pradesh and Krishnapatnam Port Company for formation of a Special Purpose Vehicle to implement the project.

(c) The landed cost of the project is Rs. 588 crore. Target for completion is 2008-09.

(d) After sanction of the project, the Special Purpose Vehicle will commence the construction. The project is under process of sanction.

Defective Weighing Machines

407. SHRI JOACHIM BAXLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that weighing machines being used by different gas agencies in West Bengal are tempered to show under weighed Liquefied Petroleum Gas (LPG) cylinders;

(b) if so, whether the Government has received complaints in this regard during the last three years;

(c) if so, the details thereof;

(d) whether the Government has taken any action against those errant agencies; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (e) Public Sector Oil Marketing Companies (OMCs) have not reported any instance where the weighing scale was found to be tampered with by their LPG distributors in West Bengal during the last three years. However, in case of any established complaints of supply of under-weight cylinders from consumers, action is taken against erring distributors under the provisions of the marketing Discipline Guidelines (MDG)/Distributorship Agreements.

Railway Freight Network

408. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has created a new railway freight network in the country;

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

(c) whether the Government has cleared a Steel Freight Corridor project to transport iron ore, steel and cooking coal in Orissa;

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

(e) the time by which the said project is likely to be made operational?

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

(b) Does not arise.

(c) No, Sir.

(d) and (e) Do not arise.

An MoU for implementing Haridaspur-Paradeep New Line Project through a Special Purpose Vehicle has been signed on 24-5-2005 by Rail Vikas Nigam Limited (RVNL) with Paradeep Port Trust, Government of Orissa, M/s. Essel Mining and Industries Limited, M/s. Rungta Mines Limited and M/s. Jindal Steel and Power Limited. The project is targeted for completion in 2008-09. This new line is expected to handle iron ore traffic between Banspani and Paradeep Port and coking coal from Paradeep Port to various steel plants.

[Translation]

Conference of Information Ministers of States

409. SHRI KAILASH MEGHWAL:

SHRI RAGHUVeer SINGH KOSHAL:

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

(a) whether a Conference of Information Ministers of States (SIMCON-25) was held in the recent past;

(b) if so, the issues discussed and the decisions taken thereon; and

(c) the follow-up action to implement the decisions taken in the Conference?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) Yes, Sir. The 25th Conference of State and Union Territory Ministers of Information and Cinematography (SIMCON XXV) was held on 16th April, 2005.

(b) The issues discussed and the decisions taken thereon are given in the enclosed statement.

(c) Many of the issues discussed and agreed upon during the Conference comes within the ambit of State Governments and Union Territory (UT) Administrations and they have to take action for their implementation. The State and UTs have been requested to initiate necessary action on those issues. This Ministry in consultation with the Federation of Indian Chambers of Commerce and Industries (FICCI) is examining the need for enacting a separate legislation to counter Optical Disc piracy. FICCI has set up a working group consisting of Government and industry representatives to consider this matter. Regarding collection of annual statements from registered newspapers, Registrar of Newspapers for India (RNI) has already authorized the Regional Offices of Press Information Bureau (PIB), Directorate of Advertising and Visual Publicity (DAVP) and Directorate of Field Publicity (DFP) to collect annual statements from the publishers and forward it to RNI, New Delhi. This Ministry is considering authorizing the District Information and Public Relation Officers (DIPROs) of all the districts throughout the country for collection of the annual statements from the publishers and for forwarding them to RNI. It has been decided in this Ministry to request the Lal Bahadur Shastri National Academy of Administration (LBSNAA) and Sardar Vallabhbhai Patel National Police Academy (SVPNPA) to include a module on Cable Laws and Piracy in the training courses of Indian Administrative Service and Indian Police Service officers. Indian Institute of Mass Communication (IIMC) has been requested to identify the training institutes where workshops/training programmes regarding piracy in film and music sector can be held and budget requirement for the same. For the present, proposal has been sought from IIMC for

doing workshops in LBSNAA and SVPNPA. The issue of notifying District Magistrates or Sub Divisional Magistrates or Police Commissioners as registering authority for Cable Operators, in place of the Head Post Master, would be considered alongwith the recommendations of Telecom Regulatory Authority of India (TRAI) on broadcasting and distribution of TV channels, which inter alia, concerns the implementations of Conditional Access System (CAS) also. This Ministry is considering these recommendations. For holding the next Secretary level meeting of Information, Publicity and Cinematography Departments of State Governments and UT Administrations, it has been decide to first seek State Governments views and inputs on the action taken by them on the issues agreed upon during the previous Conference.

Statement

The following issues were discussed during the 25th Conference of State and Union Territory Ministers of Information and Cinematography:—

1. Rationalisation of Entertainment Tax;
2. Issue of Piracy and need to tackle within the existing provisions of Indian Penal Code and Copyright Act. Discussion on Optical Disc Law;
3. Sensitizing authorized officers of the State Government on Acts, Rules and Codes on the contents of television channels and appointment of Complaint Redressal Officer from Information and Public Relations Departments of States for receiving complaints regarding violation of Cable Television Network (Regulation) Act;
4. TRAI's recommendations on issues relating to Broadcasting and distribution of T.V. Channels— comments of the State Governments;
5. Exemption of Prasar Bharati for tax by the States; providing of Land, building, power supply to Prasar Bharati installations and security for its installations and personnel;
6. Regulation of Content on TV Channels; and

7. Registrar of Newspapers for India (RNI):
Collection of Annual Statement to be furnished by Newspapers to District and Public Information Officers (DIPR) of the States.

A consensus emerged during the discussion on the following:—

- (a) More effective implementation of anti piracy law with adequate powers to officials of State Government and local authorities.
- (b) Licensing or registration of Video Libraries by State Government to bring it under regulatory regime of local area.
- (c) To organize sensitization and training of State Government Officers by the Government of India for monitoring cable operators. Government of India had already taken up the programme but most of the State officers were unaware of the need to check piracy and they needed to be sensitized on the issue. Such programmes would be organized by the GOI. The State Governments/UT Administrations were requested to nominate officials from time to time.
- (d) To work towards further reduction of entertainment tax so as to bring it in the range of 25-30%. To revive cinema industry and to encourage multiplexes.
- (e) To designate District Information and Public Relations Officers (DIPRs) to collect annual returns/statement in respect of Newspapers and forward it to Registrar of Newspapers for India.
- (f) State Governments agreed to provide land and other logistic need like power, etc. to Prasar Bharati for effective functioning.
- (g) States Governments also agreed to provide DTH Set top Boxes in the border areas, hilly areas and also for weaker sections. It was recommended that Government of India and States together

workout a scheme to provide set top boxes to schools, aganwadis, etc.

- (h) State Governments suggested that Cable operators should be registered with DM's or SDM's or Police Commissioner's in future instead of post offices as per existing procedure. Not only the new operators but also those who were to renew the registration should get themselves registered with DM/SDM/Police Commissioners or any other officers authorized by the State Governments for the purpose.
- (i) A detailed scheme maybe worked out by Government of India regarding CAS legislation in three metro cities—Delhi, Mumbai, and Kolkata in consultation with the concerned State Governments.
- (j) Finally, it was decided that SIMCON will be held annually henceforth and official level interaction will be held twice a year.

[English]

Compensation to Injured Soldiers

410. SHRI SANAT KUMAR MANDAL: Will the Minister of DEFENCE be pleased to state:

- (a) whether thousands of soldiers who were injured in battlefield in the last few years have not been given compensation;
- (b) if so, the reasons therefor;
- (c) whether the Government has received representations from such groups of soldiers;
- (d) if so, the action taken by the Government thereon;
- (e) the extent to which the Ex-servicemen Contributory Health Services give help or benefits to such disabled soldiers; and
- (f) the number of soldiers provided employment after they came out from the service during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): (a) to (d) As per the information available, there are no cases of soldiers injured in the battle, who have not yet been given their entitled compensation.

(e) The war disabled pensioners have been exempted from payment of contribution under ECHS. They are eligible to get full medical coverage under ECHS.

(f) The information is being collected.

Pilferage of Gas

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

(a) the details of gas agencies booked for violating the Standards of Weight and Measures (Enforcement) Act, in Delhi during 2005 till date;

(b) the action taken against all such gas agencies;

(c) the number of surprise raids/checks carried out to check gas pilferage during the said period; and

(d) the results of such raids?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) to (d) Public Sector Oil Marketing Companies (OMCs) have reported that the Weights and Measures Department have conducted 186 inspections on LPG distributors in Delhi during the current year so far and 71 erring distributors have been penalized by them.

Procurement of Batteries

412. SHRI SUBODH MOHITE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Navy has placed orders for procurement of batteries for the years 2005-2010;

(b) if so, the details alongwith the cost thereof;

(c) whether international tenders have been invited for this purpose; and

(d) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) No international tenders have been invited as the batteries for EKM and SSK Class Submarines have been developed indigenously.

[Translation]

Rail Service between Jodhpur-Pune

413. SHRI JASWANT SINGH BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal has been sent by the General Manager, North Western Railways, Jaipur for introducing direct Rail Service from Jodhpur to Pune;

(b) if so, the details thereof; and

(c) the time by which the said proposal is likely to be approved and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. A proposal was received which was examined but not found feasible for implementation due to operational and resource constraints.

[English]

Setting up of Refineries

414. DR. M. JAGANNATH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to set up oil refineries in some States particularly in Andhra Pradesh;

(b) if so, the details thereof; and

(c) the time by which these refineries are proposed to be set up?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI

SHANKAR AIYAR): (a) to (c) Oil sector public sector undertakings have proposed to set up the following four new refineries, completion of which is likely to spill over beyond the Tenth Five Year Plan:—

Name of the Oil company	Location of the refinery	Installed capacity (in million metric tonnes per annum)
Indian Oil Corporation Limited	Abhayachandrapur (Paradip) (Orissa)	9.0
Hindustan Petroleum Corporation Limited	Bathinda (Punjab)	9.0
Bharat Petroleum Corporation Limited	Bina (Madhya Pradesh)	6.0
BPCL	Lohagara (Allahabad) (Uttar Pradesh)	7.0

Further, Oil and Natural Gas Corporation Limited (ONGC), through its subsidiary Mangalore Refinery and Petrochemicals Limited (MRPL), have initiated efforts to consider setting up an export-oriented refinery in the coastal belt of Andhra Pradesh near Kakinada. ONGC/MRPL are also exploring the feasibility of setting up a well-head refinery in Rajasthan in association with Cairn for processing heavy crude discovered by the JV of Cairn and ONGC. Timeline for these projects can be worked out after completion of the detailed techno-economic feasibility study of the projects and once the investment decision is firmed up.

[Translation]

Foot Overbridge at Manmad Railway Station

415. SHRI DEVIDAS PINGLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware that the foot overbridge at Manmad Railway Station is in a dilapidated condition;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken by the Government for renovation of the said foot overbridge?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The existing foot over bridge is in good condition.

(b) and (c) Do not arise.

Settlement of Railway Claims

416. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is aware that a large number of Railway claims have been settled at higher rates during the last three years;

(b) if so, the number of such cases which came to the notice of the Government during the said period and the total loss occurred to the Railways as a result thereof;

(c) whether any inquiry has been conducted by the Government in the matter;

(d) if so, the outcome thereof; and

(e) the action taken against the officials and other persons found involved in such cases?

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

(b) to (e) Do not arise.

Railway Projects in Chhattisgarh

417. SHRI AJIT JOGI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the ongoing Railway Projects in Chhattisgarh;

(b) the allocation provided for the execution of each project during the last three years, year-wise; and

(c) the targets fixed for these completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The project-wise progress along with the target dates of completion, wherever fixed, and budget allocations provided during the last three years for various new/ongoing New Line and Doubling projects in Chhattisgarh are as given under:—

Sl. No.	Name of the Project	Budget Outlays provided during the last 3 years			Present Status and Target Dates of Completion, wherever fixed
		2002-03	2003-04	2004-05	
1	2	3	4	5	6
New Line					
1.	Dallirajahara-Jagdalpur (235 Kms.)	0.01	0.01	0.01	Work has not yet been taken up for want of necessary forestry clearance.
2.	Bishrampur-Ambikapur (19.88 Kms.)	10.00	26.00	20.00	Overall Physical progress is 82.5%. The project is likely to be completed during 2005-06.
Doubling					
1.	Korba-Gevra Road (8 Kms.)	10.00	10.00	13.23	The work has been completed.
2.	Bilaspur-Urkura (3rd Line) (110 Kms.)	29.00	40.00	72.00	Overall Physical progress is 56%. Bilaspur-Dagori-Nipania has been completed and Commissioned. On Nipania-Bhatapara, the work is nearing completion. Bhatapara-Urkura is being implemented by Rail Vikas Nigam Ltd. (RVNL).

1	2	3	4	5	6
3.	Bilaspur-Salka Road (39.4 Kms.)	—	—	6.81	Final Location Survey has been completed. Preparation of plans and estimates has been taken up.
4.	Bilai-Durg (3rd Line) (13.15 Kms.)	—	—	—	New work included in Budget 2005-06. Preparation of plans and estimates has been taken up.
5.	Bilai-Anuppur (except Kalachand-Khongsara) with flyover at Bilaspur (25.83 Kms.)	—	—	—	New work included in Budget 2005-06. Preparation of plans and estimates has been taken up.

*[English]***Rapid Deployment Force**

418. SHRI IQBAL AHMED SARADGI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has any plan to set up a Rapid Deployment Force to protect Indian interests in the Indian Ocean;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

(b) and (c) Do not arise.

Review of Prasar Bharati Act, 1990

419. SHRI RAYAPATI SAMBASIVA RAO:

SHRI RASHEED MASOOD:

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

(a) whether the Prasar Bharati (Broadcasting

Corporation of India) Act, 1990 has failed to meet its objectives;

(b) if so, the reasons therefor;

(c) whether the Government has decided to constitute a Group of Ministers to review the Prasar Bharati (Broadcasting Corporation of India) Act, 1990; and

(d) if so, the time by which it is likely to be constituted?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):

(a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

*[Translation]***Demand of Petroleum Products**

420. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the estimated of petroleum products/Liquefied Petroleum Gas (LPG) during the last three years, particularly in the tribal areas and the actual supplies made thereof; State-wise;

(b) whether any marketing plan for selling the petroleum products/LPG in the country during the current year has been prepared by the Public Sector Oil Companies; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) The details of State-wise

consumption of petroleum products/LPG during the last three years are given in the enclosed statement. The Oil Marketing Companies (OMCs) market LPG in various parts of the country as per the requirements.

(b) and (c) OMCs are free to set up dealership/distributorships as per their commercial considerations. OMCs have also prepared a common industry marketing plan for setting up of 791 LPG distributorships in various markets of the country. However, as a matter of policy, OMCs have been advised to concentrate their future expansion plans in semi-urban and rural areas.

Statement

State-wise Consumption of Petroleum Products (PSUS)

(Figs. in TMT)

Region/State	2002-03		2003-04		2004-05	
	LPG	All Products	LPG	All Products	LPG	All Products
1	2	3	4	5	6	7
North						
Jammu and Kashmir	84	698	91	718	103	750
Punjab	428	4443	489	4397	511	4612
Rajasthan	346	5220	385	5456	426	5475
Uttar Pradesh	873	9074	978	9559	1059	9888
Haryana	304	3804	355	3791	375	3980
Himachal Pradesh	64	546	74	539	77	564
Uttaranchal	107	678	118	719	126	755
Chandigarh	30	204	31	207	31	221
Delhi	508	3120	550	3272	576	3523
North Total	2744	27787	3070	28657	3284	29769

1	2	3	4	5	6	7
North East						
Assam	131	1144	145	1232	155	1353
Manipur	22	142	18	95	17	94
Meghalaya	10	189	11	220	12	232
Nagaland	11	65	11	70	13	88
Tripura	16	118	18	122	18	116
Arunachal Pradesh	9	87	9	86	10	90
Mizoram	16	61	17	68	16	66
North-East Total	214	1805	229	1892	241	2039
East						
Bihar	183	2084	223	2211	244	2206
Orissa	95	1815	113	1843	131	2019
West Benal	418	4694	455	4633	483	4856
Jharkhand	81	1398	80	1415	90	1582
Sikkim	6	53	7	63	3	54
Andman and Nicobar	0	89	4	81	10	107
East Total	783	10133	882	10246	962	10824
West						
Goa	37	797	39	854	42	965
Gujarat	502	8571	526	8323	595	8210
Madhya Pradesh	316	3495	354	3749	382	3785
Maharashtra	1212	12290	1345	12467	1508	12898
Chhattisgarh	69	981	79	1042	93	1278
Dadra and Nagar Havell	6	218	8	246	9	259

1	2	3	4	5	6	7
Daman and Diu	4	67	4	83	5	127
West Total	2145	26417	2356	26764	2634	27520
South						
Andhra Pradesh	639	6401	727	6503	784	6584
Kerala	359	3846	412	4112	482	3585
Tamil Nadu	770	8441	838	8340	926	8499
Karnataka	461	4925	547	5204	629	5389
Lakshadweep	0	8	0	8	0	7
Pondicherry	22	292	25	325	24	377
South Total	2252	23912	2548	24492	2845	24441
Total*	8143	90124	9089	92130	9967	94593

*Includes Nepal/Bhutan.

[English]

Shortage of Maintenance Staff in Railways

421. SHRI JUAL ORAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is an acute shortage of maintenance staff in Railways;

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

(c) the steps taken to expedite the recruitment of maintenance staff?

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

(b) Does not arise.

(c) It is a continuous process as per normal procedure.

Airport Economic Regulatory Authority

422. PROF. M. RAM DASS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is contemplating policy reforms for Civil Aviation Sector;

(b) if so, the details thereof;

(c) whether the Government has taken any decision regarding setting up of an Independent Airport Economic Regulatory Authority;

(d) if so, the details thereof; and

(e) the time by which the Regulatory Authority is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government constituted a Committee under the

Chairmanship of Shri Naresh Chandra to prepare a roadmap for civil aviation sector. Based on the recommendations made by the Committee a draft "National Civil Aviation Policy" has been formulated. The draft Policy is under consideration of Government in consultation with the concerned Ministries.

(c) to (e) Based on the recommendations of Naresh Chandra Committee a proposal for setting up of an Airport Economic Regulatory Authority (AERA) is under consideration of the Government.

[Translation]

Train Accidents

423. SHRI BRAJESH PATHAK:
 SHRI SHIVRAJ SINGH CHOUHAN:
 SHRI THAWAR CHAND GEHLOT:
 SHRI UDAY SINGH:
 SHRI KAMLA PRASAD RAWAT:
 SHRI M. RAJA MOHAN REDDY:
 SHRI RAGHURAJ SINGH SHAKYA:
 SHRI DALPAT SINGH PARSTE:
 SHRI A. SAI PRATHAP:
 SHRI S.K. KHARVENTHAN:
 DR. K. DHANARAJU:
 SHRI CHANDRA BHUSHAN SINGH:
 SHRI TEK LAL MAHTO:
 SHRI KIRTI VARDHAN SINGH:
 SHRI P. KARUNAKARAN:
 SHRI BADIGA RAMAKRISHNA:
 SHRIMATI JAYAPRADA:
 SHRI VIRENDRA KUMAR:
 SHRI PRABHUNATH SINGH:
 MOHD. SHAHID:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of each minor and major train accident separately that occurred in the country since July 2005, till date;

(b) the detailed reasons for each such accident, separately;

(c) the details of loss of lives and property;

(d) the compensation given to victims and their kith and kin by the Government in each accident;

(e) the details of inquiries ordered, their findings and the action taken/to be taken against the officials/persons found guilty in each such accident separately; and

(f) the measures taken by the Government to avert such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The details including cause, deaths and injuries, and cost of damage to Railway property in 78 consequential train accidents that occurred on Indian Railways from 1-7-2005 to 31-10-2005 are as per enclosed statement. No compensation has so far been paid to any victim in any of above accidents.

(e) Of these, 78 consequential train accidents, 9 have been taken up for statutory inquiry by the Commissioners of Railway Safety, and rest 69 have been taken up for Departmental inquiries. Details of enquiry findings and action taken thereon are awaited.

(f) Safety is the prime concern of Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents. These measures include the adoption of suitable modern technologies for interlocking and signaling systems, up-gradation of standards of track and rolling stock, modernization of maintenance practices, checked on observance of safety precautions and provision of anti-collision device. A Corporate Safety Plan (2003-2013) has been prepared and is being followed.

Statement

Sl. No.	Date of Accident	Type of accident	Train No.	Railway	Brief particulars	Cause of accident	Cost of Damage	Casualty	
								Killed	Injured
1	2	3	4	5	6	7	8	9	10
1.	01-07-2005	Derailment	911 Intercity	Western	Train engine and one coach derailed.	Sinkage of track due to heavy rain.	0	—	—
2.	03-07-2005	Derailment	Goods Train	Western	One wagon derailed.	Cold breakage of axle.	22000	—	—
3.	03-07-2005	Derailment	1465 Express	Western	The engine derailed.	Track defect.	0	—	—
4.*	04-07-2005	Derailment	85 Up Passenger	South Eastern	Train engine derailed.	Track defect.	20000	—	—
5.	05-07-2005	Derailment	Goods Train	Northern	5 wagons derailed.	Poor maintenance of track.	6500	—	—
6.*	05-07-2005	Derailment	7481 Express	East Coast	Train engine and 2 coaches derailed.	Loco defect.	41449000	—	20
7.	05-07-2005	Derailment	Goods Train	Western	One wagon derailed.	Track defect.	147500	—	—
8.	06-07-2005	Derailment	596 Passenger	South Eastern	Train engine dashed against a lorry.	Negligence of road users.	4541	1	—
9.	06-07-2005	Unmanned	9776 Express	South Eastern	Train engine dashed against a car.	Negligence of road users.	2000	4	—
10.	07-07-2005	Derailment	Goods Train	East Central	Eight wagons derailed.	Track defect.	734240	4	—

11.	09-07-2005	Derailment	1447 Express	East Central	Train engine derailed.	Loco defect.	2500	—	—
12.	14-07-2005	Derailment	6 BJ Passenger	South East Central	Train engine derailed.	Cross level variation and loco defect.	0	—	—
13.	14-07-2005	Derailment	583 Passenger	South Western	Train engine derailed.	Negligence on the part of road users.	168600	—	—
14.	17-07-2005	Derailment	14 LKM Passenger	Northern	One Coach derailed.	Combination of staff (Carriage and wagon staff and driver)	10000	—	—
15.	18-07-2005	Derailment	5813 Express.	Northeast Frontier	One Coach derailed.	Track defect.	0	—	—
16.	18-07-2005	Derailment	Goods Train	Western	2 wagons derailed.	Breakage of axle.	115000	—	—
17.	19-07-2005	Fire	2673 Express.	Southern	One Coach caught fire.	Due to an act of suicide by a passenger who set himself a flame by pouring kerosene	2500000	1	—
18.	21-07-2005	Unmanned	14 BQ DMU Passenger	Northern	Train engine dashed against a scooter.	Negligence of road users.	0	2	—
19.	21-07-2005	Unmanned	538 Passenger	South Western	Train engine dashed against a bullock cart.	Negligence of road users.	0	1	3
20.	21-07-2005	Unmanned	4 UB Passenger	Northern	Train engine dashed against a bullock cart.	Negligence of road users.	0	2	—
21.	21-07-2005	Miscellaneous	6053 Express	Southern	Train hit by an object.	Equipment failure.	5000	—	2

1	2	3	4	5	6	7	8	9	10
22.	22-07-2005	Derailment	Goods Train	South Western	5 wagons derailed.	Obstruction by Boulder on track.	416074	—	—
23.	23-07-2005	Fire	Goods Train	South East Central	Train engine caught fire.	Insulation failure of cable of loco.	6451222	—	—
24.	23-07-2005	Derailment	7227 Express	South Western	One coach derailed.	Interlocking of buffer due to track defect.	0	—	—
25.	23-07-2005	Derailment	Goods Trains	South East Central	2 wagons derailed.	Breakage of brake beam.	1567790	—	—
26.	28-07-2005	Derailment	Goods Trains	South East Central	6 wagons derailed.	Rail fracture and excessive loading.	3449798	—	—
27.	28-07-2005	Derailment	Goods Trains	Northern	13 wagons derailed.	Cause could not be established.	25000	—	—
28.	28-07-2005	Fire	2391 Express	Northern	Bomb blast in coach.	Bomb blast.	102000	14	62
29.	30-07-2005	Unmanned	6 LJH Passenger	Northern	Train engine dashed against a car.	Negligence of road users.	0	3	—
30.	31-07-2005	Derailment	Goods Trains	Northern Frontier	6 wagons derailed.	Uneven loading and wagon defect	510000	—	—
31.	03-08-2005	Derailment	6669 Express.	Southern	One coach derailed.	Suden rail fracture due to Material failure.	55650	—	—
32.	04-08-2005	Derailment	9019 Express.	Northern	One coach derailed.	Brake hander broken.	0	—	—
33.	05-08-2005	Derailment	2346 Express.	Eastern	4 coaches derailed.	Shearing of nut and bolts and poor holding of track.	6000	—	—

34.	08-08-2005	Manned	Goods Train	East Central	Front engine derailed after dashing a truck.	Negligence of road users.	48000	—	—
35.	11-08-2005	Derailment	2 NNM UP Passenger	South East Central	Train engine derailed.	Loco defects, over speeding and track defect.	0	—	—
36.	11-08-2005	Derailment	Patrol Spl.	East Central	Train engine derailed.	Sabotage (Bomb blast)	375000	—	—
37.	13-08-2005	Unmanned	Goods Train	East Coast	Train engine dashed against a motor cycle.	Negligence of road users.	0	1	2
38.	13-08-2005	Unmanned	6 JNK Passenger	Northern	Train engine dashed against a truck.	Negligence of road users.	104100	—	6
39.	14-08-2005	Unmanned	304 Passenger	South Central	Train engine dashed against a van.	Negligence of road users.	0	—	3
40.	18-08-2005	Derailment	Triple Coupled Engines	South Western	One engine derailed.	Uncoupling of coupling between two locos.	533677	—	—
41.	21-08-2005	Derailment	Goods Trains	East Coast	One wagon derailed.	Uneven loading	440000	—	—
42.	24-08-2005	Derailment	5720 Express.	Northeast Frontier	Train engine and 3 coaches derailed.	Poor maintenance of track and over speeding	20000	—	—
43.	24-08-2005	Derailment	5307 Express.	North Eastern	Train engine derailed.	Loco defect.	0	—	—
44.	25-08-2005	Derailment	SK-264 MEMU	Eastern	Two coaches derailed.	Interlocking failure and manipulation of points and signal by Signalling staff.	1000	—	—

1	2	3	4	5	6	7	8	9	10
45.	25-08-2005	Fire	L-13 EMU	Central	Motor coach caught fire.	External conducting material shorting of the pantograph and ventilation wire mesh on HT of roof.	1400	—	6
46.	25-08-2005	Manned	Goods Train	Central	Train engine dashed against a auto-rickshaw.	Gateman exchanged Private No. without closing the Gate	12000	1	—
47.	29-08-2005	Collision	Banking Engine and Goods train	South East Central	Banking Engine collided with Match Truck of Stationery Goods	Poor brake power of loco and delayed application of brake	740099	—	—
48.	31-08-2005	Unmanned	1014 Mn Express	South Western	Train Engine dashed against Mini Van	Negligence of Road users	5000	6	3
49.*	05-09-2005	Derailment	Goods Train	Central	Three Wagons derailed.	Track defect	1689500	—	—
50.*	05-09-2005	Manned	602 Rail Bus	Western	Train engine dashed against Autorickshaw	Negligence of gateman.	0	—	1
51.	05-09-2005	Unmanned	235 DMU	East Coast	Train engine dashed against a Car	Negligence of road users.	0	2	—
52.	11-09-2005	Unmanned	Goods Train	Northern	Train engine dashed against one Car	Negligence of road users.	0	2	3
53.	12-09-2005	Derailment	Goods Train	Central	Train engine and one Wagon derailed.	Rail breakage due to boulder fallen.	1570000	—	—
54.	14-09-2005	Derailment	INHJ Passener	South East Central	Train engine derailed.	Track and loco defect.	0	—	—

55.	16-09-2005	Derailment	4715 Exp.	North Western	Three coaches derailed.	Track defect	18000	—	—
56.	17-09-2005	Unmanned	16 Rail Bus	Western	Train engine dashed against one Car	Negligence of road users.	0	—	—
57.*	18-09-2005	Derailment	Goods Train	South Eastern	15 wagons derailed.	Track defect.	6059000	—	—
58.	19-09-2005	Unmanned	4525 Exp. Bus	Northern	Train engine dashed against Autorickshaw	Negligence of road users.	0	1	—
59.*	23-09-2005	Derailment	Goods Train	South Central	Train engine derailed.	Failure of Engineering staff.	135534	—	—
60.	25-09-2005	Derailment	Goods Train	South Central	12 Wagons derailed.	Failure of Railway Staff.	9850000	—	—
61.	25-09-2005	Unmanned	2423 Dn Rajdhani Exp.	Northeast Frontier	Train engine dashed against one Car	Negligence of road users.	0	1	3
62.	01-10-2005	Derailment	Goods Train	Northeast Frontier	15 Wagons derailed.	Driver failed to control the speed of the train.	2390478	—	—
63.*	03-10-2005	Derailment	1108 Exp.	North Central	Train engine and 6 coaches derailed.	Non application of brakes by driver.	29856000	13	36
64.*	04-10-2005	Derailment	Goods Train	South Eastern	Train engine and 2 wagons derailed.	Sabotage	22000	—	—
65.*	05-10-2005	Derailment	Goods Train	South Western	11 Wagons derailed.	Enquiry under progress	2300000	13	36
66.*	11-10-2005	Manned	290 Pass	Western	Train engine dashed against one Truck	Negligence of road users.	0	0	6

1	2	3	4	5	6	7	8	9	10
67.	13-10-2005	Unmanned	558 Dn Pass	North Eastern	Train engine dashed against one Truck	Negligence of road users.	0	1	—
68.	13-10-2005	Unmanned	1036 Exp	South Western	Train engine dashed against one Truck	Negligence of road users.	0	1	3
69.	15-10-2005	Collision	Between two Goods Trains	North Western	Abohar Goods Train collided with Goods Train.	Moter operated Up Outer Signal was stuck up in lower position and Driver passed Home Signal in Danger	2425000	—	3
70.	15-10-2005	Derailment	5516 Up Pass	Northeast Frontier	Train engine derailed	Combined effect of track, loco and speed	0	—	—
71.	16-10-2005	Derailment	248 Pass	South Central	Train engine derailed.	Sabotage.	0	—	—
72.*	17-10-2005	Derailment	2312 Dn Exp	Northern	2 Coaches derailed.	Securing of points not ensured by shuntman.	0	—	—
73.	17-10-2005	Derailment	L-24 EMU	Central	Motor coach derailed.	Buffalo run over	100	—	—
74.	19-10-2005	Unmanned	707 Passenger	Southern Western	Train engine dashed against one Tractor	Negligence of road users.	30403	1	1
75.	22-10-2005	Unmanned	355 Passenger	South Western	Train engine dashed against one Car.	Negligence of road users.	0	2	1
76.	24-10-2005	Derailment	6526 Express	South Western	3 coaches derailed.	Due to flash floods, Girder bridge No. 741 washed away	172750	—	—

77.*	24-10-2005	Derailment	Goods Train	East Coast	6 wagons derailed.	Excess speed and bad enginemanship	500000	—	—
78.*	29-10-2005	Derailment	415 Passenger	South Central	7 coaches derailed.	Flash flood due to bursting of Ramasmundram tank.	37300000	116	104
Total		Collision—2, Derailments—48, Marhned Level Crossing Accident—4, Unmanned Level Crossing Accidents—18, Fire in Trains—4, Misc. Accidents—2.					154382056	176	271

Note—All figures are provisional.

* Prima-facie cause.

Opening up of LoC

424. SHRI Y.G. MAHAJAN:

SHRI THAWAR CHAND GEHLOT:

SHRI M. APPADURAI:

SHRI HARIBHAU RATHOD:

SHRI PRABODH PANDA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the India and Pakistan have agreed to open Line of Control (LoC) along the border areas of Jammu and Kashmir to help the earthquake victims;

(b) if so, the details thereof;

(c) whether the Government has issued guidelines to the army for opening up of LoC;

(d) if so, the details thereof; and

(e) the period for which the LoC will remain open?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) Consequent to the earthquake of 8th October 2005, India and Pakistan have agreed to open 5 crossing points on the Line of Control (LoC) for the crossing of people whose names have been duly approved by both the sides and for movement of relief material across the LoC.

(c) and (d) Army was asked to set up the basic infrastructure at these crossing points like demining and creation of safe lanes, tented accommodation, communication and temporary bridges to facilitate crossing over of relief stores on foot.

(e) The following dates for opening of the crossing points on LoC have been confirmed:—

(i) Tithwal-Nauseri—19th and 26th November, 3rd and 10th December, 2005.

(ii) Poonch-Rawalakot—21st November and 5th December, 2005.

(iii) Mendhar-Tattapani—28th November and 12th December, 2005.

(iv) Uri-Chakoti—17th November and 1st December, 2005.

(v) Uri-Hajipur—24th November and 8th December, 2005.

*[English]***National Policy for Persons with Disabilities**

425. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to refer to the reply given to Unstarred Question No. 1760 dated August 4, 2005 regarding National Policy for Persons with Disabilities and state:

(a) whether comments sought from individuals/experts/NGOs and concerned Ministries for incorporation in draft National Policy for Persons with Disabilities have been received;

(b) if so, whether the Government has finalized the National Policy for Persons with Disabilities;

(c) if so, the salient features thereof; and

(d) if not the time by which the comments from the concerned authorities are likely to be received and policy to be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) Comments have been received from the individuals/experts/NGOs and concerned Ministries on the draft National Policy for Persons with Disabilities. Since the draft policy is still under formation, details and specific time frame or its finalisation cannot be indicated at this stage.

Expansion Plan for Mumbai Suburban Railways

426. SHRIMATI NIVEDITA MANE:

SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Mumbai Suburban Railways are planning of its second phase of expansion;

(b) if so, the details thereof and the areas to be covered under the second phase; and

(c) the estimated amount required for the purpose and the sources from which it will be met?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. Mumbai Urban Transport Projects, Phase-II is under scrutinisation of this Ministry.

Centrally Sponsored Rural Development Schemes

427. SHRI HITEN BARMAN: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether any Centrally Sponsored Rural Development Scheme is being implemented by Panchayati Raj Institutions at present;

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

(c) the achievements made by the Government in this regard; and

(d) the steps taken by the Government to ensure that the works under the National Rural Employment Guarantee Act, 2005 would be undertaken by the Panchayats?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) The Sampoorna Grameen Rozgar Yojana (SGRY) is being implemented by Panchayati Raj Institutions in all districts throughout the country except in the UT of Chandigarh and the National Capital Region of Delhi.

(c) The SGRY envisages additional wage employment and thereby providing durable community assets and economic infrastructure in rural areas. This programme became fully operational from 1-4-2002. The number of mandays generated and number of works completed by PRIs are given in the enclosed statement.

(d) The National Rural Employment Guarantee Act, 2005 provides that the Panchayats at district, intermediate and village levels shall be the principal authorities for planning and implementation of the Schemes made under this Act. The functions of the Panchayats at the district level are to finalise and approve blockwise shelf of projects to be taken up under a programme under the Scheme, to supervise and monitor the projects taken up at the Block level and district level and to carry out such other functions as may be assigned to it by the State Council. The functions of the Panchayat at intermediate level are to approve the Block level Plan for forwarding it to the district Panchayat at the district level for final approval, to supervise and monitor the projects taken up at the Gram Panchayat and Block level and to carry out such other functions as may be assigned to it by the State Council.

The Gram Panchayat is responsible for identification of the projects in the Gram Panchayat area to be taken up under a Scheme as per the recommendations of the Gram Sabha and the Ward Sabhas and for executing and supervising such works. Gram Panchayats shall take up any project under a Scheme within its area as may be sanctioned by the Programme Officer. Every Gram Panchayat shall, after considering the recommendations of the Gram Sabha and the Ward Sabhas, prepare a development plan and maintain a shelf of possible works to be taken up under the Scheme as and when demand for work arises. The Gram Panchayat shall allocate employment opportunities among the applicants and ask them to report for work. The Gram Panchayat shall make available all relevant documents including the muster rolls, bills, vouchers, measurement books, copies of sanction orders and other connected books of account and papers to the Gram Sabha for the purpose of conducting the social audit.

The National Employment Guarantee Act provides that the Programme Officer shall allot at least fifty per cent of the works in terms of its cost under a Scheme, to be implemented through the Gram Panchayat.

Statement

Statement showing mandays generated and works completed under SGRY during 2002-03, 2003-04, 2004-05 and current year

Sl. No.	States/UTs.	2002-03		2003-04		2004-05		2005-06 (upto Sept., 05)	
		Mandays generated (in lakhs)	No. of works completed	Mandays generated (in lakhs)	No. of works completed	Mandays generated (in lakhs)	No. of works completed	Mandays generated (in lakhs)	No. of works completed
1.	Andhra Pradesh	392.02	88119	445.55	89062	336.26	84171	180.95	36491
2.	Arunachal Pradesh	16.62	2411	18.42	3426	8.53	1491	3.22	456
3.	Assam	483.5	40517	637.2	84781	626.02	96475	318	35865
4.	Bihar	442.44	66876	489.85	70077	605.32	80623	162.26	31254
5.	Chhattisgarh	377.68	37215	308.55	50152	348.85	56147	118.03	21748
6.	Goa	0.68	27	0.49	18	3.57	45	0.05	18
7.	Gujarat	201.4	20884	323.19	50477	264.68	78404	71.27	24281
8.	Haryana	119.184	29933	68.87	40302	70.118	17004	29.48	5192
9.	Himachal Pradesh	21.74	8761	39.06	17849	40.18	18954	13.9	7780
10.	Jammu and Kashmir	47.1	17419	47.89	20481	43.73	18060	1.85	1058
11.	Jharkhand	283.95	39153	386.05	46017	303.88	47007	52.69	11785
12.	Karnataka	519.6	126445	566.07	112144	419.24	116254	161.54	37330
13.	Kerala	70.95	12999	100.86	12257	118.91	15021	43.43	4242
14.	Madhya Pradesh	531.52	161574	585.21	175147	581.39	169110	237.52	39759
15.	Maharashtra	490.38	72068	630.96	87761	674.69	99929	195.82	30799

16. Manipur	14.91	4278	14	3281	31.93	6923	4.374	397
17. Meghalaya	24.43	2952	34.37	5458	36.96	5545	12.4	1418
18. Mizoram	12.99	5277	15.38	6019	6.54	2644	0.22	716
19. Nagaland	16.39	474	398.99	0	36.71	2818	36.71	2818
20. Orissa	599.03	96868	618.57	114536	553.94	59808	236.27	14229
21. Punjab	25.93	17227	46	18076	33.39	26053	11.88	2822
22. Rajasthan	377.84	57073	268.62	63643	219.48	49458	89.67	15254
23. Sikkim	6.28	778	8.21	850	5.34	1339	3.15	575
24. Tamil Nadu	491.96	79225	512.06	153846	519.41	137100	295.66	30805
25. Tripura	99.46	13921	126.96	25414	108.46	24849	67.06	8842
26. Uttaranchal	62.1	4654	91.44	26937	94.29	33881	46.73	10986
27. Uttar Pradesh	1335.11	253913	1330.53	270985	1750.45	277648	502.48	81300
28. West Bengal	414.39	154857	445.04	139387	377.56	112659	215.04	41483
29. Andaman and Nicobar Islands	0	0	0.42	13	3.01	131	3.79	185
30. Dadra and Nagar Haveli	0	0	0	0	0	0	0	0
31. Daman and Diu	0	0	0	0	0	0	0	0
32. Lakshadweep	0.1	0	0.01	0	0.13	4	0	0
33. Pondicherry	3.28	198	1.42	197	0.13	64	0.76	122
All India	7482.93	1416096	8560.24	1688593	8223.09	1639619	3116.2	500210

Insurance Claim

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

(a) the actual loss suffered by Oil and Natural Gas Corporation (ONGC) due to fire accident which occurred in Mumbai High North (MHN) on July 27, 2005;

(b) whether ONGC has submitted the insurance claim to the concerned insurance company for the damage caused due to fire in the Bombay High North platform;

(c) if so, the details thereof; and

(d) the steps taken to expedite and clear its entire claims from insurance company?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) Quantification of the loss/damage arising out of the MHN fire accident is still being done by ONGC. Based on preliminary estimates, the loss estimated by surveyors/average adjustors pursuant to the accident is about US\$ 375.10 Million.

(b) and (c) Till date, a claim of US\$ 196,624,504 out of preliminary estimates of US\$ 375.10 million, has been lodged as below:—

(i) US\$ 175,080,589 (Net of policy deductibles of US\$ 20 million), was lodged on 10-8-2005 towards the insured value on the MHN Platform on total loss basis; and

(ii) US\$ 21,543,915 towards modifications and others was lodged subsequently on 7-10-2005.

Based on the insurance policy, a monetary claim can be lodged for loss/damage only after the quantification of each item of the claim/conclusive proof of any constructive or actual total loss of the insured item.

Consequently, remaining claims would be lodged immediately after the quantification of each item of the claim/conclusive proof of any constructive or actual total loss of the balance insured items.

(d) Out of their claim of US\$ 196,624,504, ONGC have received, as on 15-9-2005, an amount of US\$ 175,080,589 from the United India Insurance Company Ltd. towards the insured value of the MHN platform. ONGC are constantly in touch with all the agencies involved in the claim settlement process for:—

(i) The settlement of the other claims lodged so far; and

(ii) Finalization of the repair work, scope of the damage to the adjoining platforms and pipelines, and the quantification of the cost of repairs to enable ONGC to lodge their claims in accordance with their insurance policy.

Cancellation of Flights

429. SHRI E.G. SUGAVANAM:

SHRI CHANDRAKANT KHAIRE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines and Air India are incurring heavy losses every year due to cancellation/delay of flights due to dense fog or otherwise;

(b) if so, the number of flights cancelled/delayed due to dense fog or other reasons during the last two years;

(c) the estimated loss incurred by Indian Airlines and Air India due to cancellation/delay of flights during the above period;

(d) whether the CAT-III-A system installed at various airports to facilitate landing in foggy conditions proved ineffective;

(e) if so, the reasons therefor;

(f) the amount spent on installation of such system; and

(g) the corrective measures taken/proposed to be taken by the Government in this regard?

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

(b) The details of number of flights cancelled are:—

	Period	Flights cancelled
Air India	2003-04	272
	2004-05	157
Indian Airlines/ Alliance Air	2004-05	774
	2005-06 (upto October)	297

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

(f) The total amount spent on installation of CAT-III-A system is Rs. 43 Crores at Delhi Airport.

(g) Both Air India and Indian Airlines have already taken steps to train their Pilots for CAT II/III system.

Strike against Privatisation of Airports

430. SHRI BRAJA KISHORE TRIPATHY:

DR. ARUN KUMAR SARMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a strike was called recently by the various unions against privatisation;

(b) if so, the number of flights cancelled and the loss of revenue suffered as a result thereof;

(c) the details of demands raised by unions of various organisations; and

(d) the action taken by the Government in this matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Airports Authority of India Employees Joint Forum (AAIEJF) gave a call to AAI employees to join a country wide strike on 29-09-2005.

(b) All the flights that filed flight plan were accommodated. ATC Services were normal on that day.

(c) The Airports Authority of India Employees Joint Forum protested inter-alia against the modernisation and restructuring of airports through public private partnerships.

(d) Development of infrastructure through Public-Private Partnerships is a globally prevalent public policy instrument.

[Translation]

Corruption in Sending Artists to Foreign Countries

431. SHRI KAILASH MEGHWAL: Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware that corruption is prevalent in sending the teams of artists to foreign countries for taking part in cultural programmes organised by Regional Cultural Centres and sometimes some persons are included in the teams who are not at all concerned with these arts;

(b) if so, whether some artists going to take part in these programmes do not return with the team;

(c) if so, the number of such cases which have come to the noticed of the Government during the last two years; and

(d) the action taken against the officials found guilty?

THE MINISTER OF CULTURE AND MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (d) The attention of the Government has been drawn to one case involving three officials—Shri P.S. Sareen, erstwhile Under Secretary with Ministry of Culture and

currently Deputy Secretary in Department of Post, Shri Rajinder Sharma, Protocol Assistant with Ministry of Culture on contract basis and Shri A.K. Rajput, Assistant.

Ministry of Culture has terminated the services of Shri Rajinder Sharma and placed Shri A.K. Rajput under suspension pending completion of enquiry. Department of Post has been informed to take suitable action against Shri P.S. Sareen.

[English]

Implementation of Centrally Sponsored Scheme

432. SHRI SANAT KUMAR MANDAL: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government has taken initiatives to make the Panchayati Raj Institutions more effective in implementation of centrally-sponsored schemes reaching the rural areas;

(b) if so, the details thereof; and

(c) the extent to which these initiatives have benefited the rural people of the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) An exercise is on to review the guidelines of Centrally Sponsored Schemes to ensure the centrality of Panchayats in planning and implementation. All Ministries operating Centrally Sponsored Schemes have been asked to review their Centrally Sponsored Schemes in the light of Article 243 G read with the Eleventh Schedule, with a view to incorporating into these Schemes the Constitutional provisions in this regard in letter and spirit. As regards new Centrally Sponsored Schemes, a decision was taken that in all cases relating to such Schemes which have a bearing on decentralization that the Ministry of Panchayati Raj should be consulted and their views incorporated in the notes prepared for the consideration of Cabinet/Cabinet Committees. It may be noted that Panchayati Raj Institutions have been made the "principal authorities" for the planning and implementation of Schemes under

the National Rural Employment Guarantee Act. The need to give a specific role to Panchayats in the implementation of the National Rural Health Mission Program has also been accepted in principle.

(c) The reform of Centrally Sponsored Schemes to ensure the centrality of Panchayats in planning and implementation would contribute to the improvement of service levels in key areas affecting the rural populace.

Misuse of Funds by NGOs

433. SHRI PRABHUNATH SINGH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether a large number of NGOs misused funds sanctioned to them under different schemes of the Ministry;

(b) if so, the facts thereof;

(c) whether CBI inquiry has been ordered into the misuse of funds by NGOs;

(d) if so, whether the CBI has completed the inquiry;

(e) if so, the findings thereof and the follow-up action taken thereon; and

(f) the details of funds granted to such NGOs during the last three years together with the field in which the NGOs are working?

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

(b) Does not arise.

(c) No, Sir.

(d) to (f) Do not arise.

Rationalisation of Kerosene

434. SHRI SUBODH MOHITE:

SHRI S.K. KHARVENTHAN:

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

(a) whether according to a National Council for Applied Economic and Research Study, siphoning off of kerosene from PDS to non-household use is estimated as 18.1 per cent of the total sale of kerosene;

(b) if so, the details alongwith other finding of the study;

(c) the reaction of the Government thereto; and

(d) the steps taken/proposed to be taken to prevent black-marketing of kerosene?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR): (a) and (b) With a view to assessing the genuine demand requirement of kerosene in different States/UTs, the Government commissioned a comprehensive study through the National Council of Applied Research (NCAER) in December 2004. NCAER have submitted their report in October 2005. The study *inter-alia* estimates siphoning off of kerosene from PDS to non-household use as 18.1 per cent of the total sale of PDS kerosene in the country. The main conclusions of the of the study are given in the enclosed statement.

(c) The report is under examination of the Government for taking an appropriate view on the recommendations.

(d) In order to check the black marketing of Public Distribution System (PDS) kerosene, the Central Government have made provisions in the Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, issued under the Essential Commodities Act, 1955, that dealers cannot sell PDS kerosene at a price higher than the price fixed by the Government or Oil Marketing Companies (OMCs) and that the PDS kerosene dealers should prominently display stock-cum-price board at the place of business including the place of store on conspicuous place. The State Governments undertake distribution of PDS kerosene through their PDS network and also implement the Control Orders issued by the Central Government under the Essential Commodities Act, 1955.

With a view to strengthening the kerosene distribution system so that the PDS kerosene is made available to the consumers at the right price, the Government have also launched a pilot project "Jan Kerosene Pariyojna" in 420 blocks in the country effective 2nd October, 2005. The project involves strengthening of distribution infrastructure at the block and sub-block levels, and involvement of Panchayati Raj Institution in monitoring the distribution of PDS kerosene.

Statement

Rationalisation of Kerosene

1. Kerosene allocation made by the Central Government is on a historical basis.
2. Per capita allocation is biased towards richer states.
3. There is no set pattern of kerosene allocation to different types of cards, so that only a few states made the distinction between BPL and APL cards while making allocations.
4. Most States fix the kerosene quota for different card holders on the basis of LPG usage.
5. A few states allot a quota to card holders on the basis of the number of registered units on a card.
6. States like Andhra Pradesh and Kerala allocate kerosene specially for lighting. Kerala makes an allocation for fishing also.
7. Most states have 3-tier monitoring system. But the efficiency and effectiveness of the monitoring system is questionable.
8. All states except Gujarat impose state level taxes and duties on PDS kerosene ranging from 1 per cent in Orissa to 22 per cent in Punjab (pre-VAT regime). This makes Punjab the costliest state in the country in the pre-VAT regime, as far as PDS kerosene is concerned.

9. Kerosene penetration in the country is estimated as 94.4, 68.9 and 86.9 per cent respectively for rural, urban and all areas.
10. Kerosene penetration declines with increase in income levels both in rural and urban areas.
11. Per household kerosene consumption of kerosene using households is estimated as 55 litres. Per household kerosene consumption shows an increasing trend with income in rural areas, whereas it shows a declining trend in urban areas.
12. The main usage of kerosene is for lighting. At the all-India level kerosene penetration for lighting in rural areas is as high as 92 per cent. Among urban areas it is 51.5 and 57.5 per cent respectively for cooking and lighting.
13. At the all-India level nearly 61 per cent of the kerosene is used for lighting and in rural areas this share goes up to 73 per cent. In urban areas too, nearly 35 per cent of kerosene consumption is for lighting.
14. PDS is the main source of kerosene purchases. About 78 per cent of the kerosene consumed is purchased from PDS at PDS price. In rural areas, 82 per cent of kerosene purchases are from PDS at PDS price and the figure is 69 per cent for urban areas.
15. As income levels go up the share of PDS kerosene purchased goes down. This is observed for all areas.
16. Kerosene penetration in rural areas is close to 98 per cent for BPL and other types of card holders. It goes down to 93 and 86 per cent respectively for APL and no-card households.
17. The share of kerosene consumption of APL card holders in rural areas is 48 per cent. At the all-India level, APL card holders consume 51 per cent and BPL card holders consume 37 per cent of total kerosene.
18. Kerosene from FPS is available for 49 per cent of the households when they need it, 45 per cent of the households said that it is available when needed only sometimes.
19. Mostly, kerosene is distributed on a monthly basis. 73 per cent of the households receive kerosene from FPS on monthly basis.
20. Weekly distribution of kerosene is most common in West Bengal (more than 80 per cent households purchase kerosene from FPS on weekly basis).
21. Kerosene is purchased from FPS/hawker at non-PDS price by 12 per cent of households in rural areas and 10 per cent in the urban areas.
22. Non-PDS kerosene purchased by households either from the FPS/hawker or from the open market costs households nearly twice the PDS price.
23. Households in rural areas generally pay a higher price for PDS kerosene compared to their counterparts in urban areas. This is mainly on account of the pricing structure of PDS kerosene because transport charges between the retailer and the wholesaler in the retail-selling price depends on the distance between the two. Since most of the wholesalers are based in urban areas, rural households pay a higher price for PDS kerosene.
24. At all-India level, 68.4 per cent of kerosene using households uplift their entire entitlement. The same is 68 per cent and 69.7 per cent at rural and urban, respectively.
25. Nearly 75 per cent of BPL kerosene using households in rural area uplift their entire kerosene entitlement. At all-India level 76 per cent of BPL and 69 per cent of APL Kerosene using households uplift their entire kerosene entitlement.

26. Among rural BPL cardholders, who do not take their entire entitlement, nearly 53 per cent cannot afford to buy kerosene. Nearly 27 per cent could not afford to purchase their entire entitlement at one time and another 26 per cent use other cheaper fuels. In urban areas, the figures are 13 and 16 per cent, respectively.
27. Nearly 75 per cent of the households purchasing non-PDS kerosene in rural areas said the kerosene colour of PDS and non-PDS kerosene is same. In urban areas this figure is 58 per cent.
28. Similarly of colour of PDS and non-PDS kerosene, and non-PDS kerosene purchases from FPS/hawker provide ample proof that diversion of PDS kerosene is taking place.
29. The study estimates three different kinds of diversion/leakage—siphoning off of PDS kerosene for non-households usage, diversion from PDS to market and PDS purchases by no-card households.
30. Total diversion/leakage of PDS kerosene is estimated at 38.6 per cent of total sale of PDS kerosene in 2004.
31. Siphoning off of kerosene from PDS to non-household use is estimated as 18.1 per cent of total sale of PDS kerosene.
32. Diversion of PDS kerosene to market and repurchased by households at more than double the PDS price (black marketing) is estimated as 17.9 per cent of total sale of PDS kerosene.
33. Households without any cards purchase another 2.6 per cent of the total sale of PDS kerosene from FPS/hawker at PDS price.
34. Estimated diversion/leakage is extremely high (more than 50 per cent of sale of PDS kerosene) in six state, viz., Bihar, Chandigarh, Delhi, Jharkhand, Orissa and Punjab.
35. Very high leakage (40-50 per cent of sale of PDS kerosene) is observed in four states, viz., Assam, Chhattisgarh, Tamil Nadu and Uttaranchal.
36. High leakage is observed in eight states, viz., Andhra Pradesh, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Meghalaya, Rajasthan and Uttar Pradesh.
37. Low leakage (less than 20 per cent of sale of PDS kerosene) is observed in Goa, Himachal Pradesh, Kerala and West Bengal.
38. There is some unmet demand for kerosene as the quantity supplied to them is less than their requirement. This unmet demand is estimated to be 13.4 per cent of the current level of household consumption of kerosene. The same is 11.8 per cent level of household demand of kerosene.
39. Unmet demand of kerosene is estimated at 13.3 per cent and 8.8 per cent of current household demand for rural and urban areas respectively.
40. In aggregate, the current level of demand is nearly 93 per cent of sale of PDS kerosene. However, in all States, the current level of demand is not less than the current level of sale of PDS kerosene.
41. Himachal Pradesh, Kerala, Meghalaya and Orissa are the only states where current level of demand is 10 per cent more than the current level of sale of PDS kerosene.
42. So, what is required now is the redistribution of sale of PDS across different states.
43. Some States provide PDS kerosene to fishing community from their PDS allocation. Of late, the technology to convert outboard engines of motorized fishing crafts to use LPG as fuel is available. The operating cost could come down to Rs. 70 per hour as compared to Rs. 230 per hour at present. It will also reduce marine pollution levels and reduce subsidy on account of kerosene.
44. Total kerosene demand in next five years is expected to increase by 0.9 per cent per annum.

45. It is expected to increase relatively faster in urban areas (1.9 per cent) as compared to rural areas (0.4 per cent).
46. Kerosene demand for BPL and other cards is expected to decline by 0.2 per cent as compared to 1.6 per cent growth for APL and no cards.
47. Kerosene demand for lighting in next five years is expected to decline by 2.9 per cent. It is expected to decline relatively faster in rural areas (3.1 per cent) as compared to urban areas (1.9 per cent).
48. Kerosene demand for lighting in next five year is expected to decline by 3.8 per cent for BPL and other cards as compared to APL and no cards (2.3 per cent). Expected decline for BPL and other cards is higher than the APL and no cards both in rural and urban areas.
49. Kerosene demand for heating in next five years is expected to increase by 4.6 per cent. It is expected to increase relatively faster in rural areas (5.5 per cent) as compared to urban areas (3.5 per cent).
50. Kerosene demand for heating in next five years is expected to increase by 5.6 per cent for APL and no cards as compared to BPL and other cards (3.2 per cent). Expected rate of increase, for APL and no cards is higher than the BPL and other cards both in rural and urban areas.

51. Domestic LPG demand is expected to go up by 11.3 per cent in next five years. LPG demand is expected to grow relatively faster in rural areas at 12.9 per cent as compared to 10.6 per cent in urban areas. This demand may go down if there are supply restrictions in order to curb diversion of subsidized domestic LPG cylinders.

Ban on Cultural Shows

435. SHRI K.S. RAO: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has received requests/representations regarding imposition of ban on cultural shows including fashion shows;

(b) if so, the details thereof; and

(c) the reaction of the Government in the matter?

THE MINISTER OF CULTURE AND MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (c) The information is being collected and will be laid on the table of the House.

MR. SPEAKER: I adjourn the House till 11.00 a.m. tomorrow.

11.31 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, November 25, 2005/Agrahayana 04, 1927 (Saka).

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