

LOK SABHA DEBATES

(English Version)

Ninth Session
(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, December 7, 2006/Agrahayana 16, 1928 (Saka)

The Lok Sabha met at Eleven of the Clock

(Mr. SPEAKER in the Chair)

...(Interruptions)

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Speaker, Sir, I have given a notice for adjournment of the Question Hour. ...(Interruptions)

MR. SPEAKER: I will call you first at 12 o'clock.

...(Interruptions)

[English]

MR. SPEAKER: Thank you for your cooperation.

...(Interruptions)

[Translation]

SHRI REWATI RAMAN SINGH (Allahabad): Mr. Speaker, Sir, I may please also be given an opportunity to speak.

MR. SPEAKER: You will also be allowed to speak during the Zero Hour.

11.01 hrs.

ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER: Shri Hari Kewal Prasad, Q. No. 222.

[Translation]

Upgradation/Modernisation of Railway Stations

+
*222. SHRI HARIKEWAL PRASAD:
SHRI TUKARAM GANPATRAO RENGE PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have identified the congested railway stations;

(b) if so, the details of the ten most congested railway stations;

(c) if not, the reasons therefor;

(d) the details of railway stations upgraded/modernised during the last two years and proposed to be upgraded during the current year, zone-wise;

(e) the expenditure incurred/proposed to be incurred thereon; and

(f) the steps taken or proposed to be taken by the Railways to de-congest the railway stations and also for timely completion of the upgradation/modernisation work?

[English]

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

Statement

(a) to (c) Classification of Stations is done on the basis of annual passenger earnings and not on the basis of degree of congestion, which is difficult to quantify. Passenger Amenities at a station are provided based on the category of the station and the number of passengers dealt with at that station.

(d) There are 8055 railway stations on Indian Railways. Upgradation/renovation/modernisation of railway stations is a continuous process and the same is undertaken every year in accordance with the laid down norms based on traffic growth and inter-se priorities. During the last two years, 110 stations have been developed as model stations as per list enclosed as Annexure-I. During the current year 2006-07, 334 stations over the Indian Railways have been identified for further upgradation/modernization. (List is enclosed as Annexure-II).

(e) The works relating to upgradation/modernization and improvement in the conditions of railways stations are carried out mainly under plan head 'Passenger Amenities'. Station-wise figures for allocation of funds for upgradation/modernization works are not maintained.

However, the expenditure incurred under plan head 'Passenger Amenities' during last two years and allotment made during 2006-07 is as under:—

Year	Rs. in crore
2004-05—Actual Expenditure	222.76
2005-06—Actual Expenditure	256.23
2006-07—Budget Grant	353.20

(f) As part of station improvement, Railways execute various works aimed at decongesting the stations, such as, widening and extension of platforms, remodeling of station building, expansion of circulating areas, augmentation of foot-over-bridge, construction of sub-ways etc. which is an ongoing process. Apart from this Railways have undertaken and exercise for converting 19 existing major stations into world-class station. This apart from improving amenities will also plan to decongest stations by segregating arrival and departure concourse, etc. For timely completion of the works, they are closely monitored on a regular basis and requisite funds are made available.

Annexure-I

Developed Model Stations

Sl. No.	Name of Model Station	Cat. of Station
1	2	3
Central		
1.	Akol	A
2.	Bhsawal	A
3.	Chandrapur	A
4.	Dadar	A
5.	Kalyan Lokmanya Tilak	A
6.	Terminus	A

1	2	3
7.	Mumbai CST	A
8.	Nagpur	A
9.	Nasik Road	A
10.	Pune	A
11.	Thane	A
12.	Wardha	A
13.	Gulbarga	A
14.	Solapur	A
Northern		
15.	Amritsar	A
16.	Bareilly	A
17.	Beas	A
18.	Delhi Main	A
19.	Firozpur	A
20.	Haridwar	A
21.	Hazrat Nizamuddin	A
22.	Jalandhar City	A
23.	Jammu Tawi	A
24.	Lucknow	A
25.	Ludhiana	A
26.	New Delhi	A
27.	Pathankot	A
28.	Varanasi	A
North Eastern		
29.	Badshahnagar	A
30.	Basti	A
31.	Chhapra Jn.	A

1	2	3	1	2	3
32.	Gonda Jn.	A	57.	Hyderabad	A
33.	Gorakhpur	A	58.	Kacheguda	A
34.	Kathgodam	A	59.	Kakinada Town	A
35.	Lucknow Jn.	A	60.	Nanded	A
36.	Manduadih	A	61.	Nellore	A
37.	Rawatpur	A	62.	Rajahmundry	A
38.	Izatnagar	B	63.	Secunderabad	A
39.	Pilibhit	B	64.	Tirupati	A
Southern			65.	Vijayawada	A
40.	Calicut	A	66.	Warangal	A
41.	Cannanore	A	South Eastern		
42.	Chennai Central	A	67.	Adra	D
43.	Chennai Egmore	A	68.	Tamluk	E
44.	Coimbatore	A	Western		
45.	Erode Junction	A	69.	Chittaurgarh	D
46.	Madurai	A	70.	Bamniya	E
47.	Mangalore Jn.	A	71.	Dharangaon	E
48.	Palghat Jn.	A	72.	Nimbahera	E
49.	Salem Jn.	A	73.	Okha	E
50.	Tiruchchirappalli Jn	A	East Central		
51.	Thiruvananthapuram Central	A	74.	Dhanbad	A
52.	Katpadi	A	75.	Patna Jn.	A
53.	Mambalam	C	East Coast		
54.	Quilon	A	76.	Berhampur	A
55.	Chennai Beach	C	77.	Bhubaneswar	A
South Central			78.	Cuttack	A
56.	Guntur	A	79.	Puri	A

1	2	3	1	2	3
80.	Visakhapatnam	A	95.	Durg	A
81.	Bhadrak	B	96.	Raipur	A
82.	Khurda Road	B	South Western		
83.	Sambalpur	B	97.	Bangaloe City	A
84.	Jajpu, Keonjhar Road	D	98.	Hubli	A
85.	Titlagarh	D	99.	Mysore	A
North Central			100.	Vasco-de-Gama	A
86.	Allahabad	A	101.	Hospet	B
87.	Gwalior	A	102.	Toranagallu	E
88.	Jhansi	A	103.	Bhopal	A
89.	Kanpur Central	A	104.	Habibganj	A
90.	Agra	A	105.	Jabalpur	A
91.	Mathura	A	106.	Katni Jn.	A
North Western			107.	Kota	A
92.	Jaipur	A	108.	Satna	A
93.	Jodhpur	A	109.	Hoshangabad	B
South East Central			Konkan Railway Corporation Limited		
94.	Bilaspur	A	110.	Madgaon	A

Annexure-II

Railway	Name of Stations
CR (25)	Solapur, Ahmednagar, Gulbarga, Wadi, Daund, Pune, Kolhapur, Miraj, Satara, Sangli, Chatrapati Shivaji Terminus, Dadar, Lokmanya Tilak Terminus, Thane, Kalyan, Manmad, Nasik Road, Bhusaval, Khandwa, Akola, Nagpur, Chandarpur, Wardha, Ballarshah, Amla.
ER (2)	Howrah, Barddhaman, Rampurhat, Bolpur, Tarakeswar, Sealdah, Bidhannagar Road, Dum Dum Jn., Barasat, Ranaghat, Malda Town, Bhagalpur, Jamalpur, Sahibganj, New Farakka, Asansol, Durgapur, Jasidih, Madhupur, Baidyanathdham.
ECR (25)	Patna Jn., Rajendra Nagar, Ara, Buxar, Mokama, Samastipur, Darbhanga, Raxaul, Motihari, Sitamarhi, Hajipur, Muzffarpur, Barauni, Begusarai, Khagaria, Dhanbad, Koderma, Barkakana, Daltonganj, Parasnath, Mughalsarai, Sasaram, Gaya, Dehri-on-sona, Anugrah Narayan Road.

Railway	Name of Stations
ECoR (15)	Bhubaneswar, Cuttack, Puri, Brahmapur, Bhadrak, Visakhapatnam, Vizianagaram, Srikakulam, Rayagada, Duvvada, Titlagarh, Kantabanji, Kesinga, Bolangir, Sambalpur
NR (27)	Delhi, New Delhi, H. Nizamuddin, Meertu City, Kurukshetra, Ludhiana, Jalandhar City, Amritsar, Firozpur, Jammu Tawi, Dehradun, Bareilly, Moradabad, Haridwar, Roorkee, Rishikesh, Ambala Cantt., Chandigarh, Shimla, Bhatinda, Saharanpur, Dhuri, Lucknow, Varanasi, Ayodhya, Rai-Bareilly, Prayag.
NCR (15)	Agra Cantt., Mathura, Agra Fort, Raja ki Mandi, Kosikalan, Jhansi, Gwalior, Banda, Orai, Dholpur, Aligarh Jn. Allahabad Jn., Etawah, Kanpur Central, Mirzapur.
NER (15)	Gorakhpur, Lucknow Jn. Gonda, Lakhimpur, Badshah Nagar, Chapra Jn., Siwan Jn., Deoria Sadar, Manduadih, Azamgarh, Haldwani, Lalkuan, Rudrapur City, Kashipur, Mathura Cantt.
NFR (23)	Barpeta Road, Goalpara Town, New Bongaigaon, Rangiya, Dibrugarh Town, New Tinsukia, Mariani Jn., Simaluguri Jn., New Jalpaiguri, Kishanganj, Katihar, Darjeeling, Raiganj, New Alipurduar, Kokrajhar, New Coochbehar, Newmal Jn., Gosaingaonhat, Guwahati, Dimapur, Lumding Jn., Silchar, Hojai.
NWR (20)	Ajmer, Udaipur City, Abu Road, Falna, Rani, Bikaner, Hissar, Sri Ganganagar, Bhiwani, Sirsa, Jaipur, Rewari, Alwar, Bandikui, Dausa, Jodhpur, Jaisalmer, Pali Marwar, Barmer, Nagaur.
SR (25)	Chengalpattu, Katpadi, Arakkonam, Tambaram, Triuttani, Erode, Coimbatore, Palghat, Calicut, Mangalore, Ernakulam, Trichur, Quilon, Thiruvananthapuram Central, Kanniyakumari, Pondicherry, Virudhachalam, Tiruchchirappalli Jn., Thanjavur, Kumbakonam, Dindigul, Madurai, Tirunelveli, Tuticorin, Virudhunagar.
SCR (30)	Ongole, Vijayawada, Rajahmundry, Nellore, Kakinada Town, Hyderabad, Secunderabad, Kazipet, Khammam, Warangal, Kacheguda, Kurnool Town, Nizamabad, Basar, Mahbubnagar, Tirupati, Guntakal, Raichur, Cuddapah, Anantapur, Guntur, Nalgonda, Nandyal, Nadikudi, Narasaraopet, Nanded, Aurangabad, Jalna, Parbhani, Partur.
SER (19)	Kharagpur, Balasore, Mindnapore, Santragachi, Mecheda, Tatanagar, Rourkela, Jharsuguda, Chakradharpur, Rajgangpur, Bokaro Steel City, Purulia, Bankura, Bishnupur, Garbeta, Ranchi, Haita, Muri, Ramgarh-Cantt.
SECR (15)	Bilaspur, Raigarh, Champa, Shahdol, Korba, Raipur, Durg, Bhatapara, Tilda, Bhilai Power House, Gondia, Rajnandgon, Dongargarh, Tumsar Road, Chhindwara.
SWR (15)	Mysore, Davanagere, Shimoga Town, Hassan, Haveri, Hubli, Belgaum, Vasco, Hospet, Bellary, Bangalore City, Yeshwantpur, Bangalore Cant., Mandya, Tumkur.
WR (30)	Surat, Vapi, Navsari, Bandra Terminus, Mumbai Central, Vadodara, Anand, Nadiad, Bharuch, Ankleshwar, Retlam, Indore, Dahod, Ujjain, Chittaurgarh, Ahmedabad, Maninagar, Gandhidham, New Bhuj, Palanpur, Rajkot, Surendranagar, Jamnagar, Than, Wankaner, Bhavnagar, Veraval, Porbandar, Junagarh, Gandhigram.
WCR (15)	Jabalpur, Katni, Satna, Maihar, Sagour, Bhopal, Habibganj, Itarsi, Guna, Bina, Sawaimadhopur, Bhawanimandi, Bayana, Bharatpur, Gangapur City.

[Translation]

SHRI HARIKEWAL PRASAD: Mr. Speaker, Sir, the hon'ble Minister of Railways has announced in his Budget Speech time and again that the Ministry of Railways has taken a decision to develop 327 railway stations as model stations after equipping them with all the modern facilities, by the end of February, 2007. It has also decided to develop 5 railway stations each of all the 67 divisions of Indian Railway as model stations. All these points have been repeated in reply to my question. However, the Ministry of Railways does not monitor whether the work on the stations selected for modernization is going on in accordance with the laid down norms and whether the desired passengers amenities are made available at these stations? Is the hon'ble Minister of Railways aware of the violation of the norms in respect of modernization of railway stations? If so, what action has been taken in this regard.

[English]

SHRI. R. VELU: Sir, I am extremely grateful to the hon. Speaker for the timely message of consolation at the tragic accident which myself and my family experienced. Sir, I am thankful to you.

The hon. Member wants to know why the modernization has not taken place. In fact, in the year 2006, we have started saying; 'Serving the passengers with smile'. In that direction, apart from 580 stations which were selected as model stations out of 8055 stations in the country, this year we have further selected about 334 stations as modern stations. So, the model becomes the modern. But what is the difference? The hon. Member says that these stations have not been provided with the desirable amenities. In the model stations we are aiming at giving all the desirable amenities. Basically, it includes the essential amenities. Then all other amenities which are required, have been taken care of. Then we come to the desirable amenities. In these modern stations, we have planned to do many things like, improvement in facade of building, improvement in the platforms, lighting arrangements in the concourse, lighting arrangement in the circulating areas, improvement of the furniture in the retiring and waiting rooms, widening of the FOBs and provision of more FOBs, etc. Besides that, we have said for the first time that DRMs can now employ architects or consultants to provide for all the modern facilities.

For this purpose, we are providing the required funds. In 2000-01, an amount of Rs. 136 crore was allotted. In 2005-06, it was Rs. 222 crore and in 2006-07, it is Rs. 353 crore. This year, this amount of Rs. 353 crore is going to be ultimately enhanced to Rs. 440 crore with the aim to provide the passenger amenities. So, the amount for the passenger amenities have been tripled from what it was in 2001. We are willing to spend any amount of money for the passenger amenities because this year we are aiming to serve the passengers with a smile.

[Translation]

SHRI HARIKEWAL PRASAD: Mr. Speaker, Sir, in regard to the reply given by the hon'ble Minister, I would like to clarify two points. The stations about which the hon'ble Minister has made a reference in his reply are unclean and dirty. Also a discrimination has been made in selecting the stations in the railway zones. Through you, I would like to know from the hon'ble Minister whether proper attention will be paid to the cleanliness of the dirty railway stations and whether he will try to remove the discrimination made in the selection of stations.

[English]

SHRI. R. VELU: Sir, I assure the hon. Member that these stations have been selected on the basis that each Division will have five stations selected. It is taking care of the matters relating to the cleanliness, hygiene, maintenance, etc. So everything will be taken care of.

[Translation]

SHRI BALASAHEB VIKHE PATIL: Mr. Speaker, Sir, out of the funds made available by the hon'ble Minister, Rs. 256 crore have been spent, however, the model stations are being developed mainly in big cities and metro polises. Commercial stations attract more investments and contracts. Through you, I would like to know from the hon'ble Minister whether major stations will be given on BOT and small stations will be modernized by the Ministry of Railways itself?

[English]

SHRI. R. VELU: Sir, this amount does not relate only to the urban stations. It relates to all the 8055 stations, It

is only the question of allotment of funds. So, what the hon. Member has suggested will be examined.

[*Translation*]

SHRI ASHOK ARGAL: Mr. Speaker, Sir, I would like to know from the hon'ble Minister as to by when the gauge conversion and electrification of railway line between Gwalior and Shyampurkalan is likely to be completed?

[*English*]

SHRI. R. VELU: The question does not relate to the gauge conversion. However, I am willing to answer.

MR. SPEAKER: Please answer very briefly.

SHRI. R. VELU: Sir, every year, we fix a target for gauge conversion mainly of those which are now able to give us the immediate benefit of last mile projects. So, I cannot say when it will be taken up because it depends upon the resource availability, budgeting, etc. The gauge conversion is an on-going process and we are trying to convert most of the tracks. In fact, today we are having about 11,000 and odd R. Kms on metre gauge section and about 2000 and odd R. Kms on the narrow gauge section. So, we are trying to concentrate on that to see that the conversion takes place in the course of time.

DR. K.S. MANOJ: sir, in the written answer, it is mentioned that classification of stations is done on the basis of annual passenger earnings. In most of the stations and particularly in stations where there is a high degree of congestion, if passenger amenities are not there, then it is quite natural that the earnings will also be reduced. So, it is essential to improve the amenities like widening and elevation of platforms and other public amenities in minor stations also. Here we are only planning to develop model stations and thus the Railways are earning more revenue. What would be the proposal of the Railways in its future budget as regards the provision of public amenities not only in 'A' grade stations but in other stations as well?

SHRI. R. VELU: We have classified the railway stations into seven grades like A-1, A, B, C, D, E and F category stations. The grading depends upon the earnings we are getting. If it is more than Rs. 50 crore, then it comes under 'A-1' Grade, if it is Rs. 6 crore and up to Rs. 50 crore, it is classified as 'A' Grade, Rs. 3 crore to Rs. 6

crore come under 'B' grade and all the suburban stations come under 'C' Grade. We classify the stations like this. The hon. Member wants to know about the upgradation of platforms and other facilities not only in 'A' Grade station but in other stations also. As I have replied earlier, the allotment is to be raised from Rs. 353 crores to Rs. 440 crore this year. This amount will definitely go to not only 'A' Grade stations but to other stations also. In fact, the hon. Member also knows that, after we make the trains run with 24 coaches, we are going to extend and raise the platforms so that it helps women, the aged people, the sick people and others. I will assure the hon. Member that what he wants will be taken care of in course of time.

[*Translation*]

SHRI MITRASEN YADAV: Mr. Speaker, Sir, the hon'ble Minister has stated in his reply that the stations have been selected division-wise. However, no time limit has been fixed for the modernization of these stations. I would like to know from the hon'ble Minister whether he will call a division-wise meeting of the Members of Parliament to show them the upgraded stations. I also request him to state the number of such stations which have been modernized alongwith the number of stations which are yet to be modernized.

MR. SPEAKER: He has already stated that.

[*English*]

SHRI. R. VELU: This is a general question about upgradation and modernization of stations....(*Interruptions*)

MR. SPEAKER: Are you going to call a meeting of the concerned Members or not?

SHRI. R. VELU: I can only allot funds based on needs. We will give it where it is on top priority.

MR. SPEAKER: Every hon. Member would want it. But do not forget Bolpur.

[*Translation*]

Funds for Development of Tourism Projects

*23. SHRI RASHEED MASOOD: Will the Minister of TOURISM be pleased to state:

(a) the funds released to the State Governments/ Union Territories for development of tourism projects during each of the last three years, State/Union Territory-wise;

(b) whether the funds released to the State Governments/UTs for development of tourism projects are not being fully utilized; and

(c) if so, the steps taken/being taken by the Government to ensure that funds released for the tourism projects are fully utilized?

[English]

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) Ministry of Tourism has sanctioned Rs. 376.64 crore for 217 projects in 2004-05, Rs. 613.17 crore for 253 projects in 2005-06 and Rs. 190.68 crore for 130 projects as on date for 2006-07. Ministry of Tourism sanctions specific projects to State/UT Governments for tourism infrastructure development under its scheme of product/Infrastructure development for destinations and circuits. Each such project sanctioned is closely monitored by Ministry of Tourism from time to time at the level of Secretary and Joint Secretary of the Ministry of Tourism in regular meetings with the State Government officials and other stakeholders. The officers of the Ministry of Tourism including the domestic field offices of India Tourism visit the project sites to assess the progress of implementation to ensure full utilization of the funds released.

[Translation]

SHRI RASHEED MASOOD: Mr. Speaker Sir, I seek your protection. Earlier the Minister used to reply after the Member of Parliament put forth his views completely. But, now, we seldom get that opportunity. Take the example of this question itself. The reply given by the Ministry is totally different from what I have asked in my question. I have asked a very specific question but the reply is not even remotely related to it.

MR. SPEAKER: You please ask your question.

SHRI RASHEED MASOOD: My question is what is

the definition of close monitoring from Central Government's point of view. How many such projects are there in the country? So far as I know the funds allocated for these project are not being utilized fully i.e. upto 90%. He may define how close is this close monitoring only then will I ask my question further.

MR. SPEAKER: Please ask your question.

SHRI RASHEED MASOOD: Monitoring is not being done, leave alone close monitoring. ...*(Interruptions)*

MR. SPEAKER: You ask your question, it is not about interpreting English terminology.

...*(Interruptions)*

SHRI RASHEED MASOOD: Please leave that. She would not be able to tell that. I would like to ask whether any arrangements will be made for the close monitoring on the pattern of Shri Raghuvansh Prasad Singh who has constituted district level Committees for rural development fund and appointed a senior Member of Lok Sabha as its Chairman alongwith other representatives. I have also written to the hon'ble Prime Minister that the monitoring of the funds released by the Centre should be assigned to such a committee.

MR. SPEAKER: You may please ask your question.

SHRI RASHEED MASOOD: My question is specifically related to her Ministry. I would like to ask whether district monitoring committee will be authorized to monitor the funds released by her Ministry. ...*(Interruptions)*

[English]

SHRIMATI AMBIKA SONI: Mr. Speaker, Sir, I also need your protection. ...*(Interruptions)*

MR. SPEAKER: The trouble is the Speaker himself needs protection.

...*(Interruptions)*

SHRIMATI AMBIKA SONI: This was a general question on the funds released to the State Governments/ Union Territories by the Ministry of Tourism in the last three years. That was the first part of the Question. The reply is:

"The Ministry of Tourism has sanctioned Rs. 376.64 crore for 217 projects in 2004-05, Rs. 613.17 crore for 253 projects in 2005-06 and Rs. 190.68 crore for 130 projects as on date for 2006-07."

I cannot be more specific. ...*(Interruptions)*

MR. SPEAKER: The hon. Member wants to know whether you will take the help of the hon. Members for monitoring.

...*(Interruptions)*

SHRIMATI AMBIKA SONI: About the monitoring, in the written answer we have stated about the monitoring mechanism which is put in place. It is monitored by the senior officials of the Ministry of Tourism. It is regularly monitored by the tourist offices located in different parts of the country. ...*(Interruptions)* In the last nine months I have myself gone to different States for two to three days, taken a meeting with all the officials connected with the implementation of the projects and taken an update on all the projects sanctioned in the last five years of the Tenth Five Year Plan. I did feel that there were certain lacunae which had to be filled up. One was, initially we were sanctioning projects without the availability of land. We have now made it compulsory. ...*(Interruptions)*

[Translation]

SHRI RASHEED MASOOD: This is not my question. My question is whether district monitoring committee will be authorized to monitor the funds released by the Ministry? I want the reply in 'yes' or 'no' only.

[English]

I do not want all these details. When they have not supplied all these details in the answers, then why are they giving this now. ...*(Interruptions)*

[Translation]

MR. SPEAKER: Shri Rasheed Masoodji, it is not proper.

SHRI RASHEED MASOOD: Mr. Speaker, Sir, I am asking specific question. ...*(Interruptions)*

MR. SPEAKER: Please sit down, it is not proper.

SHRIMATI AMBIKA SONI: You will get complete reply of your question. When I do not give details, it is complained that I did not give details and when I am trying to give details you are not listening. ...*(Interruptions)* If you have interest in monitoring, I myself have done monitoring for eight-nine months, do you want to know its outcome or not. I am surprised to note that you do not want to know about it. I have state-wise details as to how many projects of States and Union territories are presently lying there...*(Interruptions)*

SHRI RAJIV RANJAN SINGH 'LALAN': What is there in papers, the entire country is functioning on paper.

MR. SPEAKER: Your question is not going on the record.

...*(Interruptions)*

[English]

MR. SPEAKER: The hon. Member wants to know whether you will involve the Members of Parliament.

...*(Interruptions)*

MR. SPEAKER: Will you involve the MPs?

...*(Interruptions)*

SHRIMATI AMBIKA SONI: The hon. Member said that a colleague in the Cabinet has instituted Monitoring Committees for the Rural Development Scheme.

[Translation]

I will make all efforts to consider his suggestion as it is a good suggestion.

SHRI RASHEED MASOOD: I would like to give an example of close monitoring. In reply to my question on 22 August 2005, the Ministry stated that it had sanctioned Rs. 13 lakh 69 thousand for Mata Shakumbari Devi temple where as the actual sanction was Rs. 44 lakh 85 thousands Rs. 40 lakh was given and out of Rs. 40 lakh only Rs. 28 lakh was utilized. What type of close monitoring is it that the Ministry is not even aware as to how much fund has been sanctioned for a project...*(Interruptions)*. I am coming to the question. Rs. 44 lakh were sanctioned for the beautification of Mata Shakumbary Devi temple and Dargah of Shekh Abdul Kudus Gangoi Rahamatulla. Out

of that only Rs. 28 lakh were utilized. You gave Rs. 44 lakh to the State Government whereas nothing has been utilized on the spot. My specific question is whether the hon'ble Minister will hold an inquiry into it and punish the guilty officers?

[English]

MR. SPEAKER: What is happening here? The hon'ble Member has put a question and the Minister is answering it.

[Translation]

SHRIMATI AMBIKA SONI: I would like to reply this question. Whenever projects are sanctioned, all the officials of the State are invited and after consultation with them priorities are set and the amount of fund is fixed. Whatever projects are sanctioned by our Ministry, in case of smaller projects 50 per cent of the total amount. ...*(Interruptions)*

SHRI RASHEED MASOOD: Sir, hon'ble Minister is giving a different reply to my question. ...*(Interruptions)*

MR. SPEAKER: What is this going on?

...*(Interruptions)*

[English]

MR. SPEAKER: This is too much.

...*(Interruptions)*

MR. SPEAKER: Shri Rasheed Masood, you cannot dictate what the Minister will say.

...*(Interruptions)*

[Translation]

SHRI RASHEED MASOOD: Sir, I want a pointed reply.

[English]

MR. SPEAKER: Silence please. We have already taken twenty minutes.

...*(Interruptions)*

SHRIMATI AMBIKA SONI: The hon. Member wanted to know the mechanism by which we sanction funds and

release money. I am very sorry I cannot help him. It is not possible for any Minister, at least not for me. ...*(Interruptions)*

MR. SPEAKER: Nothing will be recorded.

(Interruptions)...*

[Translation]

SHRI RASHEED MASOOD: Can't you order an inquiry?

...*(Interruptions)*

[English]

MR. SPEAKER: Please take your seat. I won't allow this.

...*(Interruptions)*

SHRIMATI AMBIKA SONI: I am not conceding. You have put a question. ...*(Interruptions)* It is not possible for me to state at this minute or to give the hon. Member a detailed and correct answer about any one particular project which the hon. Member may be wanting. I have to find it out. ...*(Interruptions)*

MR. SPEAKER: You please find it out and let him know.

SHRIMATI AMBIKA SONI: He has raised a basic question. I am only informing the House about the mechanism by which the money is given to the State Governments. ...*(Interruptions)*

MR. SPEAKER: Shri Rasheed Masood, please hold patience.

...*(Interruptions)*

SHRIMATI AMBIKA SONI: On sanction of the project, the first instalment of 50% of approved Central Financial Assistance is released. After the State Government gives the utilization certificate for 50% utilization of first instalment, the next 30 per cent of the fund is given. The balance twenty per cent is given when the State Government completes the project and gives utilization certificate. If there is a problem, he should first get in touch

*Not recorded.

with his State Government and find out why they have got wrong certification. ...*(Interruptions)*

MR. SPEAKER: Nothing is being recorded.

(Interruptions)...*

[Translation]

SHRI DHARMENDRA PRADHAN: Sir, during the last three years, the hon'ble Minister has sanctioned Rs. 1180 crore for nearly 600 projects all over the country. Large number of projects have come here from Orissa and large amount of funds have been released to the State. Then, after some experience, the State Government thought about remodification of some of the projects. I would like to ask the hon'ble Minister whether she will reconsider, if any proposal for remodification is submitted by the State Government.

SHRIMATI AMBIKA SONI: I am ready to consider the suggestion of the hon'ble Member provided the basic concept of the project is not changed in the event of modification suggested by the State. If the implementation of project after small modification is beneficial, then it will certainly be considered.

[English]

SHRI NAKUL DAS RAI: Hon. Speaker, Sir, I would like to know, through you, from the Minister whether any fund has been allocated by the Ministry of Tourism for the development of eco-tourism in hill States, like Sikkim. What is the Minister planning to develop the Buddhist circuits in Sikkim? Does the Minister have plans to include favourite tourist destinations, like Sikkim, in the "Incredible India Campaign"? If not, does the Minister have any plan to do so in the future?

MR. SPEAKER: This is not related to the main Question.

SHRIMATI AMBIKA SONI: I am willing to answer the question of the hon. Member.

Sikkim forms a very important part of development of tourism. We have taken up about 45 projects in the last 11 years in Sikkim in this regard. Among them are some

rural tourism development projects and wild life projects. But as far as the development of Buddhist circuit is concerned, I would like to inform the hon. Member that the Japanese Bank of International Cooperation who gives us loans for developing Buddhist circuits is very seriously considering a big project for Sikkim and if that comes about, that will give a great boost.

In the 'Incredible Indian Campaign', a special allocation of Rs. 3 crore has been made for development of Buddhism and Rs. 3 crore for the development of tourism in the North-East.

[Translation]

SHRI DAHYABHAI VALLABHBHAI PATEL: Mr. Speaker, Sir, the hon'ble Minister has said that the funds are allocated state-wise and Union Territory-wise all over the country. Through you, I would like to know from the Hon'ble Minister. ...*(Interruptions)*

[English]

MR. SPEAKER: I am sorry. You are not in your seat. I would not allow. First of all, please go to your seat. I would not allow any disobedience of the rule.

SHRIMATI P. SATHEEDEVI: The possibility of the tourism development of the State of Kerala is not fully utilized so far. I think during the recent visit of our hon. Minister, she has realized this fact. The Ministry has not paid full attention for the infrastructure development of the state of tourism spots during the last three years. So, this year, the Government of Kerala has now given 42 projects for the development of the infrastructure facilities of the tourism spots of Kerala.

I would like to know from the hon. Minister as to how much amount the Ministry has proposed for the development of the tourism spots of Kerala during the current Plan year.

MR. SPEAKER: I am very sorry. The 'Supplementaries' have no relevance to the main question. Anything under tourism cannot be asked. Mr. Minister, are you prepared to answer that projects have been sent by the State of Kerala and how much amount?

...*(Interruptions)*

SHRIMATI P. SATHEEDEVI: Sir, this is about the tourism development for the last three years. This question is very relevant. ...(*Interruptions*)

MR. SPEAKER: It is very well. I consider 'not'. If the hon. Minister is so obliging, then it is all right.

...(*Interruptions*)

SHRIMATI AMBIKA SONI: Sir, I am sorry that the hon. Member is under a wrong impression that in the last three years enough was not done in Kerala tourism. I would like to state very categorically and remove this wrong impression. Today, Kerala is among the prime destinations for tourism in the whole country whether it is for back water tourism, whether it is for homestay tourism or whether it is for health tourism. This is because in the last five years several projects of infrastructure development have been undertaken and today Kerala has reached in this stage.

It is a fact the hon. Minister for Tourism in Kerala, when he came to Delhi, he brought a whole lot of projects. But he has understood that we have very limited funds to give from the Centre and it is only up to Rs. 20 crore. I have asked him to develop one more project for which I can allocate and get the permission of Rs. 50 crore project for infrastructure development. He has promised to get back to me. The moment that project comes, we will give the amount.

MR. SPEAKER: Shri Patel, in future please do not do it.

[*Translation*]

SHRI DAHYABHAI VALLABHBHAI PATEL: Mr. Speaker, Sir, the hon'ble Minister has said that funds are allocated state-wise and Union territory-wise all over the country. Through you I would like to know from the hon'ble Minister the funds allocated to Daman and Diu during the last three years.

[*English*]

SHRIMATI AMBIKA SONI: In the last five years of the Tenth Five Year Plan, nine projects were sanctioned for Daman and Diu and only two have been fully completed and seven projects are still in the process of being completed.

A sum of Rs. 5.81 crore has already been released for those completed and those which are semi-completed. A sum of Rs. 4,69,00,000 is the pending money. As soon as they complete their balance project, the money will be released.

[*Translation*]

Electrification of Rail Lines

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*224. SHRI JASWANT SINGH BISHNOI:

SHRI GANESH SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the total length (in km) of rail line electrified in the country, zone-wise;

(b) whether any guidelines/norms for electrification of rail lines have been formulated;

(c) if so, the details thereof;

(d) whether several proposals for electrification of rail lines are pending with the Railways;

(e) if so, the details thereof; and

(f) the time by which these are likely to be cleared?

[*English*]

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

Statement

(a) The total length of electrified railway lines on Indian Railway, zone-wise as on 01-04-2006 are as under:

Sl. No.	Railway	Route Kilometres Electrified
1	2	3
1.	Central	1796
2.	Eastern	1294

1	2	3
3.	East Central	1380
4.	East Coast	1265
5.	Northern	1113
6.	North Central	1384
7.	North Eastern	19
8.	Northeast Frontier	0
9.	North Western	0
10.	Southern	1756
11.	South Central	1536
12.	South Eastern	2136
13.	South East Central	1209
14.	South Western	157
15.	Western	1148
16.	West Central	1257
Total		17450

(b) and (c) Yes, Sir. 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.

(d) to (f) This Ministry has drawn a blueprint for electrification based on operational requirement, in addition

to need based proposal received from Zonal Railways on continuous basis. Out of these, proposals for individual section are processed based on traffic priority and availability of funds.

[Translation]

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, my question is specifically related to North Western Railway which covers Rajasthan, some parts of Gujarat, Punjab, Haryana and Delhi. There is no mention of North Western Railway (NWR) in the reply given by the hon'ble Minister. From this, it seems that electrification of lines have not been done anywhere in NWR. I specifically want to know from the hon'ble Minister the number of lines which have been electrified in NWR Zone and the number of proposed lines under consideration for electrification. Nothing has been mentioned in the reply given by the hon'ble Minister regarding the electrification of railway lines in NWR Zone. I would like to know the proportionate percentage of short fall in terms of electrification in NWR Zone in comparison to other Zones.

[English]

MR. SPEAKER: Can you give the answer?

[Translation]

PROF. RASA SINGH RAWAT: Mr. Speaker, Sir, the Western Railway has been totally neglected. ... (Interruptions)

MR. SPEAKER: Your colleague has asked this question, why are you repeating it?

... (Interruptions)

[English]

MR. SPEAKER: Your version is not being recorded.

(Interruptions)* ...

SHRI R. VELU: Sir, let me explain. ... (Interruptions)

MR. SPEAKER: Briefly!

... (Interruptions)

*Not recorded

SHRI R. VELU: Let me explain briefly about what is happening in respect of electrification of the railway projects in the country. The country today has 63,465 route kilometres covered, of which 17,450 kilometre alone has been electrified which will take you to 27.5 per cent. That is the average. This 27.5 per cent alone is done on the mainly high-density routes. It would mean that two-thirds of our freight traffic is being handled by this 27.5 per cent route. In the same way, 50 per cent of the passenger traffic is handled by this 27.5 per cent route. It is the coverage of the route. This is the position of electrification in the country.

Now, the question is this. Some of the States have not been covered. Why? Take, for example, Rajasthan. The high-density route has already been covered. But, in respect of Rajasthan, the total number of route kilometres is 5,838, of which we have covered 491 kilometres. Maybe, it is 8.41 per cent falling short of the national average. The kind of policy for electrification is, one, techno-economic merit, and the second, operational flexibility. If this route is going to give me 14 per cent Discounted Cash Flow method, that is, 14 per cent return, we are willing to electrify. If it is an operational necessity of missing link etc. we are willing to electrify. Taking into account all these factors, even in the Tenth Plan, the total number of route kilometres electrified is only 1800 R. Kilometers. What we are planning for the Eleventh Plan, may be about doubling, is 3600 kilometres. If it is going to satisfy the norm, definitely these States will be given due importance, due share.

[Translation]

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, if we look at the railway map of the whole country, we find that the railway network especially in Rajasthan and West Rajasthan is negligible. Survey of a number of railway lines has been completed in these two States. I would like to ask the hon. Minister—whether in view of traffic on Jodhpur-Delhi and Delhi-Jodhpur route, the Government propose to electrify it?

[English]

SHRI R. VELU: As I mentioned earlier, if it satisfies the economic norms, the operation flexibility, we will do it.

MR. SPEAKER: Okay, whether proposal is these or not.

[Translation]

SHRI GANESH SINGH: Sir, my entire parliamentary constituency falls under West-Central Railway, wherein, 1257 Kms length of lines has so far been electrified. In proportion to the total length, the electrification has been done on very less length. As per the norms required for electrification, cash flow and DCF should be above 14 per cent on the route proposed for electrification. I feel that there is a need to relax said norms to some extent. The lines between Katani-Allahabad, Manikpur-Jhansi, Rewa-Satna fall under same category. The electrification on Jabalpur-Katani line has already been done. I would like to ask the hon. Minister—whether the Government propose to include the above three lines for electrification in the next Budget?

[English]

SHRI R. VELU: Sir, all these proposals with reference to the demand for electrification from the public are being processed by the respective zones. Then, the concerned zonal railway will have to necessarily send the proposal to the Ministry of Railways. As I mentioned earlier, we have a criteria which we are following to select routes for the purpose of electrification. If the hon. Member says that we have to revise the 14 per cent return norm, this has to be looked into because 14 per cent is the norm which may give satisfactory return over the years so that it does not become a losing proposition.

Secondly, we have to check up whether the zonal railway has sent the proposals for electrification of the routes that he has mentioned and we will take action if they are sent. ...*(Interruptions)*

MR. SPEAKER: No, I am sorry. This is not the procedure. Please take your seat.

SHRI N.S.V. CHITTHAN: Mr. Speaker, Sir, in the statement given by the hon. Minister, it is stated that a length of 1,756 kilometres has been electrified till 7-12-2006 for the whole of Southern Railway. I would like to know from the hon. Minister, through you, as to what is the share of Tamil Nadu out of 1,756 kilometres.

Moreover, in Tamil Nadu very large distance of tracks are waiting for doubling and electrification and more particularly Trichy-Tuticorin-Kanyakumari sector remains to be doubled and electrified. I would like to know from the hon. Minister, through you, as to when this work will be taken up and completed. I want a categorical reply.

[Translation]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD) : Mr. Speaker, Sir, the price of diesel increases from time to time. Two third of goods trains and ½ passenger trains are diesel driven and next hike in the fuel-prices may take place at any time. Electrification is the only way out to meet this challenge. Therefore, it is envisaged to electrify entire railway network. The Railways have been directed to prepare projects for electrifications. It is proposed to be taken up on a large scale and not on piecemeal basis. Electrification of railway lines would check cashout-flow needed for import of crude. It is a challenge before the country.

Secondly, I would like to say that we propose to take up creation of dedicated freight corridors such as Ludhiana-Howrah corridor. Segment wise it would be taken up on the basis of need. We are also taking up electrification of passenger and express routes and for electric goods it would be undertaken separately. Subsequently, we would electrify route via Rajasthan to Delhi, Delhi-Mumbai route also so that transportation of goods can be facilitated. Just now an hon. member was asking about Rajasthan.

In the next phase, about Indian Railways, as I have said in the House just now. ...*(Interruptions)*

MR. SPEAKER: Mr. Minister, you speak.

...*(Interruptions)*

[English]

SHRI LALU PRASAD: Everything will come.

SHRI N.S.V. CHITTHAN: Sir, everything is on papers only. ...*(Interruptions)*

MR. SPEAKER: Please. What is this going on? You want to dictate to the hon. Minister how he should reply.

[Translation]

SHRI LALU PRASAD: In the next phase, we will take up Mumbai-Chennai and Chennai-Howrah and then. ...*(Interruptions)*

SHRI BASU DEB ACHARIA: Chennai-Howrah route has already been electrified. ...*(Interruptions)*

SHRI LALU PRASAD: We will take up Chennai-Howrah parallel dedicated freight corridor. ...*(Interruptions)*

MR. SPEAKER: You leave it.

SHRI LALU PRASAD: Sir, there is a great challenge before the country. Hike in prices of fuel leads to the criticism of the Government. Hence, electrification is the only way out. We would like to run high speed trains, therefore, we are preparing projects for the whole country. ...*(Interruptions)*

MR. SPEAKER: What is this going on?

...*(Interruptions)*

[English]

MR. SPEAKER: Only two days' back we had a five to six hours discussion on the Supplementary Demand for Grants (Railways). You cannot take Railways everyday. He is saying the whole country will be covered.

...*(Interruptions)*

ADV. SURESH KURUP: Sir, electrification on the Ernakulam-Thiruvananthapuram section has already been completed, but the trains have not yet started plying through this route. It has also been the long standing demand of Kerala that Shornur-Manglapuram route should be electrified.

I would like to know when will the trains start plying on the already electrified Ernakulam-Thiruvananthapuram section and when will electrification process start on the Shornur-Manglapuram section.

MR. SPEAKER: These are individual areas.

SHRI R. VELU: Sir, as far as the Ernakulam-Thiruvananthapuram section is concerned, the work has already been completed and before the end of this month, if possible, it will be commissioned.

As far as the Shornur-Manglapuram section is concerned, the proposal is under examination.

[*Translation*]

CH. MUNAWAR HASSAN: Mr. Speaker, Sir, there is single line on Ghaziabad-Muzzaffarnagar, Meerut and Saharanpur route. In every budget I have been requesting for doubling of said route and every time the hon. Minister says that the said line would be doubled. We want this route to be electrified also, I would like to ask the hon. Minister—whether the Government propose to double and electrify the said route or we would just keep on getting assurances?

[*English*]

SHRI R. VELU: Sir, it does not come under this question. However, I will send the reply separately to the hon. Member.

[*Translation*]

SHRI VIJOY KRISHNA: Expressing my gratitude, I would like to congratulate the hon. Minister as he assured the House that the Government would take up electrification of entire railway network in the country. He is aware of the significance of Pavapuri, Rajgir and Nalanda. I would like to know whether the Government would start the work of electrification of Bakhtiarpur-Rajgir railway section and Patna, Islampur railway line during the current financial year.

[*English*]

MR. SPEAKER: Every hon. Member has this problem.

[*Translation*]

SHRI LALU PRASAD: Religiously Rajgir and Pavapuri are very important. A new railway line has been laid on this route and until and unless it gets strengthened, electrification of this line cannot be taken up. It's immediate electrification may affect the operations of trains on the newly laid lines adversely, therefore, we would take up electrification after the lines get strengthened. It is for safety purpose. ...(*Interruptions*) We will consider it after the railway line becomes strong.

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, through you I would like to know from the hon. Minister of Railways as to why the proposed list of projects does not specify the details of proposals which are under consideration. It appears from the list that injustice has been done to the constituency of the hon. Minister of Railway, Shri Lalu Prasad. ...(*Interruptions*) Therefore, I would urge Laluji to reply to it as Lalu Prasadji's constituency falls under East-Central Zone, the zone maing adequate profit. But no electrification is proposed in Shri Laluji's constituency. The people of his constituency may be viewing the Budget speech. Therefore, I would urge him to propose electrification of line from Hajipur zonal headquarters to Gorakhpur and Varanasi, so that people of the area could benefit from it.

SHRI LALU PRASAD: Mr. Speaker, Sir, the hon. Member wants to know it through you. Had he met me directly. I would have let him know. ...(*Interruptions*)

MR. SPEAKER: You reply to it through me.

...(*Interruptions*)

SHRI LALU PRASAD: Sir, I would like to say that I have already announced a week before that the electrification work on Gorakhpur-Guwahati, via Maharajganj-Chapra-Hajipur-Barauni-Katihar, which is our parallel route and goes to Kolkata via Uttar Pradesh, is being undertaken. He wants to make political mileage out of the work we have already announced. ...(*Interruptions*)

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, I am concerned about the people of his constituency. ...(*Interruptions*)

MR. SPEAKER: You gave a good reply.

[*English*]

Agreements with Foreign Countries

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*225. SHRI G. KARUNAKARA REDDY:

SHRI L. RAJAGOPAL:

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

(a) the details of the agreements in the oil and gas

sector made by the Government with foreign countries during the current year, project-wise;

(b) the total investment made by the Government on those foreign projects PSU-wise;

(c) the extent to which the country is likely to be benefited through these agreement in the coming years?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) A statement is laid on the Table of the House.

Statement

1. No agreements have been signed in the oil and gas sector by the Government with foreign countries during the current year 2006. However, four Memoranda for cooperation have been signed with the National Development and Reforms Commission (NDRC) of the Peoples' Republic of China; Ministry of Economy, Trade and Industry (METI), Japan; US Energy Information Administration (US EIA) and UZBEKNEFTGAZ the National Holding Company of Uzbekistan by the Ministry of Petroleum and Natural Gas in the year 2006.

2. The MOU with NDRC provides for cooperative participation in upstream and downstream projects in each other's countries; pursue investment opportunities in third countries by submitting joint bids for equity participation in oil producing fields and Exploration and Production (E and P) contracts; enhancing domestic capabilities and resources through joint pursuit of R and D proposals particularly in the areas of increased oil recovery and enhanced oil recovery in order to boost domestic production; mobilise national capabilities in the areas of Engineering and Petroleum services through joint ventures both in each other's countries and in third countries; bring together their significant position in the international oil market by exploring the possibility of joint purchases or crude oil and gas, etc.

3. The MOU with Ministry of Economy, Trade and Industry (METI), Japan, was signed for exchange of information and technology with respect to strategic oil and gas reserves and to network with each other to promote greater mutual understanding of the global economy.

4. The MOU with US EIA provides for exchange of

annual hydrocarbon sector market statistics, other related data and information concerning fuel characteristics, refining capacity, reserves and other hydrocarbon sector information, statistical methods, analytical techniques and systems documentation and electronic information dissemination.

5. The MOU with UZBEKNEFTGAZ provides for bilateral cooperation in different areas of hydrocarbon sector, including joint bids for assets, bidding in NELP rounds for participation in the Indian E and P sector, and cooperation in regard to R and D technology, training of specialists and promotion of environment friendly fuels.

6. This Government-to-Government dialogue and memoranda for cooperation have resulted in creating conducive environment for the companies to cooperate in acquiring assets in third countries. In 2006, ONGC Videsh Ltd., has acquired an oil asset in Syria with China National Petroleum Corporation (CNPC) and another asset in Colombia with China Petroleum and Chemical Corporation (SINOPEC). OVL's share of investment in Syria and Colombai is Rs. 2930 crores. The MOU with Ministry of Economy, Trade and Industry (METI) Japan will help us in acquiring knowhow in setting up our strategic storage which will enhance our energy security and meet supply disruptions and emergency exigencies. The MOU with US EIA would result in exchange of hydrocarbon sector information to complement existing hydrocarbon sector statistics and other hydrocarbon sector market information. The MOU with Uzbekistan is intended to help Indian Oil PSUs to secure oil and gas assets in Uzbekistan and third countries.

SHRI G. KARUNAKARA REDDY: Sir, the country is facing acute gas shortage and the Government imports two million tonnes of LPG every year. I find that during the last three years, most of the public sector oil companies have produced far less than the target fixed for them. I am personally experiencing this problem at my Bellary constituency as the people are complaining about the shortage of gas cylinders.

The facilities of supply of piped natural gas and the supply on CNG are available in Delhi only and that too, the facility of piped natural gas are available in some parts of Delhi only.

MR. SPEAKER: You have asked about agreements.

SHRI G. KARUNAKARA REDDY: The Union Government should consider the expansion of these facilities to all the State Capitals and also in major cities in full-fledged manner. If these facilities are extended to all State Capitals and major cities of the country, I think, the demand for LPG cylinders will automatically come down.

MR. SPEAKER: It does not arise.

SHRI G. KARUNAKARA REDDY: I am asking about the agreement. The Union Government should make agreements with the foreign countries to set up more CNG stations and piped natural gas, in case, if it is difficult to get the above projects done within the means of our country.

Keeping in view the above facts, I would like to know from the Minister as to what are the steps taken or being taken by the Union Government to meet the demand for LPG and providing piped natural gas along with setting up of CNG stations in all the State Capitals and major cities of the country.

MR. SPEAKER: Mr. Minister, would you like to answer?

SHRI MURLI DEORA: The question is not related with this.

MR. SPEAKER: What about project for supplying gas?

SHRI MURLI DEORA: The hon. Member has rightly said that the main way to replace LPG is the piped gas supplied in the homes. In Mumbai and in Delhi, such facilities exist and the Government is trying its best to spread these facilities in other cities. I am very much sure, in the coming six or seven years, more than 30 to 35 lakh homes will get the piped gas supply.

SHRI G. KARUNAKARA REDDY: About CNG also, I asked the Minister.

MR. SPEAKER: You can ask about CNG in your second Supplementary.

SHRI G. KARUNAKARA REDDY: Everyone in the

country is aware of the fact that the petroleum products are playing the most important role in the economy of the country. Whenever there is an increase in the prices of petroleum products, especially petrol and diesel, the cost of all products, particularly the essential commodities like rice, cereals, vegetables, oils, etc. are on rise and the people are facing severe hardships due to the price rise.

Sir, even though the price increase is depending on the rise in prices of crude oil in the international market, there is an urgent need to control the rise in prices of the petroleum products. ...*(Interruptions)*

MR. SPEAKER: Sorry.

SHRI G. KARUNAKARA REDDY: Sir, I am coming to the question.

I would like to know from the Minister whether the Union Government have entered into any agreement with any foreign countries; if so, with whom such agreements have been made to increase production and exploration of crude oil in Indian and setting up of more refineries in the country, and the details; whether the Union Government have set any time-bound programme for this; and what are the States where these are likely to be set up.

SHRI MURLI DEORA: Sir, the question which he has asked does not pertain to the main question but I would like to assure the hon. Member that the Government is doing its best to see that the prices do not go up. Very recently, as you all know, we have decreased the prices of petrol and diesel.

As far as the two products—kerosene and LPG—are concerned, we have not increased any price. As far as diesel and petrol are concerned, we increased by a very small price which we have reduced now.

We do not want the people to depend only on the imported oil. That is why we have made several contracts with other countries like China, Russia, Sudan, etc. to jointly explore the wells.

SHRI L. RAJAGOPAL: Sir recently, the US Secretary of State, Ms. Condoleeza Rice has very clearly stated that in spite of the Indo-US Nuclear Bill being passed by the US Congress, she cannot guarantee whether India

would depend on Iranian energy or Iranian gas pipeline and whether the project would be completed or not. She very clearly said that the US would not directly get involved in this project. Even though they may not directly oppose this project, there will always be a possibility that indirectly they would put pressure on all the financial institutions. Sir, this is a big project and it requires more than seven billion dollars to complete this project. ...*(Interruptions)*

MR. SPEAKER: What is your question?

SHRI L. RAJAGOPAL: I would like to know from the hon. Minister the status of this project and also whether they have found out the financial consultants. ...*(Interruptions)*

MR. SPEAKER: It is nothing to do with the main Question What are you doing?

SHRI L. RAJAGOPAL: Sir, it is a firm agreement and it is the Iranian gas supply to India. I would like to know the status of this project and whether they have finalized the financial consultants for this project.

SHRI MURLI DEORA: Sir, the Government is very serious in pursuing the Iran-Pakistan-India gas pipeline. Recently we had a meeting between the Secretaries. In the next month there will be a meeting between the Ministers, and we are pursuing it. We hope that very soon this project would take a shape.

SHRI RUPCHAND PAL: Sir, may I know from the hon. Minister—the National Institute of Petroleum Technology has been set up—in any of the MoUs with NBFC or with any other country whether there has been any element so that the sharing of technology would be possible which may result in better exploration possibility in the country and elsewhere.

SHRI MURLI DEORA: Sir, we have recently invited the bids for New Exploration Licensing Policy and this is a part of that thing. We assure something would count out of that when the annual process is completed.

[Translation]

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, despite signing of agreement for LPG with foreign countries, the Government is unable to meet the demand

of LPG in the country. The Government is making supply of LPG through pipelines at some places in the country. Through you I would like to know from the hon. Minister that besides supplying LPG through Cylinders whether the Government are also formulating a scheme to supply LPG through pipelines in the entire country?

SHRI MURLI DEORA: Mr. Speaker, Sir, the hon. Member is right. The Government have formulated a new scheme. The Government is giving subsidy of Rs. 12 thousand crore on LPG. The Government wants to change this system to supply LPG through pipelines, on the lines of water being supplied to the households. This scheme will benefit the consumers.

[English]

Modernisation of Non-Metro Airports

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*226. SHRI JYOTIRADITYA M. SCINDIA:
SHRI TATHAGATA SATPATHY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the non-metro airports proposed to be modernised;

(b) whether the Government has invited Expression of Interest (Eoi) for modernisation of these airports;

(c) if so, the details thereof;

(d) whether selection of bidders have been made in respect of these airports;

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

(f) the further steps taken for timely completion of the modernisation work?

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

Statement

(a) The 35 Non-Metro Airports identified for modernisation are Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai,

Mangalore, Agatti, Aurangabad, Khajuraho, Rajkot, Vadodara, Bhopal, Indore, Nagpur, Vishakapatnam, Trichy, Bhubaneswar, Coimbatore, Patna, Port Blair, Varanasi, Agartala, Dehradun, Imphal, Ranchi, Raipur, Agra Chandigarh, Dimapur, Jammu and Pune.

(b) to (f) For preparation of Techno Economic Feasibility Reports (TEFR) which included preparation of Master Plans, identification of development works concerning Terminal Buildings and Air side, Land Use Plan and Commercial Development for enhancement of non-aeronautical revenue and to prepare Business and Financial Plan, for these airports, Airports Authority of India (AAI) had appointed five groups of Global Technical Advisors (GTAs) and Indian Financial Consultants (IFCs). Each Group comprising of a GTA and an IFC conducted the studies in respect of a set of five airports.

For the remaining 10 Non-Metro Airports, the Techno Economic Feasibility Study is being done by AAI itself.

Based on the TEFRs of the consultants, AAI had invited expression of interest from consultants to assist in selection of Joint Venture Partners (JVP) for city side development of the Non-Metro airports. 11 Consultants had expressed their interest of whom five have been shortlisted. Financial bids are being invited from the shortlisted ones.

As regards the air side development of these airports, AAI has already initiated action.

It is proposed to complete the modernization and expansion of these airports by the year 2010-2011.

SHRI JYOTIRADITYA M. SCINDIA: Sir, considering the boom in the aviation sector in India, I would like to ask the Minister, through you, whether our Government is thinking of setting up an Aviation Grid for the development of our infrastructure. ...*(Interruptions)*

SHRI KHARABELA SWAIN: For one Question, you allow many supplementaries and for another Question, you are giving only two supplementaries. When we give it, you will not allow. ...*(Interruptions)*

SHRI JYOTIRADITYA M. SCINDIA: I want to know whether we are contemplating setting up an Aviation Grid for the development of infrastructure in our country to

ensure that the modernization of airports is also done in a speedy and time-oriented manner.

SHRI PRAFUL PATEL: Sir, I appreciate the sentiment with which the Member has asked this question because aviation is becoming a very important segment in terms of transportation of people, goods, services, and for economic and tourism development of our country. Towards that end, as we all know, there are about 126 airports belonging to the Airports Authority. Out of which, 70 and odd airports are operational. The process of increasing the number of airports, which are functional right now, is an ongoing process. We want to see that not only is the Airports Authority fulfilling this role but in every State, as you would be aware, there are State Governments' airfields and there are Defence airfields. So, we wish to see that most of these airfields, in a time bound manner, become operational. As our country is a vast country, people should feel that they are having an access to airport.

If all these major and minor airports are put together, I do not mean that this is technically an Aviation Grid because that is a different concept like in power. But, at the same time, if we develop all these airports and all the State Government's airfields and pool together all their resources along with the Central Government, I am sure, in a way, no person in the country can be 50 kilometres away from any airport and that should be the vision statement with which we should work.

On behalf of the Ministry and the Government of India, I am trying to promote that kind of an initiative.

MR. SPEAKER: After this elaborate answer, do you have second supplementary?

SHRI JYOTIRADITYA M. SCINDIA: The key problem in our aviation sector in our country today is not only the modernization of airports but the major factor is the congestion and delays due to extra aircraft and also due to fog. There is now a fuel surcharge which the private airlines have decided to levy and the Minister has asked them to waive the surcharge. But the problem does lie with the Government because of our infrastructure. Both the Delhi and Bombay airports have convergent runways and not parallel runways. Therefore, the take-offs and landings are very limited. So, what does the Minister propose to do to ensure that extra runways are made,

which are made parallel, so that this problem in our critical path is removed in the aviation sector in our country?

SHRI PRAFUL PATEL: I hope the hon. Member would have read, at least, one newspaper where I saw his own photograph addressing a rally of some farmers. That also carried the plans which we have for having more runways in New Delhi, at least, to begin with. I am sure the Member would have read that in detail and would be, at least, a little bit satisfied that we are in the right direction.

I do concede that there is congestion but congestion is primarily in Mumbai and Delhi. I have said this on many occasions even in this House that India is not only Mumbai and Delhi, it needs to be expanded all over. The air traffic connectivity should be equally dispersed all over the country. That is why, we are endeavouring. However, for Mumbai and Delhi, the joint ventures are in place. The upgradation and modernization programme will definitely be there by 2008 onwards. Infrastructure, as we all know, cannot be laid overnight. But the Government is in the right direction, and I appreciate the sentiment of the hon. Member.

MR. SPEAKER: Shri Tathagata Satpathy—Absent. Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Demand and Production of LPG

*227. SHRIMATI KIRAN MAHESHWARI:

DR. CHINTA MOHAN:

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

(a) the quantum of Liquefied Petroleum Gas (LPG) consumed in the country during each of the last three years;

(b) the estimated requirement of LPG for commercial and domestic use in the country during the current year;

(c) whether the LPG produced from the indigenous sources is inadequate to meet the requirement of LPG in the country;

(d) if so, the quantum of LPG produced indigenously and imported separately during each of the last three years;

(e) the amount of subsidy per cylinder provided by the Government on LPG; and

(f) the steps taken/being taken by the Government for uninterrupted supply of LPG to the consumers?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The quantum of LPG consumed in each of the last 3 years is as under:

(Figures in thousand Metric Tonnes)

Year	Consumption
2003-04	9,305
2004-05	10,245
2005-06	10,292

(b) The estimated total requirement of LPG in the country for the current year (2006-07) is 10,494 TMT. Domestic use is about 95% of total LPG demand and the remaining 5% for commercial use in 2005-06, the full year for which data is available.

(c) Yes, Sir. Indigenous production of LPG is inadequate to meet domestic requirements.

(d) The shortfall in availability is met through import. Details of LPG demand, domestic production and imports for the last three years are given in the table below:

(Figures in thousand Metric Tonnes)

Year	Consumption	Production	Import
2003-04	9,305	7,651	1,708
2004-05	10,245	7,817	2,334
2005-06	10,292	7,717	2,719

(e) At present a subsidy of Rs. 22.58 per 14.2 Kg

domestic LPG cylinder is given from the fiscal budget of the Government. In addition, for the first half of 2006-07, Government along with PSU oil companies has given a subsidy of about Rs. 153 per cylinder.

(f) There have been sporadic disruptions in supply in some parts of the country which have been caused due to:

- (i) Unprecedented floods in Surat in 2006 resulting in shut down of ONGC Hazira and fractionators at Vijaypur and Auraiya.
- (ii) Unplanned shut down of Refinery of Chennai Petroleum Corporation Ltd. (CPCL).
- (iii) Maintenance shut down of Kochi Refinery Ltd. (KRL).
- (iv) Disruptions in transportation of LPG in Karnataka.
- (v) Grounding of an import cargo ship at Ratnagiri in Maharashtra.

Government is closely monitoring the supplies of LPG. The following steps have been taken:

- (i) Firming up of imports enabling imports at short notice.
- (ii) Reduction of import dependence through refinery expansion.
- (iii) Enhancing LPG storages through under-ground caverns.
- (iv) Raising inventory levels at refinery from 12-13 days to 15-20 days.

The Government along with oil SPUs is subsidizing each cylinder of LPG to the tune of Rs. 175. The total subsidy on LPG cylinders for the year 2005-06 was Rs. 11766 crores. Since such huge amount of public funds are used for subsidizing LPG, Government is closely monitoring the distribution of LPG to check diversion for unauthorized uses like commercial establishment, illegal LPG vehicles. Government has advised oil companies to monitor dealer-wise sales in order to check this misuse. In the process, it is possible that some genuine customers are affected in

the form of slightly delayed supplies. Oil Marketing Companies are trying to ensure that the inconvenience to genuine customers is minimized.

Thefts from Protected Monuments

*228. SHRI JIVABHAI A. PATEL:

SHRI GIRIDHARI YADAV:

Will the Minister of CULTURE be pleased to state:

(a) the details of cases of theft reported from the centrally protected monuments and museums, temples during the last year and the current year, so far;

(b) whether some of the stolen items are known to have been smuggled abroad;

(c) if so, the details thereof;

(d) the efforts being made to bring back such items of archaeological importance; and

(e) the steps taken/proposed to be taken by the Government to prevent theft of such items and their smuggling abroad?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) During the years 2005 and 2006, five theft cases have been reported as detailed in the enclosed statement.

(b) to (d) There is no information that some of these items were smuggled abroad. In all cases of theft of antiquities, FIRs have been registered with police and investigation taken up. Besides CBI, DRI, Customs and Interpol have been informed and look out notices have been issued.

(e) For protection of the monuments, sites of national importance and archaeological museums, watch and ward staff have been deployed. Their strength has been supplemented by private security guards, State Police and CISF. For better security of museums, electronic gadgets like burglar alarms, CCTVs etc. are proposed to be installed. The Antiquity and Art Treasures Act, 1972 is being amended for effective implementation and providing stringent punishment to offences involving violation of the provisions of the Act.

Statement*The Number of Theft Cases from 2005 to 2006 (during Last Year and Current Year)*

Sl. No.	Name of State	Name of Monument/ Site Museum and the District	Description of the Objects	Date of theft	Status of the cases
1.	Rajasthan	Ancient site Nagar, Distt. Tonk	7 Sculptures	12th Jan. 05	F.I.R. lodged
2.	Madhya Pradesh	Sidhnath Temple Mandhata, Distt. Khandwa	1 head of female sculpture	4/5-09.05	F.I.R. lodged
3.	Uttanchal	Temple premises of the Chandpur Fort, Distt. Chamoli	1 Carved wooden- head of Kali	18/19-04-06	F.I.R. lodged
4.	Madhya Pradesh	Sculpture shed, Karitalai, Distt. Katni	9 Sandstone sculptures	17-8-06	F.I.R. lodged
5.	Rajasthan	Archaeological Museum, Kalibangan, Distt. Hanumangarh	Wheel and cart frame	21-01-2006	F.I.R. lodged

**Commercial Development of
Unutilised Railway Land**

*229. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI HARISINH CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

(a) the land of the Railways lying unutilized, zone-wise;

(b) whether the Railways have chalked out any plan for commercial development of its unutilized land;

(c) if so, the details of the sites identified for the purpose;

(d) whether bids have been invited in this regard; and

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

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Zone-wise position on vacant land is as under:—

Railway	Vacant Land (in Hectare)
1	2
Central	2478
East Coast	1355
East Central	5773
Eastern	1547
North Central	738
North Eastern	5923
Northeast Frontier	2435

1	2
Northern	2919
North Western	964
South Central	4248
South East Central	3391
South Eastern	84
Southern	2297
South Western	2871
West Central	488
Western	7383
Total	44894

(b) Yes, Sir.

(c) to (e) 61 sites having potential were taken up over Indian Railway for property development. So far bids have been finalized for 9 sites involving a total of about Rs. 21 crore. Out of this, Rs. 6.5 crore have already been realized. Studies on 17 sites have been completed where bids are to be invited and in 11 cases, studies are under progress. Bids in remaining 24 cases have been cancelled/dropped due to poor/no response, for want of clear title, encroachment etc.

In order to give greater thrust to the commercial use of Railway land/air space, Railways has decided to set up a separate Authority namely the Rail Land Development Authority, through an amendment to the Railways Act, 1989 to undertake all tasks related to property development on railway land/air-space. The Authority has been constituted with effect from 1st November 2006.

Jan Kerosene Pariyojana

*230. SHRIMATI RUPATAI D. PATIL:
SHRI SANTOSH GANGWAR:

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

(a) whether the Jan Kerosene Pariyojana started to check black marketing of kerosene has achieved its objectives;

(b) if so, the details thereof;

(c) whether dealers have demanded to discontinue this scheme;

(d) if so, the reasons therefor; and

(e) the reaction of the Government thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) The Government approved an innovative pilot project for radically revamping the PDS kerosene distribution network to ensure that this heavily subsidized product is actually made available in the required quantities at subsidized prices to the intended beneficiaries, as well as to reverse and eventually eliminate the diversion of PDS Kerosene for adulteration. The pilot project under the name of Jan Kerosene Pariyojana (JKP) was launched with effect from 2nd October 2005 initially for a period of 6 months.

(c) and (d) Yes, Sir. A representation was received from all India Kerosene Dealers Federation requesting discontinuation of the Scheme on the ground that the pilot project had not yielded any fruitful results but was creating many problems.

(e) Government has been reviewing the JKP from time to time and is taking necessary action to further streamline the system. Based on the Diagnostic Study conducted by National Council of Applied Economic Research (NCAER) and reviews taken by the Government, the pilot scheme was initially extended for 3 months up to 30th June 2006 and again up to 30th September, 2006. It has now been further extended up to 30th June, 2007.

[English]

Delays in Flights

*231. SHRI HARIN PATHAK:
SHRI N.N. KRISHNADAS:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware of the delay of flights due to the heavy traffic congestion at airports and some other technical reasons;

(b) if so, whether any long term effective solution for the delay in flights is being explored;

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

(d) the steps taken/proposed to be taken by the Government to reduce the congestion at the airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir, but only at Delhi and Mumbai airports.

(b) Yes, Sir.

(c) (i) New high speed exist taxiways at Delhi and Mumbai airport have been constructed and some more are under construction. A parallel taxi-track has been constructed at Delhi airport by which runway occupancy time has been reduced considerably.

(ii) Simultaneous use of both runways at Delhi airport and Mumbai airport has started during the traffic congestion period.

(iii) Improved ATC procedures have been framed.

(iv) Clearance Delivery Position has been established at Mumbai and Delhi airports.

(v) Restriction on general aviation aircraft movement during peak period at Delhi and Mumbai airport has been imposed.

(vi) ATC Automation System at Delhi and Mumbai are being upgraded.

(vii) Surface Movement Radar has been installed and in operation at Delhi airport.

(viii) Advanced Surface Movement Guidance and Control System (ASMGCS) is being installed at Delhi.

(d) At IGI Airport, Delhi International Airport Private Limited is going to start construction of a new parallel runway by January 2007 which will be ready by the year 2008.

Survey on Tribes

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

(a) whether the National Commission for Denotified Tribes, Nomadic and Semi-nomadic Tribes has visited the certain States to conduct a survey on Denotified Tribes, Nomadic and Semi-nomadic Tribes (DNTs);

(b) if so, the details thereof;

(c) the criteria adopted to determine the places/ States for conducting such surveys; and

(d) the date by which the Commission is likely to submit its report to the Government?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) The Commission is not conducting any survey of Denotified Tribes, Nomadic and Semi Nomadic Tribes. The tenure of the Commission is due to expire on 5th February, 2007.

[Translation]

Black Marketing of LPG

*233. SHRI BHUPENDRASINH SOLANKI:
SHRI MAHESH KANODIA:

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

(a) whether the Government has conducted raids in various parts of the country in order to check black marketing of domestic Liquefied Petroleum Gas (LPG);

(b) if so, the details thereof during the last two years and the current year so far;

(c) whether the Government has taken any action against the dealers/persons found involved therein;

(d) if so, the details thereof; and

(e) the steps taken/being taken to check black marketing of domestic LPG?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) Public Sector Oil Marketing Companies (OMCs) have reported instances of diversion/black marketing of domestic LPG cylinders for commercial purposes by their LPG distributors.

(b) to (d) during the last two years, 2004-05 and 2005-06, and during April-October, 2006, the number of LPG distributors penalized by the OMCs for diversion/black marketing of domestic cylinders for commercial purposes under their Marketing Discipline Guidelines (MDG) were as under:

Year	Number of LPG distributors penalized	Penalty imposed under MDG (Rs. in lakhs)
2004-05	484	113.84
2005-06	517	277.62
April-October, 2006	198	86.33

In addition to the action taken by the OMCs under the MDG, State Governments are empowered to take action against illegal use of domestic LPG. The Food and Civil Supplies Department of the State Governments had conducted raids on commercial establishments and seized domestic LPG cylinders being misused. During the last two years, 2004-05 and 2005-06, and during April-October, 2006, the number of LPG cylinders seized by Food and Civil Supplies Department and the Road Transport Authority of the State Governments were as under:

Year	Number of LPG cylinders seized	Number of motorists caught by Road Transport Authorities
2004-05	11143	2462
2005-06	32507	2345
April-October, 2006	19835	728

(e) 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. The State Governments have been alerted from time to time to take steps against the diversion of domestic cylinders for unauthorized usage.

(ii) The officials of OMCs carry out random checks at distributors godown, delivery point, as well as en-route to ensure that no diversion/black marketing takes place. In terms of the MDG, in case of establishment of any diversion/black marketing of domestic LPG cylinder for commercial purposes, the following action is taken against the distributor:

Fine of Rs. 20,000 plus the price of LPG diverted at commercial rates for 1st offence.

Fine of Rs. 50,000 plus the price of LPG diverted at commercial rates for 2nd offence, and

Termination of the distributorship for 3rd offence.

(iii) Government have advised OMCs to introduce different colours for domestic and non-domestic cylinders. This is expected to help in controlling the diversion of domestic LPG for unauthorized use.

[English]

Parcel and Luggage Services

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

(a) whether a large number of Railway porters have been denied deployment under the new policy adopted by the Railways in regard to parcel and luggage services;

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

(c) whether the Railways have received representations from various quarters to consider the said policy;

(d) if so, the details thereof; and

(e) the decision taken by the Railways thereon?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) No, Sir.

(b) Does not arise.

(c) to (e) With a view to prevent accumulation of parcels on platforms and convenience to passengers, booking and carriage of parcel traffic was rationalized by Railways. Under this policy, parcel booking and handling has been allowed where adequate halts are available. The booking and movement was planned by direct trains. Representations have been received against rationalization policies. No reduction has been done in deployment of railway porters on account of new policies. Exemptions such as one transshipment enroute and loading/unloading in short halts in some cases has been allowed.

Luggage booking has been exempted from rationalization.

Defence Factories Outlets

*235. DR. K. DHANARAJU:

SHRI ALOK KUMAR MEHTA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the weapons such as pistols/revolvers of non-prohibited bore manufactured in ordnance factories are being sold to civilians through defence factories outlets in a few States only;

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

(c) whether the Government proposes to set up such outlets in other States also;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) 1. Rifle Factory, Ichapore, Kolkata (West Bengal)

2. Gun and Shell Factory, Cossipore, Kolkata (West Bengal)

3. Small Arms Factory, Kanpur (Uttar Pradesh)

4. Field Gun Factory, Kanpur (Uttar Pradesh)

5. Machine Proto Type Factory, Ambarnath (Maharashtra)

6. Ordnance Cable Factory, Chandigarh (Union Territory)

7. Ordnance Factory, Moradnagar (Uttar Pradesh)

8. Gun Carriage Factory, Jabalpur (Madhya Pradesh).

9. Ordnance Factory, Ambajhari, Nagpur (Maharashtra)

10. Heavy Vehicle Factory, Avadi, Chennai (Tamil Nadu)

(c) to (e) Sales outlets are working only in the respective factories. There is no proposal to open more outlets.

Acquisition of Sugarcane Acreages

*236. SHRI KISHANBHAI V. PATEL:

SHRI SUGRIB SINGH:

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

(a) whether the Government proposes to acquire sugarcane acreages overseas in search of energy security in order to reduce dependence on imported crude as reported in the 'Times of India' dated September 6, 2006;

(b) if so, the details thereof;

(c) whether any Indian oil companies have signed MoUs with the foreign countries in this regard;

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

(e) the further steps taken by the Government to implement MoUs?

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

(b) Does not arise.

(c) No, Sir.

(d) and (e) DO not arise.

Shortage of LNG

*237. SHRI P.C. THOMAS:

SHRI BASU DEB ACHARIA:

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

(a) the details of the demand and supply position of Liquefied Natural Gas (LNG) in the country, State-wise;

(b) the quantum of LNG imported during each of the last three years;

(c) whether there is a shortage of Liquefied Natural Gas (LNG) in the country; and

(d) if so, the steps taken to meet the LNG demand?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) One of the sources of natural gas is liquefied Natural Gas, which is imported in liquid form and then regasified before use. The demand for Regasified Liquefied Natural Gas (RLNG) is not assessed separately. It depends on the total demand for natural gas in the country. The demand for natural gas for 2007-08 has been estimated at 179.27 MMSCMD, whereas the domestic production is estimated at 70.54 MMSCMD. The deficit could be made up by import of LNG. The installed capacity of LNG terminals in the country is 7.5 MMTPA, which can supply about 27 MMSCMD of natural gas.

(b) There are two LNG terminals in operations, namely 5 MMTPA Dahej LNG Terminal or Petronet LNG Ltd. (PLL) and 2.5 MMTPA Hazira Terminal of M/s. Hazira LNG Private Ltd. (HLPL). Year-wise LNG imports made by PLL from 2003-04 to 2005-06 are as under:

Year	LNG imported (MMTPA)
2003-04	0.062
2004-05	2.43
2005-06	4.81

In addition, HLPL imported 0.171 MMTPA LNG during 2005-06.

(c) and (d) There is a large gap between demand and supply of natural gas in the country. The Government of India has adopted a multi-pronged strategy to augment supplies and to bridge the gap between supply and demand for the domestic market through:

(a) Intensification of domestic Exploration and Production activities under New Exploration Licensing Policy (NELP).

(b) Exploitation of unconventional gas, like Coal Bed Methane (CBM).

(c) Implementation of Natural Gas Hydrate Programme (NGHP) for evaluation of hydrate resources and their possible commercial exploitation.

(d) Import of gas as LNG, and also through transnational gas pipelines.

To cater no larger LNG imports, additional LNG infrastructure is being created. The capacity of Dahej terminal is being expanded from 5 MMTPA to 10 MMTPA by 2008-09. Dabhol LNG terminal with a capacity of 5 MMTPA is expected to become fully operational by 2009-10. The 2.5 MMTPA capacity Kochi LNG terminal, with provision for expansion up to 5 MMTPA, is expected to be commissioned in 2010.

The companies concerned are holding discussions with various potential LNG suppliers in different countries, such as Australia, Algeria, Malaysia, Qatar, Nigeria and Myanmar for import of LNG.

[Translation]

Permission to Private Airlines

*238. SHRI BRAJESH PATHAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to allow more private airlines to operate their flights on domestic and international routes;

(b) if so, the details thereof;

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

(d) the time by which these private airlines are likely to be allowed to operate their flights;

(e) whether the Government proposes to tighten the entry norms to permit new players in the aviation sector; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (f) Government has a laid down policy outlined in Civil Aviation Requirement, Section 3 Air Transport Series 'C' part-II dated 1st March, 1994 with regard to grant of No-objection certificate (NOC) to start scheduled airline operations. This policy is reviewed from time to time depending on the growth and requirements of civil aviation sector.

As regard international operations, Indian scheduled carriers having continuous operations of at least 5 years in the domestic sector and having a minimum fleet size of 20 aircraft have been permitted to operate on all international routes except UAE, Qatar, Bahrain, Oman, Kuwait and Saudi Arabia. On international routes, airline operators fulfilling the prescribed norms are permitted to operate frequencies in accordance with the prevailing bilateral agreements.

On domestic routes, the airlines are free to operate as many frequencies anywhere in the country based on their assessment of traffic demand and commercial viability and subject to compliance of route dispersal guidelines issued by Government.

[English]

Restructuring of Public Sector Oil Companies

*239. SHRI MANJUNATH KUNNUR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has examined the recommendations made by Dr. V. Krishnamurthy Committee on restructuring of public sector oil companies;

(b) if so, the details of the recommendations accepted and implemented by the Government; and

(c) if not, the present status thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) In line with the recommendations of the Advisory Committee on Synergy in Energy under the Chairmanship of Dr. V. Krishnamurthy, Kochi Refineries Limited (KRL) has been merged with its holding company Bharat Petroleum Corporation Limited (PBCL). The merger of IBP Company Limited with Indian Oil Corporation Limited (IOC), is in the final stage. Steps have been initiated for the merger of Bongaigaon Refinery and Petrochemicals Limited (BRPL) with IOC.

Government has approved the building of 5 million Metric Tonnes (MMT) strategic crude oil reserves at three locations at Mangalore (1.5 MMT), (ii) Vizag (1.0 MMT); and (iii) Mangalore or nearby location (2.5 MMT). In-principle decision has also been taken to ultimately construct 15 MMT of strategic storage in phases.

The Petroleum and Natural Gas Regulatory Board (PNGRB) Act, 2006 was notified in the Gazette of India on 3-4-2006. Necessary action for setting up PNGRB is under way.

(c) The other recommendations are under consideration of the Government.

Post Matric Scholarship Scheme for SC Students

*240. SHRI RAM KRIPAL YADAV:
SHRI RAMDAS ATHAWALE:

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

(a) the annual target fixed for providing scholarship to SC students under Post Matric Scholarship Scheme in the country;

(b) the basic criteria for providing Post Matric Scholarship to the SC students;

(c) whether Post Matric Scholarship Scheme for SC students in the country is being heavily affected due to non-availability of funds;

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

(e) whether there are demands from the State Governments/Union Territory Administrations to increase the financial assistance under the scheme; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (f) No physical target is fixed. Scholarship is paid to the students whose parents/guardian's income from all sources does not exceed Rs. one lakh per annum. There is considerable increase in demands from State Governments/Union Territory Administrations as a result of wider coverage and upward revision of fees for various courses. Out of a provision of Rs. 440 crore, an amount of Rs. 265.20 crores has already been released in the current year. Steps have already been taken to release the funds available under the scheme.

[Translation]

Transfer of Oil Wells/Blocks

*241. SHRI V.K. THUMMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the oil wells/blocks discovered by the Oil and Natural Gas Corporation and other public sector oil companies are being transferred to the multinational companies and other private companies;

(b) if so, the reasons therefor;

(c) whether the said multinational companies and private companies are not bearing the costs of oil and gas explorations incurred by the ONGC and other Public undertakings and taking all the benefits;

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

(e) the corrective steps taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) In order to explore the sedimentary basin of India and augment domestic

supply of oil and natural gas, the Government has put in place a policy called New Exploration Licensing Policy (NELP) in the year 1997 for award of exploration acreages to domestic and foreign companies through the process of international competitive bidding. These awards lead to signing of Production Sharing Contracts (PSCs) between the Government and the awardee companies. Prior to this Policy, the Government had offered medium and small sized discovered fields of National Oil Companies (NOCs) under the "Discovered Field Policy" in two rounds in the year 1992 and 1993.

(c) to (e) The Discovered Field Policy did not envisage reimbursement of past cost incurred by the NOCs in these fields by the awardee companies. However, the NOCs were reimbursed/are to be reimbursed under respective PSCs a part of their past cost in the form of signature bonus, production bonus and partial past cost reimbursement. The awardee companies have incurred expenditure on development of these fields in proportion to their Participating Interest (PI) and are entitled to their share of profit petroleum as per the terms of the PSCs. The Government gets royalty, cess and profit petroleum from these fields in accordance with the terms and conditions of respective PSCs.

Opening of Additional Medical/ Engineering Colleges

2204. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to open additional Medical/Engineering Colleges for imparting higher education to the children of the defence personnel.

(b) if so, the details thereof;

(c) whether any assistance is being sought from States in this regard;

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

(e) the response of the State Governments thereto?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) There is no proposal to open additional Medical/Engineering Colleges by the Government for imparting higher education to the children of the defence personnel.

(b) to (e) Do not arise.

[English]

**Widening of Roads in Cantonment
Areas of Pune**

2205. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of DEFENCE be pleased to state:

(a) whether roads passing through cantonment areas in Pune are likely to be handed over the Pune Municipal Corporation for road widening projects;

(b) if so, the details thereof and stretches of such roads identified by the Defence Estate office of Pune Circle;

(c) whether the transfer of land to Pune Municipal Corporation would be on ownership basis or lease basis;

(d) if so, the details thereof; and

(e) the details of compensation package offered by the Pune Municipal Corporation in lieu of development of these roads?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) to (e) The Pune Municipal Corporation has proposed transfer of defence land which is required for widening of Alandi road in Kirkee cantonment, which has also been identified by Defence Estate office of Pune. In lieu of the defence land, the Pune Municipal Corporation has offered land at some sites for exchange.

Discrepancy in OBC List

2206. SHRI S.K. KHARVENTHAN: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government has approved/ revised the Central List of Other Backward Classes with regard to various States/UTs;

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

(c) whether more discrepancies are reported and still exists in the above process;

(d) if so, the details thereof; and

(e) the steps taken by the Government to solve discrepancies?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (e) Yes, Sir. The Union Government has so far approved/modified the Central List of OBCs of various States/UTs through 22 notifications. The revision/modification of the Central List of OBCs is a continuous process and on the advice of National Commission for Backward Classes the Central Government modifies/revises the Central List of OBCs.

[Translation]

Gauge Conversion in Madhya Pradesh

2207. SHRI ASHOK ARGAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the project of gauge conversion of the tracks at Hathua on Gorakhpur division, Gopalganj district of Bihar and Katri in Madhya Pradesh have been approved without any prior survey;

(b) if so, the details thereof; and

(c) the reasons for giving priority to this project in approval and budget sanctioning while there are projects for more important than this one?

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

(b) and (c) Do not arise.

[English]

E-Ticketing

2208. SHRI K.S. RAO: Will the Minister of RAILWAYS be pleased to state:

(a) the average monthly volume of passenger reservation tickets booked through internet;

(b) whether passengers are facing problems in railway reservation booking through internet; and

(c) the steps taken to remove the hurdles and to make e-ticketing popular amongst railway passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) On an average 4,51,335 reserved tickets have been booked through internet every month during the financial year 2006-2007 (upto October, 2006).

(b) No, Sir.

(c) The facility of booking of e-tickets has been extended to some authorised travel agents, e-seva centres of Andhra Pradesh Government etc.

'Ajani' Railway Station

2209. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to develop Ajani railway station as a second terminus at Nagpur;

(b) if so, the details thereof;

(c) whether Railways propose to provide WTS facility at all the stations in Nagpur Zone; and

(d) if so, the time by which the said facility is likely to be available?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. At present, the Ministry of Railways do not propose to develop Ajani Railway station as a second Terminus for Nagpur area. However, as and when there is a need to augment the coaching facilities, it will be taken into consideration.

(c) and (d) The word WTS mentioned above is not understood. However if it refers to UTS (Unreserved Ticketing System), the details are given in attached statement.

Statement

Projects of Unreserved Ticketing System (UTS) for Central Railway was sanctioned by Railway Board at a cost of Rs. 9.76 Crore under supplementary Demand for Grants for the year 2003-04. Against this work 52 stations on Central Railway have been provided with UTS terminals during the year 2005-06. Out of these 52 UTS stations, following 10 stations of Nagpur Division have been provided with UTS facility.

Sl. No.	Station	Total No. of terminal installed
1.	Nagpur	8
2.	Santra Market (NGP)	6
3.	Wardha	3
4.	Amla	2
5.	Ballharshah	2
6.	Betul	3
7.	Chandrapur	3
8.	Dhamngaon	2
9.	Pulgaon	2
10.	Pandhurna	2
Total		33

Railway Board have Sanctioned a work of extension of UTS at balance A, B, C and D category stations at a cost of Rs. 15.39 Crore for the year 2006-07 for 90 more stations, covering all A, B, C and D category stations and 8 E category stations on Central Railway. Against this work UTS has been provided at Sewagram, Hinghngat and Ghoradongari stations on Nagpur Division with 2 terminals each. UTS facility will be extended at Narkher, Multai and Parasta stations on Nagpur Division by 31-03-2007. UTS-cum-PRS terminals have also been provided at Dhamangaon and Pandhurna on Nagpur Division.

New Railway Station at Nedumbassery, Kerala

2210. SHRIMATI C.S. SUJATHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received any proposal from the Government of Kerala regarding setting up of a new Railway Station at Nedumbassery;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Proposals have been received regarding setting up of a new Railway Station near the International Airport of Cochin at Nedumbassery. The same have been examined and not found operationally feasible and commercially justified.

[Translation]

Financial Assistance to Rajasthan

2211. SHRI KAILASH MEGHWAL: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has received any proposal from the Government of Rajasthan for setting up of FPIs in the State;

(b) if so, the details thereof; and

(c) the financial assistance provided in this regard

during the last three years including current year, scheme-wise?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) During the 10th Five Year Plan period (2002-03 to 2006-07 upto 4-12-2006), 129 project proposals have been received from Rajasthan for financial assistance under the Scheme for Technology Upgradation/Modernization/Establishment of Food Processing Industries. Financial assistance provided to food processing units under the above scheme in the State during the above period is Rs. 531.13 lakhs.

(c) Details of scheme-wise financial assistance provided in the State of Rajasthan during the last three years including current year is given below:

(Rs. in Lakh

Name of the Scheme	2003-04	2004-05	2005-06	2006-07
Scheme for infrastructure Development	100.00	Nil	Nil	Nil
Scheme for technology Upgradation/establishment and modernization of food processing industries	86.00	35.83	117.39	291.91
Scheme for backward and forward integration and other promotional activities	2.34	Nil	Nil	Nil
Scheme for Human Resource Development	8.00	4.67	50.00	Nil
Scheme for strengthening of institutions	Nil	Nil	6.00	Nil

[English]

Dividend Paid by Oil Companies

2212. SHRIMATI ARCHANA NAYAK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state

the dividend paid by the public sector oil companies to the Government during each of the last three years, company-wise?

THE MINISTER OF STATE IN THE MINISTRY OF

PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): The details of dividend paid by the major public sector oil companies to the Government during each of the last three years are as under:

Name of the oils PSUs	Dividend paid to the Government (Rs. in Crores)		
	2003-04	2004-05	2005-06
ONGC	2736.40	4228.70	4757.30
IOCL	2011.96	1964.06	958.08
HPCL	380.91	259.63	51.92
BPCL	377.34	327.69	148.95
GAIL	455.60	387.95	581.92
OIL	315.00	294.00	598.50

**Maritime Ties with South-East
Asian Region**

2213. SHRI DUSHYANT SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to enhance maritime ties with the South East Asian Region;

(b) if so, the details thereof; and

(c) the efforts made by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) The Indian Navy and the Indian Coast Guard have taken number of initiatives for enhancement of maritime ties with the countries in the South-East Asian Region, namely, Thailand, Malaysia, Indonesia, Philippines, Vietnam and Singapore. The initiatives include regular discussions with the regional Navies for security of sea-lanes and other issues, coordinated patrols, exchange of information on the merchant traffic in the Indian Ocean, bilateral visits, port-calls by ships, training of officers and sailors from countries of the region in the professional schools of the Indian Navy, experience sharing in maritime matters, participation by the Indian

Navy in multilateral exercises conducted by the South-East Asian Navies or those conducted in the South-East Asia, participation in multinational symposia, conferences and seminars etc.

India has also signed and ratified the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia.

Contracts to BHEL

2214. SHRI SURESH KALMADI: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether there is a move to reserve project contracts for thermal plants exclusively in favour of BHEL instead of encouraging competitive bidding;

(b) if so, the details thereof;

(c) whether BHEL is trying up with the French major Alstom for super-critical technology; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) and (b) Government of India, while extending the Purchase Preference Policy (PPP) for Central Public Sector Enterprises (CPSEs) in July, 2005 granted exemption to Ministry of Power from the PPP. This was subject to the condition that they will place certain orders upon BHEL on negotiated basis price benchmarked through competitively bid projects every year. Ministry of Power and Department of Heavy Industry will work out, at the beginning of the year, the number of value of the orders to be placed upon BHEL during the financial year. However, till date no order has been placed on BHEL against this exemption by the Ministry of Power.

(c) and (d) In order to acquire required capability, BHEL had entered into a technology collaboration agreement with Alstom, SA, France in October, 2005 for steam generating equipment required for 800 MW Supercritical Thermal Power Plants. The collaboration is valid for a period of 15 years.

*[Translation]***Production of LPG**

2215. SHRI JAI PRAKASH (Mohanlal Ganj): Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the LPG producing domestic companies—GAIL (India) Ltd. and Oil and Natural Gas Corporation have reduced the production of Liquefied Petroleum Gas;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to increase the production of Liquefied Petroleum Gas in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) No, Sir. However, production of LPG in Gail (India) Ltd. plants was temporarily affected due to floods in Hazira during August-September, 2006.

(c) Oil and Natural Gas Corporation Ltd. is planning an additional condensate recovery unit for LPG augmentation at Gandhar in the State of Gujarat to produce 64 tonnes per day of LPG. Further the refining capacity of oil refineries is expected to increase to 235 MMTPA at the end of 11th Plan from the current level of 148.97 MMTPA with corresponding increase in the production of petroleum products in the country, including LPG.

*[English]***Gauge Conversion at Pamban Bridge**

2216. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the broad gauge conversion work at Pamban Bridge is presently going on;

(b) if so, the details thereof and the estimated cost of the project;

(c) whether there is also a proposal to construct a new bridge with foreign technology;

(d) if so, the details thereof;

(e) whether the existing structures are also proposed

to be changed to cope with the increasing load due to gauge conversion;

(f) if so, the details thereof; and

(g) the steps taken for the early completion of broad gauge conversion of Pamban bridge?

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

(b) to (g) The work of modification/strengthening of the existing bridge has been taken up as part of Madurai-Rameshwaram gauge conversion project costing about Rs. 243 crore. The cost of strengthening/modification of Pamban bridge is Rs. 22.62 crore which involves replacing/spacing of existing girders and modification/strengthening of Navigational span. The work of conversion of this section from Mandapam to Rameshwaram alongwith the bridge is targeted for completion by 31-3-2007. The work is being monitored closely for timely completion.

There is no proposal to construct new bridge with foreign technology.

Sale of Tickets through Government Run Internet Kiosks

2217. SHRI ASADUDDIN OWAIISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railway Catering and Tourism Corporation (IRCTC) approached District Magistrates of various districts of States to explore the possibilities of tickets sale through the Government run internet kiosks;

(b) if so, the details thereof and response of the Government agencies in this regard; and

(c) the time by which the proposal in this regard is likely to be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Indian Railway Catering and Tourism Corporation (IRCTC) had written to District Magistrates and Deputy Commissioners of all districts and response has been received from following for selling of e-tickets:—

(i) Andhra Pradesh Government (E-seva)

- (ii) Deputy Commissioner Nawashahar District, Punjab
- (iii) Deputy Commissioner Kapurthala District, Punjab
- (iv) Rajasthan Government (E-Mitra) scheme, Directorate of Information Technology
- (v) Government of Pondicherry.
- (vi) District Magistrate, Maharajganj, Uttar Pradesh
- (vii) Manipur Electronics Development Corporation Limited, Government of Manipur
- (viii) Department of Information Technology, Government of West Bengal
- (ix) District Collector, East District, Government of Sikkim
- (x) Karnataka Government run Internet Kiosks, Bangalore-1
- (xi) District Collector, North Goa District, Panaji, Goa
- (xii) District Magistrate, Sitapur, Uttar Pradesh
- (xiii) Common Services Center Project (CSC), Department of Information Technology, Government of Kerala.

This facility has already been commissioned at Andhra Pradesh (e-seva centres), Nawashahar and Kapurthala.

(c) No specific time for finalization of this proposal can be given at this stage. Finalisation of proposal is subject to fulfillment of technical requirements by these agencies as per standards of RCTC.

Central Grants to FPTCs

2218. SHRI JOACHIM BAXLA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the number of Food Processing Training Centres (FPTCs) which have been given grants during the last three years and those which have given utilization certificates of grants, State-wise;

(b) whether certain FPTCs which get grants from Government are not in existence;

(c) if so, the details thereof; and

(d) the steps taken/proposed to be taken by the Government to realize the amount of grants in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) A statement indicating number of Food Processing Training Centres (FPTCs) which have been given grant during the last three years, State-wise is annexed. Most of the training centers have submitted the utilization certificates and in a few remaining cases the matter is being pursued with the concerned Organizations/ State Nodal Agencies.

(b) to (d) There are reports regarding non-existence of some FPTCs which are being verified through the State Nodal Agencies.

Statement

No. of FPTCs assisted during the last three years (2003-04, 2004-05 and 2005-06)

Sl. No.	Name of the State	2003-04	2004-05	2005-06	No. of Utilization Certificates received
1	2	3	4	5	6
1.	Andhra Pradesh	—	—	1	—

1	2	3	4	5	6
2.	Gujarat	1	—	—	—
3.	Haryana	2	—	—	2
4.	Himachal Pradesh	—	—	1	—
5.	Jharkhand	—	—	2	—
6.	Kerala	—	—	1	—
7.	Madhya Pradesh	—	—	1	1
8.	Orissa	—	1	3	—
9.	Rajasthan	—	1	—	1
10.	Tamil Nadu	1	2	2	2
11.	Uttar Pradesh	2	4	6	3
12.	Uttanchal	—	—	3	2
13.	West Bengal	—	1	—	1
Total		6	9	20	12

Acquisition of Business Jets

2219. SHRI E.G. SUGAVANAM: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has inducted business jets into the fleet of IAF for VVIPs travel;

(b) if so, the details thereof and the cost of each plane;

(c) whether it is also proposed to acquire more jets in the near future; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Four executive jets have been inducted into the fleet of IAF in pursuance of the contract concluded by the Government during September, 2003 with M/s Embraer Brazil. The cost of the four aircraft along with the logistics support is approximately Rs. 531 Crores.

(c) and (d) Government have concluded a contract with M/s. Boeing, USA during October, 2005 for

procurement of three Boeing Business Jets. These are being procured in replacement of the existing two Boeing 737-200 aircraft with the IAF Communication Squadron for meeting the travel requirement of the VIPs and other dignitaries.

Rail-Cum-Road Bridge Across the Ganga Near Patna

2220. SHRI MILIND DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have approved the construction of a rail-cum-road bridge across the Ganga near Patna in Bihar;

(b) the approximate cost involved therein; and

(c) the time by which the proposed bridge is likely to be operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Government has approved

construction of a rail-cum-road bridge across river Ganga near Patna as a modification of earlier scheme of only rail bridge.

(b) The estimated cost of this bridge is Rs. 1389 crore.

(c) The work on the bridge is targeted for completion in a period of about 5 years depending upon overall availability of resources.

Hotel Industry in Daman and Diu

2221. SHRI DAHYABHAI VALLABHBHAI PATEL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government is considering to provide special incentives to the hospitality and hotel industry in the Union Territory of Daman and Diu; and

(b) if so, the schemes proposed to be implemented by the Government in UT of Daman and Diu for the purpose?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir. However, Ministry of Tourism, Government of India offers 'Incentive to Accommodation Infrastructure' in the form of subsidy assistance to hotels of 1, 2, 3 star and basic category heritage hotels subject to a ceiling of 10% of the total principal loan taken from designated financial institutions or upto Rs. 25.00 lakh for one star, Rs. 50.00 lakh for two star and Rs. 75.00 lakh for three star and the heritage basic category hotel projects, whichever is less.

(b) Does not arise.

Appointments on Compassionate Ground

2222. SHRI AJOY CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Northern Railway had given advertisement in newspapers regarding holding of Special Adalat to clear pending cases of appointments on compassionate ground;

(b) if so, the details thereof;

(c) the number of grievances received from the aggrieved persons in this regard;

(d) the number of aggrieved persons responded to the said advertisement from Delhi and Moradabad Divisions; and

(e) if so, the action taken/being taken to redress their grievances?

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

(b) The advertisement was published in all leading Hindi and English newspapers on 7-9-2006.

(c) 106.

(d) 14 and 10 persons responded from Delhi and Moradabad Divisions respectively.

(e) The factual position of the case vis-a-vis the rule position was explained to the applicants in detail and formal reply handed/sent to the applicants.

[Translation]

Rail Project in Uttaranchal

2223. SHRI K.C. SINGH "BABA": Will the Minister of RAILWAYS be pleased to state:

(a) the present status of the rail projects pending in Uttaranchal;

(b) the project-wise target fixed to complete these projects;

(c) whether the projects are running on time;

(d) if not, the reasons therefor;

(e) the details of the projects cleared and the projects still under consideration of the Ministry of Railways from amongst the projects received from the Government of Uttaranchal during the years from 2003 to 2006; and

(f) the steps taken by the Government to complete these projects on time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The details of ongoing projects falling partly/fully in Uttaranchal alongwith anticipated cost, present status and target date wherever fixed are given as under:

Sl. No.	Name of Project	Kms.	Anticipated Cost (Rs. in crore)	Status
1.	New Line between Kichha-Khatima	51.48	165.67	Final location survey has been completed and land acquisition work taken up.
2.	Gauge Conversion of Kanpur-Kasganj-Mathura and Kasganj-Bareilly-Lalkuan	544.50	661.72	Kanpur-Farrukhabad (140 Km.) section has already been commissioned. The conversion work in Farrukhabad-Kasganj (108 Kms.) is targeted for completion during 2006-07.
3.	Railway Electrification in Ambala-Moradabad section	274	246.46	Electrification work in Ambala-Nazibabad (188 Route Kilometre) section has been completed. Work in Nazibabad-Moradabad section (95 RKM) has been taken up.

(e) and (f) Kichha-Khatima new line has been taken up. The proposal for gauge conversion of Bhojipura-Pilibhit-Tanakpur has been processed for necessary approval. The proposal for construction of new line between Muzaffarnagar-Roorkee has been processed on cost sharing basis with State Government. The sanctioned works would be progressed and completed as per availability of resources.

[English]

Railway Projects Pending due to Transfer of Land

2224. SHRI P. RAJENDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the sanctioned Railway projects in Kerala which have not been started due to non-acquisition/transfer of land for these projects; and

(b) the action taken/proposed to be taken by Railways to speed up execution of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Angamali-Sabarimala and Tanur-Guruvayur new line projects have not been started due to non transfer of land by the Government of Kerala.

(b) The Railways have taken up all preliminary works for implementation of the above projects viz., preparation of plans, requisition for land acquisition etc. Tender schedules are kept ready and will be floated after land is transferred by the State Government.

New Railway Line

2225. SHRI DEVENDRA PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal from the Government of Bihar forwarding a resolution passed by the Bihar Legislative Assembly for starting rail service from Ghogardeeha, Kisnipatti level crossing in Madhubani District to Ghoghepur via Bhaluahi, Bheja, Jamalpur, along side Koshi Western embankment by laying a new railway line;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

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

(b) A copy of resolution passed by Bihar Legislative Assembly regarding starting rail service from Ghogardeeha, Kisnipatti level crossing in Madhubani

District to Ghoghepur via Bhaluahi, Bheja, Jamalpur, along side Kosi Western embankment by laying a new rail line, has been received recently from office of the State Transport Commissioner, Government of Bihar.

(c) East Central Railway has been advised to examine the proposal.

[Translation]

Train Service from Uttaranchal

2226. SHRI TUFANI SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any representations to increase the number of reserved sleeper bogies and to add A.C. three-tier bogies in 5013/5014 Corbet Park Link Express;

(b) if so, the reaction of the Railways thereto;

(c) whether the Railways propose to run few new trains from metropolitan cities including Delhi and Mumbai to Uttaranchal to encourage tourism; and

(d) if so, the time by which it is likely to be done?

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

(b) Keeping in view the demand and commercial justification, one AC-3 tier coach is being provided in 5013/5014A Delhi Sarai Rohilla-Ramnagar Corbett Park Link Express w.e.f. 12-01-2007 ex. Ramnagar and w.e.f. 13-01-2007 ex. Delhi Sarai Rohilla. Provision of additional Sleeper coach in the train is operationally not feasible at present.

(c) and (d) No, Sir. There is no proposal to introduce additional trains from Metropolitan cities to Uttaranchal at present.

Construction of Fly-Overs over Railway Lines

2227. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of fly-overs constructed over railway lines during the last three years, State-wise;

(b) whether the Government proposes to construct fly-overs over railway lines in Jalandhar, Hoshiarpur, Nawanshahar, Ropar and Amritsar districts of the Punjab;

(c) if so, the details thereof; and

(d) the time by which these fly-overs are likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Statement-I is attached.

(b) and (c) Yes, Sir. The information is not maintained district-wise instead it is kept railway zone-wise. However at present 27 works of Road Over Bridges/Road Under Bridges (ROB/RUBs) at various places in Punjab are sanctioned on cost sharing basis, 3 on deposit terms and 2 under Built, Operate and Transfer (BOT) concept which are at different stages of planning and progress. In addition, 7 works of ROB/RUBs are being considered for inclusion in the current Works Programme through Supplementary Demands for Grants, Dec. 2006. List of works is attached as Statement-II.

(d) Progress of construction depends upon time taken by Railways to construct bridge proper (across the track) and by the State to construct approaches. Hence, completion of bridge depends upon completion of the works by both independently. A combined target is thus not possible to give. Railways make their best efforts to complete their portion of work before or simultaneously with the work of approaches done by State Government.

Statement-I

The number of works of ROB/RUBs got executed on cost sharing basis and completed during the last 3 years in various States is given below

States	2003-04	2004-05	2005-06	Total
Andhra Pradesh	6	4	6	16

States	2003-04	2004-05	2005-06	Total
Bihar	—	—	—	—
Jharkhand	—	—	2	2
Chhattisgarh	—	—	—	—
Maharashtra	1	1	1	3
Madhya Pradesh	1	2	1	4
Kerala	6	—	6	12
Karnataka	1	2	1	4
Tamil Nadu	1	1	3	5
Rajasthan	1	1	—	2
Uttar Pradesh	1	—	1	2
West Bengal	1	3	—	4
Orissa	—	—	—	—
Punjab	1	2	—	3
Assam	—	1	—	1
Delhi	—	2	—	2
Total	20	19	21	60

In addition, 18 works on Deposit terms, 23 on BOT and 18 works were completed by NHA1 during the last 3 years in various States.

Statement-II

List of works of ROBs/RUBs sanctioned on cost sharing basis, Deposit terms and on Build, Operate and Transfer (BOT) concept in Punjab

Sanctioned on cost sharing basis

Sl. No.	Year of Sanction	Name of Work	Railways' share of cost in Crore Rs.
1	2	3	4
1.	2001-02	ROB at Patiala in lieu of LC No. 22 A	4.08

1	2	3	4
2.	1997-98	ROB at Jalandhar in lieu of Do-Moria Pul Road Under Bridge No. 28	4.90
3.	2001-02	ROB at Phagwara in lieu of LC No. 77-A	5.47
4.	2002-03	ROB at Tanda Yard in lieu of LC No. C-64	4.62
5.	2003-04	ROB at Suchi Pind in lieu of LC No. 11	5.78
6.	2003-04	ROB at Jagraon in lieu of LC No. A-23	5.07
7.	2003-04	ROB at Beas in lieu of LC No. A-44/T-3	4.50
8.	2003-04	ROB at Khanna in lieu of LC No. 145-B, Connecting GT Road	4.15
9.	2003-04	ROB at Khanna in lieu of LC No. 155-B	4.63
10.	2003-04	ROB at Subhanpur in lieu of LC No. B-52 way side village near Beas	4.76
11.	2003-04	ROB at Jalandhar City in lieu of LC No. A-61	5.06
12.	2003-04	ROB at Bhogpura in lieu of LC No. C 40	4.61
13.	2003-04	ROB at Chawapalli in lieu of LC No. C-161 on Ambala-Ludhiana section near Khanna	5.05
14.	2003-04	ROB at Sujampur in lieu of LC No. C 42	6.41
15.	2003-04	ROB at Amritsar in lieu of LC No. B-2	5.39
16.	2003-04	ROB at Layalpur Khalsa College Halt in lieu of LC No. S-3 on Jalandhar-Ludhiana section	6.36
17.	2003-04	ROB at Batala in lieu of LC No. A-26	7.04
18.	2003-04	ROB at Dasuya in lieu of LC No. C-85	4.78
19.	2003-04	ROB at Suranasi in lieu of LC No. A-59	12.90
20.	2003-04	ROB at Jalandhar City-Ferozepur (DAV College Halt) in lieu of LC No. A-2	5.99
21.	2003-04	ROB at Sangrur in lieu of LC No. A-64/2	5.77
22.	2003-04	ROB at Moga in lieu of LC No. C-51/A	3.79
23.	2003-04	ROB at Mansa in lieu of LC No. B-208	5.22
24.	2003-04	ROB at Taran Taran in lieu of LC No. B 27	8.09
25.	2003-04	ROB at Ludhiana-Jakhal and Dhuri-Bhatinda Section in lieu of LC No. 52 A and 63A respectively.	8.41
26.	2003-04	ROB at Kaithal in lieu of LC No. 32-B	5.20

1	2	3	4
27.	2005-06	ROB at Rajpura-Bhatinda in lieu of LC No. 21	2.59
Deposit Works			
1.	2004-05	ROB at in lieu of LC No. C-36 at Km. 35/10 on Ferozepur-Fazilka section	Deposit
2.	2000-01	ROB at Ludhiana in lieu of Lakkar pul at Ludhiana on Ludhiana-Jalandhar Sec.	Deposit
3.	2003-04	ROB at Morinda on Sirhind-Nangaldam Section on bye-pass road	Deposit
Works on BOT concept			
1.	2003-04	ROB at Kurali Road in lieu of LC No. 24-B	BOT
2.	2000-01	ROB at Dhandari Kalan in lieu of LC No. 172 at Km. 367/3-4 on Ambala-Ludhiana Section	BOT
Works being considered for inclusion in Works Programme 2006-07 through Supplementary Demands for Grant Dec. 06			
1.	2006-07	RUB at Bhatinda near LC No. 245-A	3.87
2.	2006-07	ROB at Lehragaga in lieu of LC No. C-95	7.05
3.	2006-07	ROB at in lieu of LC No. 242 at Bhatinda on Delhi-Bhatinda section	9.21
4.	2006-07	ROB at Bhatinda in lieu of LC No. 139 on Rajpura-Bhatinda section	7.03
5.	2006-07	ROB at Abohar in lieu of LC No. B-48	4.72
6.	2006-07	ROB at Malout in lieu of LC No. B-30	6.19
7.	2006-07	ROB at Mansa in lieu of LC No. B-206	3.99

[English]

**Production Sharing Contract
under NELP-VI**

2228. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI RAVI PRAKASH VERMA:

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

(a) whether the Government proposes to sign production sharing contracts for 52 of the 55 oil blocks

under the sixth round of bidding of the new exploration Licensing Policy by mid January;

(b) if so, the details thereof;

(c) whether some ambiguity has sneaked in the transparency of the bidding system; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):

(a) and (b) Government of India offered 55 exploration

blocks (24 deepwater, 6 shallow water and 25 onland blocks) under the sixth round of New Exploration Licensing Policy (NELP-VI). 165 bids have been received for 52 blocks. Award of blocks is expected to be approved by the Government shortly.

(c) No, Sir.

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

Pollution due to Exploration

2229. DR. ARUN KUMAR SARMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the investment made for control of air, water and soil pollution in the oil exploration, drilling and processing areas during last three years;

(b) the total land area damaged due to oil contamination during the said period;

(c) whether oil companies have taken adequate steps for regeneration of soil so polluted;

(d) if so, details mechanism and rate of successes;

(e) whether the Regional Research Laboratory, Jorhat has developed a technique for reclamation of Crude Oil contaminated Soil by Biological means with Oil Industry Development Board (OIDB) funding;

(f) if so, the results obtained from application of such technique by the Oil Companies, if any;

(g) whether the Government will ensure extensive use of this technique for reclamation of the contaminated soil for productive purposes is being taken-up; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The investment made for control of air, water and soil pollution in the oil exploration, drilling and processing areas by Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) and Private/Joint Ventures (JVs) companies is Rs. 977.72 crores, Rs. 77.00 crores and Rs. 28.07 crores respectively during the last three years.

(b) to (d) No damage of land area during the last three years has been reported. However, minor spillages are unavoidable due to rupture of joints in various oil processing units under abnormal conditions and occasional rupture of pipelines due to corrosion/pilferage etc. In such oil spills, immediate remedial measures are taken and spilled oil is collected and stored at a designated waste collection site. Such onland spills generally do not spread beyond 15-25 meters.

ONGC has undertaken innovative and environmentally sound technique of bio-remediation of contaminated land/oily sludge by using specially designed consortium of bacteria developed by the Energy and Resources Institute (TERI), New Delhi. So far, ONGC has treated more than 5000 tons of contaminated soil/oily sludge successfully by using this technique at ONGC sites in Assam and Gujarat and has plans to extend it in a massive way.

(e) and (f) Regional Research Laboratory, Jorhat is working on this project, which is at Research and Development (R and D) stage at present.

(g) and (h) Use of technique for reclamation of soil can be adopted once it is firmed up for commercial and industrial use. Oil Companies are committed to induct all such technology to protect environment and pollution in any form.

Reservation to Vimukat Jati, Nomadic Tribes (VJNTs)

2230. SHRI HARIBHAU RATHOD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has received representations from Vimukat Jati, Nomadic Tribes (VJNTs) for giving separate reservations to them;

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

(c) whether the Government proposes to launch certain schemes exclusively for the welfare of VJNTs like SCs/STs; 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) Requests have been received for separate reservation for these communities in the field of education, employment and services, creation of separate Corporation for these groups during the XI Plan. The National Commission for Denotified Tribes, Nomadic and Semi Nomadic Tribes has already been set up by the Government to study the various aspects of these communities.

(c) Presently there is no such proposal.

(d) Question does not arise.

Utilisation of MiG-21 Bisons

2231. SHRI ADHIR CHOWDHURY:

SHRI UDAY SINGH:

SHRI SHRINIWAS DADASAHEB PATIL:

SHRI MILIND DEORA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware that the upgraded MiG-21 called Bisons are proving a nightmare for pilots as reported in the *Times of India* dated September 10, 2006;

(b) if so, whether only one third of the MiG-21 Bisons inducted in IAF so far are fully operational to undertake combat mission;

(c) if so, the reasons for not utilising the entire fleet of MiG-21 Bisons;

(d) the steps taken by the Government to make full utilisation of such MiG-21 Bisons; and

(e) the number of MiG-21 Bisons met with accidents/ crashed alongwith the loss of lives and property suffered therein during the current year?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Upgraded MiG-21 aircraft called Bisons have improved the combat capability of the IAF.

(b) to (d) About 30% aircraft have been upgraded, and the remaining 10% are likely to be upgraded by March,

2007. Within the prevailing constraints, all the upgraded MiG-21 Bisons are utilized optimally by IAF and routine inspections-cum-minor rectifications are carried out at regular intervals.

(e) No accident of MiG-21 Bison has been reported during the current financial year (2006-2007). However, the Indian Air Force has lost one Bison aircraft in January, 2006 and there has been no loss of life and property.

Growth In GDP and Per Capita Income

2232. SHRI IQBAL AHMED SARADGI: Will the Minister of TOURISM be pleased to state:

(a) whether better awareness about tourist destinations, facilities, proper connectivity and affordability is likely to have a positive impact on tourism development;

(b) if so, whether the first Tourism Satellite Account (TSA) developed by India for 2002-03 has been prepared following international recommendations;

(c) if so, the details thereof;

(d) whether the direct and indirect impact brings the contribution of tourism to 5.83% of the total GDP and in terms of employment and tourism sector's contribution is quite substantial;

(e) if so, the details thereof;

(f) the estimated jobs likely to be generated as a result thereof; and

(g) the other steps proposed to be taken to improve the position further?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) and (c) Yes, Sir. The first Tourism Satellite Account (TSA) developed by India for 2002-03 has been prepared as per the Recommended Methodological Framework for TSA, approved by the United Nations Statistical Commission and established jointly by United Nations Statistical Division, Organization for Economic Cooperation and Development and World Tourism Organization.

(d) to (f) As per the TSA for 2002-03, the direct and indirect contribution of tourism to GDP was estimated at

5.83%. In respect of employment, the direct and indirect contribution of tourism was estimated at 38.6 million jobs, which is around 8.3% of total estimated jobs in the country. For the year 2003-04, contribution of tourism to GDP is estimated at 5.90% and tourism employment is estimated at 41.85 million jobs which is around 8.8% of total number of jobs.

(g) The steps being taken by the Ministry of Tourism for promoting tourism in the country and increase tourism's contribution to the GDP and employment are:—

- positioning and maintaining tourism development as a national priority.
- enhancing India's competitiveness as a tourist destination in the international market;
- improving and expanding existing products and their development such as cultural and heritage tourism, rural tourism, adventure tourism, health and healing tourism, fairs and festivals, etc;
- creation of tourism infrastructure by providing Central Financial Assistance to the State/UT Governments under its various schemes;
- effective modern and competitive marketing strategy to position India as a unique destination through incredible India Campaign in the electronic and print media, participation in fairs and exhibitions, organising seminars, workshops and road shows, printing and distributing brochures and collaterals, etc.; and
- follow up with the Ministries concerned and State Governments to improve air, rail and road connectivity to the destinations and to adopt a proactive land allotment policy and create Single Window Clearances facilities for allotment of land and speedy implementation of hotel projects.

Development of ROV by DRDO

2233. SHRI BAPU HARI CHAURE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Research and Development Organisation (DRDO), Pune has developed a Remotely

Operated Vehicle (ROV) which is designed with robotic functions for handling/defusing Improvised Explosive Device (IED);

(b) if so, whether this robot has undergone trial tests and is to be inducted in Army; and

(c) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir. Research and Development Establishment (Engineers), Pune, an establishment of Defence Research and Development Organisation (DRDO) has developed a Remotely Operated Vehicle (ROV) for Indian Army which is designed for handling/defusing Improvised Explosive Device (IED).

(b) and (c) Yes, Sir. User Assisted Technical Trials (UATT) with the help of Army have been completed. User trials are likely to be conducted shortly by Army. The decision for induction of the equipment will be taken by the Army after successful completion of the User trials.

Merger of DA with Basic Pay

2234. SHRI PRABODH PANDA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to merge dearness allowance paid to the public Sector employees with their basic salary;

(b) if so, the details thereof; and

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

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

(a) to (c) 50% of Dearness Allowance has been merged with basic pay for the employees of Central Public Sector Enterprises (CPSEs) following Central Dearness Allowance (CDA) pattern of pay scales. No decision has been taken for merger of 50% DA for employees of CPSEs following Industrial Dearness Allowance (IDA) pattern of pay scales. The Pay Revision Committee has been constituted on 30-11-2006 for sending its recommendations on the salary and other associated aspects for the executives of the Central Public Sector Enterprises.

*[Translation]***Work Plan of BRO**

2235. PROF. MAHADEORAO SHIWANKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has made any assessment regarding the annual construction work plan of the Border Roads Organisation;

(b) if so, the details therefor;

(c) whether non-achievement of the annual targets fixed for construction work is causing increase in the cost; and

(d) if so, the steps taken to ensure timely completion of construction work?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) The details of works being executed by BRO during the current year is as follows:

(i) Formation Cutting	1605 Km
(ii) Surfacing	2880 Km
(iii) Re-surfacing	2912 Km
(iv) Permanent Works	950 Crores
(v) Major Bridges	3792 Meters

(c) Efforts are made to achieve the annual targets

fixed each year. However, sometimes construction work is affected due to security reasons, difficult and inhospitable terrain, delay in environment and forest clearance, delay in land acquisition, budgetary constraints, shortage of manpower and other resources, which has repercussion on cost.

(d) Proposal for enhancement of manpower has been approved this year. Budgetary provision has been augmented for execution of works and purchase of vehicles/equipments/plants. Issues of security clearance, land acquisition, and environment clearance are taken up with concerned Ministries/State Governments on a regular basis.

*[English]***Railway Projects in Andhra Pradesh**

2236. SHRI BALASHOWRY VALLABHANENI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of railways projects started in Andhra Pradesh during the last five years;

(b) the present status of these projects; and

(c) the number of projects completed and the number of projects which have been delayed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The details of railways projects which have been taken up during the last five years from 2001-02 onwards falling fully/partly in Andhra Pradesh together with their present status are given as under:—

(Rupees in Crore)

Name of Project	Anticipated Cost	Expenditure incurred upto 31-3-2006	Outlay (2006-07)	Current Status
1	2	3	4	5
New Lines				
Manoharabad-Kothapalli	378.56	—	3.95	New work included in Budget 2006-07. Preliminary works have been taken up.

1	2	3	4	5
Jaggayapeta-Mallacheruvu	53.21	—	0.01	New work included in Supplementary Budget 2006-07. Joint survey of land with forest officials in forest area has been completed.
Obulavaripalle-Krishnapatnam	426.34	—	10.00	An MoU signed among Krishna-patnam Port, Government of Andhra Pradesh, National Mineral Development Corporation and Rail Vikas Nigam Ltd. (RVNL) for creation of SPV for execution of the project. Shareholders' Agreement signed on 13-10-06. Final Location Survey completed. Proposal for acquisition of land submitted to concerned authorities. The target date of completion of this project is 2010-11.
Vishnupuram-Janaphar	42.08	—	0.01	New work included in Supplementary Budget 2006-07. Preliminary arrangements for taking up the work have been made.
Doubling				
Gooty-Renigunta-Patch doubling	538.26	171.85	68.40	This work is being done through Asian Development Bank funding. On Pullampet-Bakarapet, earthwork major bridges, minor bridges have been taken up. On Cuddapah-Muddanuru and Kondapuram-Rayalacheruvu contract for roadbed, bridges and track awarded on 7-7-06. Signalling contract awarded on 30-6-06. The project is targeted for completion by 2008-09.
Guntur-Krishna Canal	53.01	—	10.00	New work included in Budget 2006-07.
Hospet-Guntakal	350.21	160.74	60.00	Guntakal-Tornagallu (81 km) completed and commissioned. Torangullu-Hospet (32 km) is targeted for completion during 2006-07.

1	2	3	4	5
Raichur-Guntakal	145.81	19.00	57.00	This work is being executed by Rail Vikas Nigam Limited through Asian Development Bank funding. Final location survey completed and detailed estimate sanctioned. The project is targeted for completion by 2007-08.
Kottvalasa-Simhachalam North 4th line	86.32	—	0.01	New work included in Supplementary Budget 2006-07. Preliminary arrangements for taking up the work have been made.
Vizianagram-Kottasvalasa 3rd line	167.67	—	5.00	New work included in Budget 2006-07. Preliminary arrangements for taking up the work have been made.
Metropolitan Transport Project				
Hyderabad-Multi Modal Suburban Commuter Transport System	85.92	52.18	0.52	The work has been completed and commissioned.
Railway Electrification				
Renigunta-Guntakal	182.55	75.78	7.00	Work on Renigunta-Nandalur and on second line from Renigunta to Pullampet completed. This work is being done by Rail Vikas Nigam Limited through Asian Development Bank funding.
Karepati-Bhadrachalem-Manuguru	40.62	—	11.61	New work included in Budget 2006-07. Preliminary works have been taken up.
Lingampalli-Wadi	94.93	—	5.00	New work included in Budget 2006-07. Preliminary works have been taken up.

These projects are being progressed as per the overall availability of resources. A number of initiatives have been taken for augmenting resources for expediting completion of the ongoing projects. These include cost sharing by State Governments, Public/Private Partnership, funding from Ministry of Defence and funds for National Rail Vikas Yojana and National Projects.

Training Institutes of Air Hostesses

2237. SHRI KIRIP CHALIHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been mushrooming growth of private institutes training Air Hostesses in the country;

(b) if so, whether these institutes are recognised by the Government;

(c) if so, whether any instructions have been issued to these institutes to follow the guidelines/norms prescribed by the Governments;

(d) if so, the details thereof; and

(e) if not, the corrective steps being taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Directorate General of Civil Aviation (DGCA) has not approved any private institutes training Air Hostesses. Basically, all these institutes are engaged in preparatory training for becoming Air Hostesses and DGCA does not monitor their activities. However, the training given by the scheduled airlines to their cabin attendants/air hostesses are being monitored and examined by the DGCA.

(c) to (e) DGCA has not issued any instructions to the private institutions as there is no such requirement of approving them. However, Airlines are required to comply with Rule 38 B of the Aircraft Rules, 1937, which gives detailed requirements for carriage of the cabin crew and their training programme, which is required to be in place for approval by DGCA. Further, airline operators are also required to comply with the Civil Aviation Requirements, Section-7, Series M, Part I, which prescribes the detailed requirement, including syllabus for cabin attendant trainings.

Kochuveli Terminal near Thiruvananthapuram

2238. SHRI PANNIAN RAVINDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to construct first phase of the Kochuveli Terminal near Thiruvananthapuram;

(b) if so, the details thereof;

(c) whether the work has already been sanctioned and the items of work are under implementation;

(d) if so, the details thereof;

(e) the total estimated expenditure for the first phase; and

(f) whether schemes have been drawn up for the development of second phase, and if so, the details alongwith estimated expenditure thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) First phase of Kochuveli Terminal have been completed and commissioned which included construction of new station building with one platform, shunting neck, stabling line and pit line.

(e) Total approx. expenditure upto 31-10-2006 is Rs. 9.83 crore.

(f) Second phase of Kochuveli Terminal work has also been included in the Budget 2006-07 at a cost of Rs. 22 crore covering high level platform with platform shelter, sick line facilities, carriage water facilities, integrated service building etc. No expenditure is incurred on this work.

Development of Railway Projects in Kerala

2239. SHRI VARKALA RADHAKRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the funds provided for development of various railway projects in Kerala are inadequate;

(b) if so, the steps being taken by the Railways to provide sufficient funds in this regard;

(c) whether Railways propose to set up a new Railway Zone exclusively for Kerala, Thiruvananthapuram with its Head Quarters to overcome the difficulties in getting due share for the timely development of railway and infrastructure facilities in the State; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A total allocation of Rs. 148.73 crore has been provided for projects falling fully/partly in the State of Kerala for the current financial year. The funds are being allocated depending upon the overall availability of resources and as per the State-wise formula.

(c) No, Sir.

(d) Does not arise.

**Recognition of Nanded as International
Tourist Centre**

2240. SHRI SUKHDEV SINGH DHINDSA:

SARDAR SUKHDEV SINGH LIBRA:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government has received representations from various quarters to accord recognition to Nanded in Maharashtra as an International pilgrim and tourist centre;

(b) if so, the details thereof; and

(c) the decision taken by the Government thereon?

THE MINISTER OF TOURISM AND CULTURE
(SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) and (c) The development and promotion of places of tourist interest/spots including the pilgrim centres is primarily undertaken by the State Government themselves. However, from the 10th Five Year Plan, the Ministry of Tourism has been providing central financial assistance to the State Governments/UT Administrations on the basis of project proposals prioritised in consultation with them every year for the following schemes:

- (1) Tourist Circuit
- (2) Destination development
- (3) Large Revenue Generating
- (4) Fairs and festivals

The following projects have been prioritized during 2006-07:

1. Destination Development: Kunkeshwar
2. Tourist Circuit: (a) Kolhapur circuit, (b) Mumbai fort circuit
3. Event/Fairs/Festivals: (i) Elephanta, (ii) Ellora, (iii) Kalidas, (iv) Chikaldhara

No project proposal for the development of Nanded has been prioritized for grant of central financial assistance during the year 2006-07. During the 10th Five year Plan,

Rs. 6009.08 lakh (till date) has been sanctioned for integrated development of tourism in Maharashtra.

Food Processing Industry

2241. SHRI HITEN BARMAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has made the food processing industry a priority sector for bank lending;

(b) if so, the details thereof; and

(c) the benefits likely to accrue to the industry thereby?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Government has included food and agro based processing units of small and medium size with investment in plant and machinery upto Rs. 5 crores under priority sector for bank lending. The priority sector lending would include fruit and vegetable processing, food grain milling, dairy products, poultry, eggs and meat products, fish processing, consumer items such as bread, biscuits, confectionery, ready to eat food products, oil seeds, aerated water/soft drinks and other processed foods.

(c) Under the priority sector, the units get loans at a lower rate of interest and also enjoy priority status in loan approvals. The lower lending rate to the food processing sector means increased flow of bank credit to the industry, augmentation of the food processing capacity of the country and facilitate viability of the units in this sector.

Control of Hydrogen in Rail Steel

2242. CHAUDHARY LAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the rail manufacturer in foreign countries are using Tank Degasser or RH Degasser or both these processes for control of hydrogen in rail steel;

(b) if so, the details thereof;

(c) the details of the process being used by the manufacturers of rails in India;

(d) the specification issued in this regard by the Railways;

(e) whether any representations have been received to set up an independent Committee of Metallurgists to review and amend these specifications; and

(f) if so, the details thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Rail manufacturer in foreign countries are having both the processes i.e. Tank Degasser, RH Degasser for control of hydrogen in rail steel. In European countries and Japan, in general, the process of RH degassing is used while in American countries, the tank degassing process is used.

(b) The details of Rail manufacturer in foreign countries having Tank Degasser or RH Degasser is not maintained in Ministry of Railways.

(c) RH Degasser for control of hydrogen is being used by Bhilai Steel Plant, Bhilai, the sole supplier of rails to Indian Railways.

(d) The relevant para of the specification for hydrogen removal from rail molten steel is as follows "Vacuum degassing of liquid steel shall be done to reduce the hydrogen content. For this purpose RH degasser shall be used. The vacuum level and the duration for which liquid steel shall be kept under this vacuum level shall be decided mutually by the purchaser and the manufacturer. All measurement of hydrogen shall be done for the liquid steel in tundish or mould. Any other method of sampling or determination of hydrogen will require prior approval of the purchaser."

(e) and (f) One firm and around twenty five hon'ble MPs have represented in this regard. However, improvement in rail quality has always been a process of evolution and with the knowledge gained from world wide practices the specification of rail is being continuously updated. Prior to 1999 Bhilai was not using any degassing process resulting in a high hydrogen content in molten rail steel. Bhilai started using Vacuum Arc Degassing (VAD) which is quite similar to the vacuum tank degassing which was subsequently shifted to RH degassing from May 2000 onwards which is considered to be a superior process. It is opined that if some process can give a confidence of

producing a consistent quality product in a critical item like rail there is no harm in specifying a particular process. In the opinion of the Ministry of Railways RH degasser is a superior technology and should be retained in the specification and, therefore, it has been decided that there is no point for setting up a Committee of independent metallurgists to examine the issue.

Installation of Equipment at IGI Airport

2243. SHRI CHANDRAKANT KHAIRE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the imported anti-fog equipment installed at Indira Gandhi International Airport for making the runway operational have failed to function during fog in the winter season;

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

(c) the expenditure incurred on purchase of these equipment alongwith the country from which these have been purchased;

(d) whether there is replacement guarantee for these equipments;

(e) if so, the details thereof; and

(f) the action taken/being taken to install the effective system/equipment at airport for landing in foggy conditions?

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

(b) Does not arise.

(c) Total amount spent by Airports Authority of India on provision of CAT-III B ILS at Delhi Airport is Rs. 55 crore. Rs. 43 crores spent on Installation of CAT-III-A ILS from USA including Ground Lighting System and obstruction removal. Rs. 12 crore spent on installation of ASMGCS from USA for upgradation of operation to CAT-III-B level.

(d) to (f) The ground component of CAT III B ILS has been procured and installed like all other CNS equipments. It was under warranty for initial one year period. It is being maintained by AAI CNS executives. ASMGSC is under warranty upto April, 2007.

Military Assistance to Sri Lanka

2244. SHRI M. APPADURAI:

SHRI SHISHUPAL N. PATLE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to stop providing military assistance to Sri Lanka as reported in the 'Rashtriya Sahara' dated November 19, 2006;

(b) if so, the facts thereof and reasons thereof;

(c) the details of military equipment provided to Sri Lanka as assistance alongwith the value of military equipment during the last three years; and

(d) the justification for providing military equipment and weapons to Sri Lanka?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) Assistance of any kind to a friendly country is decided based on national interest. The cooperation with Sri Lanka in the field of defence includes training and exchange of visits between India and Sri Lanka. These are decided on the basis of Government's priority and availability of slots.

*[Translation]***Double Decker Goods Trains**

2245. SHRI AJIT JOGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has finalised the routes to start double decker goods trains;

(b) if so, the details thereof;

(c) whether Double Stack Containers are also being prepared for the same and the speed limit has been fixed for such trains; and

(d) if so, the details thereof and the time by which such trains are likely to be stated?

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

(c) and (d) Double Stack Containers are already

running on the Pipavav-Kanakpura route since March, 2006. The speed limit of such trains is 75 Kmph.

Adherence to Time Schedule by Private Airlines

2246. SHRI M. ANJAN KUMAR YADAV:

SHRI V.K. THUMMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that certain private airline companies do not adhere to the time schedule announced by them;

(b) if so, whether these private aviation companies station their aircraft on the runways/airports;

(c) if so, whether any additional surcharge has been collected from any private airline company on this account;

(d) if so, the details thereof for the last two years and the provisions in this regard; and

(e) the corrective steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Generally, the scheduled private airlines are adhering to the time schedule. However, at times the flights are delayed due to weather, technical reasons, mandatory security checks, etc. some of which are beyond the control of the airlines.

(b) and (c) No aircraft is allowed to park on active runway, being used for landing and takeoff. All aircraft are parked at the airport on parking stands and parking and landing charges as normally applicable are collected from airlines.

(d) and (e) Not applicable in view of reply above.

*[English]***Theft in Patna Museum**

2247. SHRI NIKHIL KUMAR: Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware that several

priceless bronze statues have been stolen from the Patna museum recently;

(b) if so, the details thereof; and

(c) the steps taken by the Government to locate the missing statues and also to prevent recurrence of such incidents?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) As per reports received from the State Government, it was noticed on 26th September, 2006, when the Museum was opened for the public, that 18 bronze idols were missing. The stolen idols belonged to Pala period (between 9th to 12th century A.D.)

(c) The State Government of Bihar has handed over the case of theft in Patna Museum to the Central Bureau of Investigation on 27th September, 2006. In this connection three persons have been arrested and 17 idols, out of 18 stolen bronze idols, 2 from Kolkata and 15 from a village in Nalanda District, Bihar have been recovered. The State Government of Bihar has been asked to review and improve the security arrangement of all museums and monuments, which house priceless and rare antiques.

[Translation]

Budgetary Support

2248. SHRI HEMMAL MURMU:

SHRI RAJEN GOHAIN:

SHRI RAGURAJ SINGH SHAKYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have recently demanded additional budgetary support from the Union Government for completing its pending and on-going projects;

(b) if so, the details thereof; and

(c) the steps being taken by the Railways to complete its pending and on-going projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) yes, Sir. At the time of finalization of Budget, 2006-07, a requirement of

Rs. 2,092 crore was projected to the Ministry of Finance for the four National Projects. Ministry of Finance has so far provided Rs. 450 crore on this account, out of which an amount of Rs. 300 crore has been included in the Supplementary Demand for Grants of the Railways presented in December, 2006.

(c) A number of initiatives have been taken to complete the various pending and on-going projects on the Railways. These include entering into public-private-partnership, seeking participation of State Governments, funding of National Projects through additional budgetary support, seeking Defence Funding for various strategically important projects and non-budgetary initiatives like taking up various projects through Rail Vikas Nigam Ltd. for expeditious completion of on-going projects.

[English]

Bilateral Agreement with European Union

2249. SHRIMATI MANORAMA MADHAVRAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the European Union (EU) has proposed India for sharing unutilised share of bilateral agreement with member nations of the Union, with other member nations;

(b) if so, the details thereof;

(c) whether India has sought any modifications in the EU's proposal;

(d) if so, the details thereof; and

(e) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) The European Commission has proposed signing of a horizontal agreement, which inter alia, provides for designation of any community carrier by a Member-State in which it has an establishment. Three rounds of discussions have been held between India and EU delegations to discuss the horizontal agreement. Both sides have agreed to finalize a horizontal agreement on priority.

Asansol Railway Division

2250. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the precarious railway track conditions under Asansol Railway Division, Eastern Railway;

(b) if so, the details thereof; and

(c) the remedial measures proposed to be taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Track condition in Asansol Division is satisfactory.

(b) and (c) Do not arise.

Role in Global Oil and Gas Market

2251. SHRI ANADRAO VITHOBA ADSUL:

SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI RAVI PRAKASH VERMA:

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

(a) whether the United States has offered New Delhi a role in its efforts at framing a response to the volatility in the global oil and gas market, while pushing for up scaling the Government framework for cooperation in coal sector;

(b) if so, the facts thereof;

(c) the response of the Union Government thereto; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Department of Energy, United States of America (USA) has sought India's participation in the Committee on Global Oil and Gas constituted by National Petroleum Council to advise the Secretary of Energy, USA on oil and natural gas matters. While the primary focus is oil and natural gas, the study will also examine other

energy (e.g., coal, nuclear and alternative fuels) and environmental issues. The proposal is under consideration of the Government.

Besides the above, the Indo-US Coal Working Group is actively pursuing various areas of cooperative in the Coal Sector.

New Railway Lines

2252. SHRI A. SAI PRATHAP:

SHRI KRISHNA MURARI MOGHE:

SHRI SURAVARAM SUDHAKAR REDDY:

SHRI M. SHIVANNA:

SHRI KAILASH NATH SINGH YADAV:

SHRI LALIT MOHAN SUKLABAIDYA:

DR. M. JAGANNATH:

SHRIMATI SUMITRA MAHAJAN:

SHRI E.G. SUGAVANAM:

SHRI MOHD. TAHIR:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail lines laid during the last year and the current year so far;

(b) the details of rail lines which were sanctioned by the Railways but have not been laid so far, alongwith the reasons therefor;

(c) the expected time by which these are likely to be laid; and

(d) the details of the rail lines proposed to be laid during the current plan period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (d) The details of rail lines laid during the X Plan for 2002-03, 2003-04 and 2004-05 are available in the year Books. Rail lines which have been completed during 2005-06 are as under:

Section	Km.
Sanjauli-Bikramganj	12
Banka-Barahat	13

Section	Km.
Chandigarh-Morinda	45
Kolayat-Phalodi (Part)	45
Hassan-Sharavanbelagola	42
Bishrampur-Ambikapur	23

Sections likely to be completed during 2006-07 are as follows:—

Section	Km.
Bikramganj-Ara	56
Sakri-Biraul	36
Sitamarhi-Runisaidpur	30
Keonjhar-Tomka	98
Hathua-Bathua Bazar	22
Udhampur-Katra	25
Rajwianasher-Kakapore	37
Karimnagar-Jagityal	48
Kolayat-Phalodi (balance)	66
Gandhinagar-Kalol	10

(b) and (c) There are 93 projects of new line out of which 12 have been completed. Balance 81 projects of new rail lines are progressing as per availability of land and resources. The details of these lines are given in the enclosed Statement and will be completed in coming years as per availability of resources.

Statement

Details of ongoing new line projects are as follows:—

Sl.No.	Project	Kms
1.	Manoharabad-Kotapalli	148.9
2.	Vishnupuram-Janapahar	11

Sl.No.	Project	Kms
3.	Obulavaripalle-Krishnapatnam	113
4.	Jaggayapet-Mallacheruvu	19.1
5.	Kotipalli-Narsapur	57.21
6.	Macheria-Nalgonda	92
7.	Kakinada-Pithapuram	21.5
8.	Peddapally-Karimnagar-Nizamabad	177.49
9.	Nandyal-Yerraguntla	126
10.	Munirabad-Mehbubnagar	246
11.	Gadwal-Raichur	60
12.	Patna-Ganga bridge with linking lines between Patna and Hajipur	19
13.	Sakri-Hasanpur	76
14.	Khagaria-Kusheshwarsthan	42.3
15.	Fatua-Islampur Restoration and Sheikhpura to Neora via Daniawan	171.5
16.	Ara-Sasaram	98
17.	Muzaffarpur-Sitamarhi	64.5
18.	Munger-rail-cum-road Bridge on river Ganga	19.8
19.	Rajgir-Hisua-Tilaiya and Islampur-Natesar Material Modification	67
20.	Maharajganj-Masrakh	36.155
21.	Chhapra-Muzzafarpur	84.65
22.	Kosi Bridge	21.85
23.	Hajipur-Sagauli	148.3
24.	Deogarh-Sultanganj, Banka-Barahat and Banka-Bhitiah Road	151.28
25.	Koderma-Tilaiya	65
26.	Hathua-Bhatni	79.64

Sl.No.	Project	Kms
27.	Mandarhill-Rampurhat via Dumka	130
28.	Dallirajahara-Jagdalpur	235
29.	Gandhinagar-Adrej Moti-Kalol	20
30.	Rewari-Rohtak	81.26
31.	Jind-Sonipat	88.9
32.	Kalka-Parwanoo	7
33.	Nangal Dam-Talwara and Taking over siding of Mukerian Talwara	83.74
34.	Udhampur-Srinagar-Baramula	292
35.	Koderma-Ranchi	202
36.	Giridih-Koderma	102.5
37.	Deogarh-Dumka	72.25
38.	Kadur-Chickmagalur-Sakleshpur	93
39.	Hassan-Bangalore	166
40.	Gulbarga-Bidar	140
41.	Hubli-Ankola	167
42.	Kottur-Harihar via Harpanhalli	65
43.	Bangalore-Satyamanglam	260
44.	Tanur (Kuttipuram)-Guruvayoor	50.23
45.	Angamali-Sabarimala	146
46.	Amravati Narkher	138
47.	Purtamba-Shirdi	17.8
48.	Baramati-Lonad	54
49.	Ahmednagar-Beed-Parli Vaijnath	261.25
50.	Godhra-Indor and Dewas-Maksi	316
51.	Ramganjmandi-Bhopal	270
52.	Guna-Etawah	344

Sl.No.	Project	Kms
53.	Lalitpur-Satna and Rewa-Singrauli	541
54.	Bogibeel bridge with linking lines between Dibrugarh and North Bank line	73
55.	Harmuti-Itanagar	33
56.	Dudhnoi-Depa	15.5
57.	New Maynaguri-Jogighopa	257
58.	Jiribam-Imphal Road (Tupul)	97.9
59.	Kumarghat-Agartala	109
60.	Angul-Sukinda Road	98.76
61.	Talcher-Bimlagarh	154
62.	Daitari-Banspani	155
63.	Lanjigarh Road-Junagarh	56
64.	Khurda Road-Bolangir	289
65.	Haridaspur-Paradeep	82
66.	Tarantaran-Goindwal	21
67.	Chandigarh-Ludhiana	112
68.	Beas-Dera Baba Jaimal Singh	5
69.	Abohar-Fazilka	42.72
70.	Kolayat-Phalodi	111.39
71.	Ajmer-Pushkar	31.4
72.	Dausa-Gangapur City	92.67
73.	Karur-Salem	85
74.	Etawah-Mainpuri	60
75.	Rampur-Lalkuan-Kathgodam ROB in National Highway	0
76.	Agra-Etawah via Fatehabad and Bah	114.1
77.	Kichha-Khatima	51.5
78.	Howrah-Amta	73.7

Sl.No.	Project	Kms
79.	Tarakeshwar-Bishnupur with Ext upto Kumarkundu Bypass connecting Howrah-Bardhaman Chord	85
80.	Eklakhi-Balurghat and Gazol-Itahar	113.11
81.	Azimganj (Nasipur)-Jiyaganj up to the Ghat	6.6

**Certificate of International
Standard to Airports**

2253. SHRIMATI P. SATHEEDEVI:
SHRI KULDEEP BISHNOI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of airports in the country which have certificate of international standard;

(b) whether the Government has any plan to upgrade the airports which do not have such certificate/licence;

(c) if so, the details thereof; and

(d) the steps taken by the Government to ensure that all the airports in the country meet the safety standards set up by the International Civil Aviation Organisation (ICAO)?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Directorate General of Civil Aviation (DGCA) has issued license in conformity with International Civil Aviation Organisation (ICAO) requirement to Indira Gandhi International Airport Delhi, Chhatrapati Shivaji International Airport Mumbai, Cochin International Airport Limited (CIAL), Cochin in the country, which are being used for International Air Transport Services.

(b) The process of licensing of other civil airports operating international flights is in progress.

(c) As part of the licensing process, Chennai, Kolkata, Trivandrum, Jaipur, Varanasi, Lucknow, Ahmedabad, Calicut, Coimbatore and Hyderabad used for International Air Transport Services have already been inspected and

the license will be issued for these airports after necessary corrective action on some of the shortcomings as detected during the inspection is taken by the airport operator, Airports Authority of India for above airports.

(d) The Government has already incorporated the requirement in the Aircraft Rules, 1937 for licensing of aerodromes used for scheduled flight operations. During the process of licensing DGCA ensures that the aerodromes meet the safety standards as required in the ICAO documents.

[Translation]

**Take Off and Landing of Planes
Simultaneously on Airstrips**

2254. SHRI PARAS NATH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether national and international aeroplanes take off and land on the airstrips simultaneously in several advanced countries of the world;

(b) if so, whether the Union Government also proposes to make such arrangements for simultaneous take off and landing of planes on airstrips at Mumbai and Delhi airports;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

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

(c) The procedures for simultaneous use of both runways have been worked out and are in use during peak traffic period at Delhi and Mumbai airports.

(d) Does not arise.

Jamshedpur Airport

2255. SHRI SUNIL KUMAR MAHATO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to expand Jamshedpur airport;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) Jamshedpur airport belongs to Tata Iron and Steel Company (TISCO) and no scheduled airline operator has shown firm commitment to operate through this airport. Therefore, Airports Authority of India (AAI) has no plan to upgrade infrastructure facilities at this airport. However, AAI is presently providing enroute navigational facilities like Doppler Very High Omni Range (DVOR) and Distance Measuring Equipment (DME) at this airport.

**Development of Khajuraho,
Sanchi and Orchha**

2256. SHRI KRISHNA MURARI MOGHE: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Madhya Pradesh for connecting three historical places Khajuraho, Sanchi and Orchha and considering the work as mega projects; and

(b) if so, the details thereof and the action taken thereon?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) No project proposal for connecting three historical places Khajuraho, Sanchi and Orchha has been received from the State Government of Madhya Pradesh for development as mega project during the current financial year. However, the Ministry of Tourism has sanctioned projects worth Rs. 3037.39 lakh during 2005-06 for integrated development of tourism in the State of Madhya Pradesh which included the following Circuits:

- (1) Integrated development of tourist circuit on the sector Gwalior-Orchha-Khajuraho for Rs. 461.09 lakh.
- (2) Integrated development of tourism circuit on Sanchi-Bhopal-Bhopal-Bhimbetka-Pachmarhi for Rs. 715.45 lakh.

[English]

Royalty Paid by ONGC

2257. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

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

(a) whether the royalty given by the Oil and Natural Gas Corporation to the Government is based on the actual international price of crude oil;

(b) if so, the amount of royalty paid by the ONGC in the last year and this year;

(c) whether the ONGC had to sell its crude oil at a lower price to meet the stringent royalty condition;

(d) if so, whether the Government proposes to review its stand; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):

(a) ONGC has informed that royalty paid by them to the Government on crude sale price is linked to international price. However, subsidy discount is adjusted for payment of royalty in respect of offshore crude.

(b) The amount of Royalty paid on crude oil by ONGC during the last two years is as under:

	(Rs. in crore)	
	2005-06	2004-05
Central Government	1774.92	1795.77
State Governments	2182.14	1499.18
Total	3957.06	3294.95

(c) No, Sir. ONGC is not selling its crude oil at a lower price to meet the stringent royalty conditions. However, as the entire hike in the international oil prices is not passed on to the consumers, the upstream companies, including ONGC, subsidize the downstream companies by giving a subsidy by way of discount on crude oil.

(d) and (e) Do not apply.

[Translation]

Draft on Security at Airports

2258. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has prepared any legal draft for the security of airports in the country;

(b) if so, the details thereof;

(c) whether any survey has been conducted for security arrangement at various airports;

(d) if so, the details thereof; and

(e) the time by which the proposed laws are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government was earlier contemplating to have a separate Civil Aviation Security Act for the security of airports in the country. However, after detailed examination it has been decided that the amendment of Aircraft Act 1934 would be adequate to provide statutory legal framework for Civil Aviation Security. Hence a separate Civil Aviation Security Act is not required.

(c) and (d) Security Survey is carried out for security arrangements at various airports by Bureau of Civil Aviation Security (BCAS) to determine security needs at the airports and to recommend protective measures as per the National Civil Aviation Security Programme. Before commissioning a new airport or operationalising a non-operational airport, Joint security survey by the representatives of BCAS, Airport Operator, Directorate General of Civil Aviation (DGCA), concerned airlines and In-charge Airport Security Unit, is carried out to ensure that the security arrangements are in place before such airport is commissioned.

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

[English]

Promotion of Indian Culture

2259. SHRI RAYAPATI SAMBASIVA RAO:

SHRI BALASHOWRY VALLABHANENI:

SHRI TUKARAM GANGADHAR GADAKH:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the programmes which have been drawn up during the last two years and proposed to be undertaken during the current year to spread Indian culture in the country and abroad;

(b) the outcome as a result of implementation of these programmes; and

(c) the amount spent thereon during the above period?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Dissemination of Indian Culture is one of the functions assigned to the Ministry of Culture. In the last two years, the Ministry organized special events on Indian Culture in Bhutan, Russia and Germany. Besides major exhibitions on Indian Culture were held in Korea, Australia, United Kingdom and United States of America etc. A major exhibition titled Tejus is on show at Brussels and an exhibition of Chola Bronzes is going on in London. Several art exhibitions were held under the cultural exchange programmes in countries like South Africa, Sri Lanka, Cyprus, Germany and Mongolia. A major cultural programme was staged at Frankfurt in connection with Frankfurt Book Fair 2006. A major exhibition on Amrita Shergil is on show at Munich. An exhibition of ancient treasures of India is due to be mounted in December, 2006 in China.

(b) As a result of these events, the awareness of Indian Cultural richness and antiquity has improved in the world. The great interest in modern Indian art and Indian Cultural programmes is an outcome of these promotions.

(c) The amount spent on exhibitions and cultural events during the above period is approximately rupees 41 crores.

Requirement of Hotel Rooms

2260. SHRI J.M. AARON RASHID:

SHRI DUSHYANT SINGH:

SHRI MOHAN SINGH:

SHRI SUGRIB SINGH:

Will the Minister of TOURISM be pleased to state:

(a) the tourists expected to arrive during the 2010 Commonwealth Games in India;

(b) whether the Government has made assessment about the requirement of hotel rooms in Delhi during the games;

(c) if so, the details thereof;

(d) whether the Government has chalked out any action plan to meet the demand of hotel rooms;

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

(f) the effective steps taken by the Government to implement the action plan?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Ministry of Tourism is expecting a growth of 12-15% per annum till 2010.

(b) and (c) The Ministry of tourism has assessed that a total of 30,000 hotel rooms would be required in the NCR of Delhi to accommodate the tourists and visitors to the Commonwealth Games 2010.

(d) to (f) Ministry of Tourism has been in regular touch with the various land owning agencies like DDA, L and DO, Government of Haryana, Government of Uttar Pradesh, Indian Railways, Airport Authority of India etc. for allocating more sites for hotels and also for adopting annual rental payment in place of outright auction of plots to promote budget hotels. Ministry of Tourism has also requested these agencies to consider higher FAR for hotels, allowing land use change etc. so that private entrepreneurs owning land are also allowed to build hotels. Ministry of Tourism has also introduced a scheme of "Incredible India Bed and Breakfast" under which residents, who have vacant rooms can offer these for use of tourists.

Facilities to Railway Employees to Visit Islands

2261. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of Central Government servants are availing the LTC facility for their travel to

anywhere in India including that of Union Territories of Andaman and Nicobar Islands and Lakshadweep;

(b) if so, whether the Railway servants are not allowed/ permitted to avail the pass facility to travel to these Islands;

(c) if so, the reasons therefor; and

(d) the remedial measures proposed to be taken by the Railways in this regard?

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

(b) Railway employees are not governed by LTC Rules. They are governed by Railway Servants (Pass) Rules, 1986 which provide for Privilege Passes. Pass facility permit a Railway employee to undertake journeys on Indian Railway network only.

(c) Facility of LTC in respect of Central Government Servants and Privilege Passes for Railway employees are different and incomparable.

(d) No such proposal is under consideration at present.

Global Automotive Research Centre at Chennai

2262. SHRI M. SHIVANNA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether there was a proposal to set up Global automotive Research Centre (GARC) at Oragadan near Chennai;

(b) if so, the details thereof; and

(c) the present status of the above proposal?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) Yes Sir.

(b) and (c) The Government has approved the National Automotive Testing and R and D Infrastructure

Project (NATRIP) in July, 2005. This project includes setting up of a full fledged testing and homologation centre for the southern hub, which will be established at Oragadam near Chennai as the Global Automotive Research Centre (GARC) at a cost of about Rs. 470 crores. The foundation stone for the centre has been laid on 4th November 2006, by the Hon'ble Prime Minister of India.

Marketing of LPG by ONGC and GAIL

2263. SHRI N.S.V. CHITTHAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to allow Oil and Natural Gas Corporation and GAIL (India) Limited to market domestic Liquefied Petroleum Gas (LPG) to increase penetration of the clean cooking fuel to 75 per cent of the population;

(b) if so, the details thereof; and

(c) the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):

(a) to (c) The Government had, in February, 2005 granted authorization for marketing of indigenously produced LPG to Oil and Natural Gas Corporation (ONGC) and GAIL India Limited (GAIL), subject to certain terms and conditions. The terms and conditions of this authorization were further modified in August, 2005.

At present, a large proportion of available LPG is supplied as subsidized domestic LPG in the country. In 2005-06, about 94.7% of total available LPG was marketed as subsidized LPG. Subsidized LPG is marketed by the oil marketing companies (OMCs), namely Indian Oil Corporation Ltd. (IOC), Bharat Petroleum Corporation Ltd. (BPC) and Hindustan Petroleum Corporation Ltd. (HPC). In addition to the Government subsidy, the oil companies share the burden of subsidizing this product. The new entrants wanted to market commercial/industrial LPG and also wanted subsidy on domestic LPG.

The operational issues related to LPG marketing by

new entrants were examined, and considering, inter-alia, the present mechanism of meeting the subsidy on domestic LPG, which constitutes a major proportion of the total LPG marketed in the country, it has been decided not to expand the list of companies marketing LPG for the present.

Merger of Tourism Schemes

2264. SHRI SARBANANDA SONOWAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has approved merger of the Integrated Development of tourists circuits scheme and the product/infrastructure and destination development scheme;

(b) if so, the details thereof;

(c) whether the contribution of the Union Government has been raised under the above scheme;

(d) if so, the details thereof; and

(e) the allocation made for development of tourism for 2006-07, State-wise?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) to (d) For improvement of existing tourism products and developing new tourism products to world standard, the central financial assistance to implementing agencies has been enhanced to Rs. 25.00 crore for destination development and Rs. 50.00 crore for circuit development for identified major destinations and circuits, based on tourist traffic. It has also been decided that the existing ceiling of central financial assistance to States/UTs, amounting to Rs. 5.00 crore and Rs. 8.00 crore for development of other destinations and circuits respectively, would continue for other projects.

(e) The total allocation made for development of tourism during the year 2006-07 is Rs. 830 crore. The financial assistance sanctioned to various States/UTs for development of tourism infrastructure during the year 2006-07 as on date is given in the enclosed Statement.

Statement**State-wise Tourism Projects Sanctioned during the year 2006-07 of Tenth Five Year Plan**

(Rs. in Lakhs)

Sl.No.	State/UT	2006-07 (as in lakhs)		
		No. of Project sanctioned	Amount Sancd. sanctioned	Amount Released
1	2	3	4	5
1.	Andhra Pradesh	1	468.63	337.90
2.	Assam	1	454.28	363.42
3.	Arunachal Pradesh	8	893.40	714.73
4.	Bihar	0	0	0
5.	Chhattisgarh	9	946.38	757.10
6.	Goa	0	0	0
7.	Gujarat	5	347.73	278.18
8.	Haryana	3	25.00	20.00
9.	Himachal Pradesh	4	285.00	228.00
10.	Jammu and Kashmir	15	3292.73	2143.20
11.	Jharkhand	0	0	0
12.	Karnataka	2	721.86	600.20
13.	Kerala	6	466.39	373.11
14.	Madhya Pradesh	4	1568.10	1254.40
15.	Maharashtra	7	580.38	465.28
16.	Manipur	5	788.29	526.64
17.	Meghalaya	2	15.00	12.00
18.	Mizoram	1	5.00	4.00
19.	Nagaland	5	468.94	375.17
20.	Orissa	9	527.12	421.70

1	2	3	4	5
21.	Punjab	6	864.45	691.56
22.	Rajasthan	7	638.39	510.70
23.	Sikkim	1	5.00	4.00
24.	Tamil Nadu	9	1316.61	1056.03
25.	Tripura	1	4.15	3.32
26.	Uttaranchal	6	528.99	428.19
27.	Uttar Pradesh	6	2883.43	2306.74
28.	West Bengal	4	952.36	757.38
29.	Andaman and Nicobar Islands	0	0	0
30.	Chandigarh	0	0	0
31.	Dadar and Nagar Haveli	0	0	0
32.	Delhi	3	20.00	17.00
33.	Daman and Diu	0	0	0
34.	Lakshadweep	0	0	0
35.	Pondicherry	0	0	0
Total		130	19067.61	14649.95

Note: This includes the projects relating to Circuits, Destinations, Large Revenue Generating Projects, Rural Tourism (Software and Hardware) Projects, IT, Event, Fair and Festivals Projects.

**Changes in Model of Developing
Defence Products**

2265. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is considering substantial changes in the existing model of developing advanced defence products;

(b) if so, the details thereof;

(c) whether the Government is also considering greater involvement of stakeholders by sharing project expenditure and management; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Yes, Sir. As per the "MAKE" category of Defence Procurement Procedure (DPP)-2006, indigenous development will be handled as:

- (i) All Strategic, Complex and Security Sensitive system will be handled by the DRDO.
- (ii) High Technology Complex Systems and upgrades will be undertaken by Ordnance Factory Boards (OFBs)/Defence Public Sector Undertakings (DPSUs)/Industries registered with Ministry of Defence and having licence for

manufacture of Defence products. The indigenous content in these systems shall be minimum 30%.

- (iii) Low Technology Mature System directly by Indian Industries. The indigenous content in these systems shall be minimum 50%.

(c) and (d) Yes, Sir. In case where the system configuration is complex, development lead time is relatively long, technological risks are substantial, development cost would be shared with developing agencies in the ratio of 80% (Ministry of Defence) and 20% (Industry).

Status of Classical Languages to Kannada and Telugu

2266. SHRI SURAVARAM SUDHAKAR REDDY:
SHRI G. KARUNAKARA REDDY:

Will the Minister of CULTURE be pleased to state:

(a) whether the Committee of Linguistic Experts has examined the representations regarding declaration of Kannada as classical language;

(b) if so, the details thereof;

(c) the decision taken by the Government thereon;

(d) if not, the reasons for the delay and the time by which the Committee is likely to submit its report;

(e) whether the Government has also received any proposal to declare Telugu language as a classical language; and

(f) if so, the details thereof and action taken thereon?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) and (c) Does not arise.

(d) The meeting of the Committee of Linguistic Experts will be held shortly.

(e) Yes, Sir.

(f) Government of Andhra Pradesh and several other organizations have made representations to declare Telugu as a classical language. The requests were forwarded to

the Sahitya Akademi for the consideration of the Committee of Linguistic Experts.

Documentation of Monuments in Karnataka

2267. SHRI D.V. SADANAND GOWDA: Will the Minister of CULTURE be pleased to state:

(a) whether the State Government of Karnataka has submitted a proposal for documentation of unprotected and unsung monuments scattered throughout the State to the Union Government;

(b) if so, the details thereof;

(c) the details of financial assistance sought from the Union Government; and

(d) the time by which the amount is likely to be released?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes Sir. The objective of the proposal was to undertake the documentation of about 25,000 to 30,000 unprotected monuments scattered throughout the State of Karnataka, and to prepare a comprehensive illustrative directory as a part of the Golden Jubilee of unified Karnataka Celebration. The estimated cost of the project was Rs. 200 lakhs.

(c) The details of financial assistance sought are as below:

1. Collection of data and digital documentation of monuments	R. 40 lakhs
2. Consolidation of information, formatting the book and CD	Rs. 10 lakhs
3. Publication of comprehensive directory	Rs. 50 lakhs
Total	Rs. 100 lakhs

(d) It has been intimated that the Archaeological Survey of India is launching a National Mission on Monuments and Antiquities and that the Mission would prepare an inventory of all unprotected monuments and antiquities of the country.

**Augmentation of Railway
Force in Karnataka**

2268. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Karnataka had urged the Railways to augment the strength of Railway Force in the State;

(b) if so, the details thereof;

(c) whether the Government of Karnataka has also requested to the Railways to expedite their approval for sharing the expenditure on the additional posts proposed for augmentation; and

(d) if so, the response of the Railways thereto?

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

(b) The Government of Karnataka has sent a proposal to create the following posts.

1. Superintendent of Police	01
2. Police Sub-Inspector (Reserve)	01
3. Assistant Sub-Inspector	02
4. head Constables	44
5. Constables	220
6. Women Head Constables	07
7. Women Constables	13
Total	288

(c) Yes, Sir. However, the Karnataka Government has not yet replied to the queries raised by South Western Railway and unless these queries are clearly replied, it will not be possible for the Railway to process the proposal for further action.

(d) The South Westren Railway have issued reminders to the Government of Karnataka seeking their response to the pending replies.

[Translation]

Definition of Minority Community

2269. DR. RAJESH MISHRA:

SHRI AVTAR SINGH BHADANA:

SHRI HANSRAJ G. AHIR:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has laid down any definition for minority community;

(b) if so, whether determination of minorities is done in accordance with the situation in the respective States;

(c) if so, the details thereof;

(d) whether people belonging to minority communities in the States like Kerala and Jammu and Kashmir have been accorded the status of minority officially;

(e) if not, the reasons therefor; and

(f) the steps taken/proposed to be taken to ensure that the facilities available to minorities are actually extended to them in all the States?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (e) Section 2(c) of the National Commission for Minorities (NCM) Act, 1992, defines "minority", for the purposes of this Act, means a community notified as such by the Central Government'. Accordingly, Government of India have notified five religious communities viz. Muslims, Christians, Sikhs, Buddhists and Zoroastrians (Parsis) as minority communities at national level.

State Governments of Chhattisgarh, Maharashtra, Madhya Pradesh, Uttar Pradesh and Uttaranchal have notified Jains as a Minority community in accordance with the provisions of their respective State Minorities Commission Acts.

As per section 1(2) of the National Commission Minorities (NCM) Act, 1992, the act extends to the whole of India except the State of Jammu and Kashmir.

(f) The Prime Minister's New 15-Point Programme for the Welfare of Minorities is a major step in this direction.

[English]

**Upgradation of Chennai and
Kolkata Airports**

2270. SHRI SUNIL KHAN:

SHRI S.K. KHARVENTHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to upgrade Chennai and Kolkata airports;

(b) if so, the details thereof;

(c) the present status of both the airports at present alongwith the time by which the work is likely to be started and completed at these airports;

(d) whether there is also any proposal to build second Greenfield Airport at Chennai and Kolkata;

(e) if so, the details thereof; and

(f) the time by which the decision is likely to be taken in the matter?

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

(b) and (c) Government has initiated discussion on the issues relating to modernization and expansion of Kolkata and Chennai airports with all the stakeholders including the State Governments and to forge a consensus on the modalities to be adopted.

(d) No, Sir.

(e) and (f) Do not arise.

[Translation]

Educational Facilities to SCs

2271. SHRI SHRIPAD YESSO NAIK:

PROF. VIJAY KUMAR MALHOTRA:

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

(a) whether the Government is drafting any special scheme to provide better education to Scheduled Castes (SCs) across the country;

(b) if so, the details thereof;

(c) whether the Government has held any discussion in this regard with various State Governments;

(d) if so, the details and outcome thereof; and

(e) the proposed share of the Union Government and State Governments for the said scheme?

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

(b) Name of the schemes are as under:

1. Scholarship Scheme of Top Class Education for Scheduled Caste Students.
2. Public School Education for Scheduled Caste Students.
3. Establishment of Residential School for Scheduled Caste Students.
4. Special Scheme of Navodaya Vidyalayas to provide better education to Scheduled Caste students.

(c) to (e) The details have not been finalized.

Renaming of Jodhpur Airport

2272. SHRI JASWANT SINGH BISHNOI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Rajasthan for renaming the Jodhpur Civil Airport;

(b) if so, the details thereof; and

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

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

Sir. With reference to a Parliament Assurance made in Unstarred Question No. 3409 dated 20-08-2004, the views of State Government were received in favour of renaming the airport. The existing policy regarding renaming of airports, is generally to retain the name of cities for domestic airports, since passengers and visitors in general and foreign tourists in particular who may not be familiar with the local history, find it easier to identify the airport when it is named after the city, which it serves.

[English]

Facilities in AC 3 Tier Compartments

2273. DR. M. JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce a better designed and passenger friendly AC 3 tier coaches with increased capacity of passenger;

(b) if so, the details thereof; and

(c) the steps being taken/proposed to be taken to provide more facilities in AC 3 tier compartments?

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

(b) and (c) Indian Railways have always endeavored to improve upon the passenger coaches to make them as passenger friendly as possible. Design changes towards this objective is a continuous process.

Arising out of a transfer of technology from M/s ALSTOM, Indian Railways have started manufacturing state of the art Air Conditioned coaches including Air Conditioned 3 Tier sleeper coaches to Linke Hoffman Busch (LHB) design. These are presently running in a number of Shatabdi and Rajdhani Express services. These coaches have aesthetically pleasing interiors, and higher passenger carrying capacity.

Newly introduced Air Conditioned 3 tier coaches for "Garib Rath" Express Trains have also been designed with a higher passenger carrying capacity of 75 persons as against 64 berths in the conventional Air Conditioned 3 tier coaches being run on Railways until now.

Two rakes of such coaches have already been manufactured at Rail Coach Factory (RCF), Kapurthala/ Integral Coach Factory (ICF), Chennai. All passenger amenity items viz., Snack Tables, Bottle holders, Mirrors, Magazine holders, improved illumination using Compact Fluorescent Light (CFL), Mobile charging sockets etc. have been provided and comfort of passengers taken due care of in these coaches.

Furthermore, by increasing the overall height of the coach shell, a new Air Conditioned 3 Tier coach design and layout is presently under consideration of the Ministry of Railways wherein the passenger carrying capacity is expected to be further enhanced to 81 passengers per coach.

Oil and Gas Exploration Projects

2274. SHRI G.M. SIDDESWARA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of ongoing petroleum and natural gas exploration projects in the country, State-wise;

(b) the details of sites where oil/gas has been struck afresh;

(c) the target fixed for production of oil and gas during the Tenth Plan Period; and

(d) the extent to which the target has been achieved so far as on date?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL):

(a) Ongoing petroleum and natural gas exploration projects by Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) and Private/Joint Venture (JV) companies are in the States of Andhra Pradesh, Assam, Arunachal Pradesh, Bihar, Gujarat, Himachal Pradesh, Madhya Pradesh, Maharashtra, Mizoram, Nagaland, Orissa, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh and Uttaranchal. The details of exploratory inputs expended by ONGC, Oil and Private/JV Companies in 2006-07 (upto September, 2006) are as under:

State	Seismic survey 2D GLKM	Seismic survey 3D SQKM	Exploratory wells drilled
Andhra Pradesh	479.42	318.19	7
Assam	381.13	362.18	7
Gujarat	981.83	366.70	21
Himachal Pradesh	90.05	—	—
Madhya Pradesh	166.80	—	—
Rajasthan	5.58	895.76	12
Tamil Nadu	—	932.79	7
Tripura	—	56.02	1

(b) In the onland areas, during the year 2006-07, ONGC has made two new discoveries of gas viz. Delobi in Gujarat and Adichapuram in Tamil Nadu; OIL has made one discovery in Santi area and two discoveries in Baghjan areas in Tinsukia district in Upper Assam; Private/JV companies have also made oil and gas discoveries in the States of Rajasthan and Gujarat.

(c) and (d) Targets/projections and achievements for production of oil and gas during 10th Plan period in respect of ONGC, OIL and Private/JV companies are as under:—

	Target (2002-07)	Achievement upto setp., 2006
Crude oil production in Million Metric Tonnes (MMT)	169.386	154.05
Natural gas production in Billion Cubic Metres (BCM)	177.480	135.367

Aviation Facilities at Pune Airport

2275. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that there are very few connecting flights from Pune;

(b) if so, whether the Government has any plan for providing national and international air connectivity to Pune;

(c) if so, the details thereof;

(d) if not, the reasons therefore; and

(e) the steps taken/proposed to be taken by the Government to upgrade the Pune Airport at the earliest?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) There are 331 domestic flights and 10 international flights per week that operate through Pune airport. International flights are operated by Air India and Indian airlines. The Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government.

(e) To upgrade the Pune Airport, the existing building is being expanded and modified at a cost of Rs. 14.56 crores for handling limited international operations and the existing apron with 8 Nos. parking stands is being expended with a new taxi track at a total cost of Rs. 16.31 crores.

**Recommendations of Rangarajan
Committee Report**

2276. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has examined all the recommendations made by the Dr. Rangarajan Committee;

(b) if so, the details thereof;

(c) the details of the recommendations accepted and implemented by the Government;

(d) the details of the recommendations which have not been accepted by the Government along with the reasons therefor; and

(e) if not, the present status of the Committee report?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) In order to formulate a long-term pricing policy, the government had 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 pricing and taxation of petroleum products. The Committee submitted its report on 17-2-2006. The recommendations made in this report can be divided broadly into three groups as under:—

1. on pricing of petrol and diesel:

(i) Shift to a trade parity pricing formula for determining refinery gate as well as retail prices; (ii) Government to keep at arms length from price determination and to allow flexibility to oil companies to fix the retail price under the proposed formula; and (iii) Reduce effective protection by lowering the customs duty on petrol and diesel to 7.5%.

2. On pricing of domestic LPG and PDS kerosene:

(i) Restrict subsidized kerosene to BPL families only; (ii) Raise the price of domestic LPG by Rs. 75/cylinder; (iii) Discontinue the practice of asking upstream companies to provide upstream assistance, but instead collect their contribution by raising the OIBD cess from the present level of Rs. 1,800/MT to Rs. 4,800/MT; and (iv) Government meeting the balance cost of subsidy from the budget.

3. On restructuring excise duties:

Shift from the present mix of specific and ad-valorem to a pure specific levy and calibrating the levies at Rs. 5.00/litre of diesel and Rs. 14.75/litre of petrol.

The Committee has recommended that each of the first two sets of recommendations should be implemented as integrated packages.

The Government has accepted the following recommendations of Dr. Rangarajan Committee report:

- (i) Implementation of principle of trade parity with reduction in customs duty on petrol and diesel from 10% to 7.5%.
- (ii) Permitting autonomous adjustment in prices of sensitive petroleum products by Oil Marketing Companies (OMCs) without prior consultation with the Government once every month.
- (iii) Restricting 'in principle' subsidy on PDS Kerosene to BPL families only.

The pricing of petrol and diesel was changed from import parity to trade parity basis (weighted average of import and export parity price in the ratio of 80:20) The custom duty on petrol and diesel was reduced to 7.5% from 10% with effect from 16-6-06, reducing the protection of the refineries further. Thus, Government have accepted the major recommendations of Rangarajan Committee.

Railway Projects

2277. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some of railway projects have been declared as National Projects;

(b) if so, the details thereof;

(c) the funds allocated for these projects;

(d) whether any time frame has been fixed for completion of these projects; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Details of National Projects including their time schedule of completion is as under:—

(Rs. in crore)

Sl. No.	Name of Project	Anticipated cost	Expenditure upto March, 2006	Outlay for 2006-07 from Railway's Normal Budgetary Support	Additional funds for 2006-07 from Ministry of Finance	Target for completion
1.	Udhampur-Srinagar-Baramulla New Line	8,000	2,986	—	1700	(i) Udhampur-Katra and Rajwansher-Kakapore of Qazigund-Baramulla—2006-07 (ii) Balance of Qazigund-Baramulla—2007-08 (iii) Katra-Qazigund—2009-10
2.	Kumarghat-Agartala New Line	879.99	476.53	100	76	Targeted by March, 2007 but now expected by Dec., 2007
3.	Jiribam-Imphal Road (Tupul) New Line	727.56	2.57	15	70	March, 2010
4.	Lumding-Silchar including alignment between Migrendisa-Ditockchera and extension from Badarpur to Bariagram Gauge Conversion	1496.42	512.96	115	246	March, 2009

Apart from the above, Dimapur-Kohima and Azra-Byrnihat new line projects have been included in the Supplementary Demand for Grants 2006-07 presented in the Parliament on 04-12-2006.

Electricity from Wind Generators

2278. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has planned to produce electricity from wind generators in various States;

(b) if so, the details thereof;

(c) whether this method is cost effective in comparison with captive diesel or gas fired generators which are also proved to be pollutant;

(d) if so, the comparative details thereof; and

(e) the steps taken by the Government to generate more electricity through wind generators?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):

(a) and (b) Yes Sir. Oil and Natural Gas Corporation Limited (ONGC) has reported that they plan to develop two power projects of 50 MW capacity, one each in Gujarat and Karnataka during the period 2007-08.

(c) and (d) Wind generators are comparable to gas fired generators but are cost effective in comparison to diesel fired generators. The details are as follows:—

Source	Estimated cost per Unit (Kwh) Rs.
Wind	2.25—2.75
Diesel	5.50—7.00
Gas	2.40—2.70

(e) The Government is encouraging setting up of wind power projects in the country by providing concessional import duty on certain components of wind electric generator, excise duty exemption, ten years' tax holiday on income generated from wind power projects, benefit of accelerated depreciation, loan from Indian Renewable Energy Development Agencies (IREDA) and

other financial institutions, policies in the states for grid connection and sale of electricity generated, technical support by the Centre for Wind Energy Technology (C-WET) and detailed wind resource assessment to identify further potential sites.

Loan to Minorities by NMDFC

2279. SHRI TUKARAM GANGADHAR GADAKH: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether complaints have been received from various States regarding non-granting of loans to poor minorities by the National Minorities Development and Finance Corporation (NMDFC) on one pretext or another;

(b) if so, the details thereof; and

(c) the remedial measures taken by the Government in this regard?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) A major portion of the funds provided by the National Minorities Development and Finance Corporation (NMDFC) is routed through State Channelising Agencies. NMDFC has not received any such complaint from any State.

(b) and (c) In view of the above, the questions do not arise.

Inventory of Raw Material

2280. SHRI RAGHUNATH JHA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the inventory of raw material in stock of PSUs has been found to be more than annual consumption blocking substantial funds in working capital;

(b) if so, the number of PSUs in which the inventory has been found to be more than annual consumption; and

(c) the reaction of the Government thereto?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SANTOSH MOHAN DEV): (a) to (c) As per available information as on 31-3-2005,

out of 227 operating Central Public Sector Enterprises (CPSEs), there were only 6 CPSEs which were having inventory or raw material at the end of the financial year more than their annual consumption. Out of these 6 CPSEs, 4 CPSEs are consistently profit making and because of their nature of operations/activities these CPSEs, at times, may require to hold more inventory. Other 2 CPSEs are loss making and utilizing very minimum capacity and already referred to Board for Reconstruction of Public Sector Enterprises (BRPSE) for their advice on revival/restructuring.

Rail Overbridges in Rajasthan

2281. SHRI SUBHASH MAHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Rail Over Bridges pending sanction in Rajasthan;

(b) the time by which these are likely to be sanctioned and funds released; and

(c) the estimated number of unmanned railway crossings in Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A Statement is attached.

(c) 1600 excluding 345 nos. 'D' Class cattle crossings.

Statement

(a) The following proposals of Road Over Bridge works have been received from the State Government for sanction.

1. Road Over Bridge (ROB) in lieu of Level Crossing (LC) No. 252, Km. 1222/8-10 at Dhaurmul-Jaghina.
2. ROB in lieu of LC No. 180, Km. 1096/8-10 at Gangapur City-Chhoti Odai.
3. ROB in lieu of LC No. 82, Km. 849/14-15 Ramganj Mandi-Morak.
4. ROB in lieu of LC No. 106, Km. 913/18-20 at Kota Junction, South Cabin-Dakanya Talav.

5. ROB in lieu of LC No. 463 Km. 1292/20-22 on Jhansi-Agra Cantt. Section.

6. ROB in lieu of LC No. 134-B, Km. 601/7-8 near Abu Road.

7. ROB in lieu of LC No. 28, Km. 266/8-9 near Kishangarh.

8. ROB in lieu of LC No. 181, Km. 179/690 near Dausa.

9. ROB in lieu of LC No. 138, Km. 321/12-13 near Bikaner.

10. ROB in lieu of LC No. 5A/2E, Km. 306/8-9 on Ajmer-Palanpur Section.

11. ROB in lieu of LC No. 63/C, Km. 120/8-9 on Ajmer-Chittorgarh Section.

(b) Road over bridges in lieu of L.C. No. 134-B near Abu road, Km. 28 near Kishangarh and LC No. 181 near Dausa are being considered for inclusion in the Supplementary Demands for Grant December 2006-07, proposals for L.C. No. 252 on Dhaurmul—Jaghina section, L.C. No. 180 on Gangapur City-Chhoti Odai and on L.C. No. 463 on Jhansi-Agra Cantt. Section are being examined for inclusion in the ensuing Works Programme of 2007-08. Remaining 5 proposals will be considered next year.

Leasing of Aircraft by Private Airlines

2282. SHRI E. PONNUSWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many private airlines have taken aircraft on lease from national and international airlines companies;

(b) if so, whether the Government has issued any guidelines on leasing of aircraft by the private airlines; and

(c) if so, the details thereof?

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

(b) and (c) As per the guidelines for foreign equity participation in the domestic air transport sector as

contained in Para 6 of the Aeronautical Information Circular No. 9 of 2005, "any foreign financial institution/entity which seeks to make investment in the domestic air transport sector shall not be a subsidiary of a foreign airlines. However, the air transport operators may be permitted to import aircraft on dry lease from foreign airlines. Wet leasing of an aircraft may also be allowed from any source subject to the fulfillment of the guidelines issued by the Government."

Strength of Rashtriya Rifles

2283. SHRI M. RAJA MOHAN REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has taken any steps to augment the strength of Rashtriya Rifles to counter insurgents and check infiltration across the border in Jammu and Kashmir; and

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

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) The strength of the Rashtriya Rifles was enhanced from 36 battalions to 63 battalions in a phased manner during the period 2001-2005.

MIG-21

2284. SHRI REWATI RAMAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) the number of MiGs destroyed during the last five years;

(b) whether the National Aeronautical Laboratory has revealed that MiG-21 can now fly an additional 1000 hours or effectively for another 10 years;

(c) if so, the details thereof;

(d) whether the Government proposes to go in for second opinion on this revelation; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) A total number of 53 MiGs have been destroyed during the period from 2001-2002 to 30th November, 2006.

(b) and (c) National Aeronautical Laboratory (NAL) have recommended that the life of MiG-21 BIS and MiG-21 Bison can be increased by 1000 hours and 5 years.

(d) and (e) A second opinion from any organization is not considered necessary in this case. However, technical consultation with experts/organizations are always undertaken whenever required. This is a continuous process.

[Translation]

Expansion of FPIs

2285. SHRI TEK LAL MAHTO: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to invest Rs. 100 billion on expansion and operation of Food Processing Industries per year during the Eleventh Five Year Plan period; and

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

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) Government will be promoting the setting up of food processing industries and other related activities in the country through various Plan schemes during the Eleventh Five Year Plan period through financial assistance and other incentives. The investment proposals for the Eleventh Five Year Plan have not been finalized so far.

Availability of Kerosene

2286. SHRI VIJOY KRISHNA:

SHRI VIKRAMBHAI ARJANBHAI MADAM:

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

(a) the per capita availability of kerosene in each State as on date;

(b) whether the availability of kerosene in all the States is as per National Average;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government to fill the gap?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):
(a) to (d) The State/Union Territory-wise (UTs) details of per capita allocation of kerosene for distribution under Public Distribution System (PDS) during the current year, in 2006-07 are given in the enclosed statement.

Government of India is allocating kerosene to States/UTs based on historical basis and the per capita allocation in case of some States in less than the National Average.

In view of requests received from various State Governments for increasing the SKO allocation, the Government of India commissioned a detailed study of Kerosene demand in the country, through the National Council of Applied Economic Research (NCAER) in December 2004. NCAER submitted its report in October 2005 and has inter alia recommended to rationalize kerosene allocation among the States. The recommendations of NCAER are under consideration of the Government of India.

Statement

State-wise per capita Allocation of SKO during the Current Year 2006-07

States/UTs	(Figures in Kg)
Andaman and Nikobar Islands	16.32
Andhra Pradesh	6.83
Arunachal Pradesh	8.48
Assam	9.49
Bihar	7.81
Chandigarh	14.50
Chhattisgarh	7.07
Dadra and Nagar Haveli	12.62
Daman and Diu	13.40
Delhi	12.22

States/UTs	(Figures in Kg)
Goa	14.29
Gujarat	14.70
Haryana	6.91
Himachal Pradesh	8.32
Jammu and Kashmir	7.55
Jharkhand	7.85
Karnataka	8.75
Kerala	6.79
Lakshadweep	13.12
Madhya Pradesh	8.09
Maharashtra	13.20
Manipur	8.33
Meghalaya	8.85
Mizoram	6.98
Nagaland	6.69
Orissa	8.58
Pondicherry	12.59
Punjab	9.77
Rajasthan	7.06
Sikkim	10.33
Tamil Nadu	9.00
Tripura	9.66
Uttar Pradesh	7.48
Uttaranchal	10.60
West Bengal	9.38
National Average	8.92

*[English]***Delayed Projects of DRDO**

2287. SHRI FRANCIS FANTHOM:

SHRI NAVEEN JINDAL:

SHRI GURJEET SINGH RANA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Research and Development Organisation (DRDO) has failed to fulfill the requirements of its consumers in the country;

(b) if so, the details of various type of missile/tank programmes of DRDO delayed;

(c) whether the Government proposes to review the working of DRDO;

(d) if so, the detail in this regard;

(e) whether the Government proposes to involve private sector companies to undertake defence projects in collaboration with DRDO;

(f) if so, the details thereof; and

(g) the steps taken by the Government to ensure the preparedness of the Armed Forces and to increase the efficiency in DRDO?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) No, Sir. Defence Research and Development Organisation (DRDO) had equipped Services with ~~state-of-the-art~~ technologies in the field of electronic warfare, radars, communication, missiles, combat aircrafts, combat vehicles, naval systems, composite materials, etc. Delay in the Integrated Guided Missile Development Programme (IGMDP) and MBT Arjun Tank was due to genuine ~~technical difficulties~~, production constraint in industry, sanctions leading to additional tasks, etc. But, finally Armed Forces acquired the ~~state-of-the-art~~ MBT Arjun tank and missiles like Prithvi-I, Prithvi-II, Agni-I, Agni-II, Dhanush (Naval version of Prithvi), etc. through these projects.

(c) No, Sir. There is no immediate proposal in this regard.

(d) Does not arise.

(e) to (g) Yes, Sir. As per "MAKE" category proposed by the Government in Defence Procurement Procedure (DPP)-2006, private sector companies will be involved including in Research and Development projects.

Railway Platforms

2288. SHRI SITARAM SINGH:

SHRI ALOK KUMAR MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the platforms at Balabgarh, New Industrial town and Old Faridabad in NCR which are used by thousands of commuters, are in a state of disrepair;

(b) if so, the reasons therefor;

(c) whether the Railways have any proposal to enhance/upgrade/modernize the said Railway Stations; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The condition of platforms at Ballabgarh, Faridabad New Town (New Industrial Town) and Faridabad (Old Faridabad) is satisfactory. Whenever required, repairs are carried out regularly. The work of platform shed and extension of platform for 24 coaches is planned for completion by 31-3-07.

(b) Does not arise.

(c) and (d) It is planned to upgrade/modernize Ballabgarh and Faridabad stations by March, 2008.

Changes in Off-set Policy

2289. SHRI RAVI PRAKASH VERMA:

SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has made changes in the off-set policy in the new Defence Procurement Procedure recently;

(b) if so, the details thereof alongwith the reasons for making such changes; and

(c) the steps taken by the Union Government to strengthen the domestic defence industrial base through foreign investments and technology transfers?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) The procedure for implementing the offset provisions has been incorporated in Defence Procurement Procedure (DPP) 2006, promulgated with effect from 1st September, 2006. The Off-set provision is applicable for all procurement proposals where the indicative cost is above Rs. 300 crores involving the outright purchase from foreign/Indian vendors and purchase from foreign vendor followed by Licensed Production. These Off-set obligations shall be discharged directly by the direct purchase of, or executing export orders for, defence products and components manufactured or services provided by Indian Defence Industries. These offset obligations may also be discharged by direct foreign investment in Indian defence industries, and in Indian organizations engaged in research in defence Research and Development.

No changes have been made in the implementation of Off-set provisions incorporated in DPP-2006.

The following provisions have been made in DPP-2006 to strengthen the domestic defence industrial base:

(i) **Categorisation of equipment:** Acquisitions covered under the 'Buy' category would be classified as 'Buy (Indian)' and 'Buy (Global)'. 'Buy (Indian)' Category must have minimum 50% indigenous content if the systems are being integrated by an Indian vendor.

(ii) **'Make' Procedure:** The aim of the procedure is to undertake Indigenous Research, Design and Development and Production by Indian defence industries. Projects under this procedure would involve design and development of High Technology Complex Systems indigenously. These projects are to be undertaken by Raksha Udyog Ratnas (RURs)/Indian Industry/Defence Public Sector Undertakings (DPSUs)/Ordnance Factory Board (OFB)/Consortia on a level playing field. This procedure would also be adopted for all upgrades categorized as 'Make'.

(iii) **Transfer of Technology for maintenance Infrastructure:** In all 'Buy' Category cases where equipment is

being brought from foreign vendors the provision of Transfer of Technology to an Indian Public/Private firm, for providing Maintenance Infrastructure would be applicable. In such cases, the foreign vendor would have to identify an Indian firm which would be responsible for providing base repairs and the requisite spares for the entire life cycle of the equipment.

(iv) **Foreign Domestic Investment (FDI) participation:** With the opening of Industrial Policy in 2002, Government had allowed an FDI participation of upto 26%. Offset provision incorporated in DPP-2006 has taken cognizance of this and given offset credit for foreign vendors for a participation of FDI upto 26%, both for investment in infrastructure for manufacture and for Research and Development investments.

(v) **'Buy and Make' category with Transfer of Technology (ToT):** For high-end technology that is not readily available in India, the DPP-2006 provides for a 'Buy and Make' category with ToT, wherein the nominated production agency absorbs technology and 'Makes' a substantial portion of the acquisition, after outright purchase of minimum desirable quantity.

[Translation]

Beautification of Airports

2290. CH. MUNAWAR HASSAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount earmarked and spent on greenery and beautification of various airports during the last two years; and

(b) the steps being taken for providing greenery at Khajuraho and Babatpur airports in view of the tourists arrival there?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The total amount spent by Airports Authority of India (AAI) on greenery and beautification of the airports and offices during the last two years was Rs. 1.61 crores and Rs. 1.46 crores respectively.

(b) City side beautification at a cost of Rs. 32.80

lakhs and Rs. 2.89 lakhs has been completed at Khajuraho and Babatpur (Varanasi) airports respectively. Rs. 9 lakhs and Rs. 2.49 lakhs have been estimated to spend for development of garden and horticulture maintenance for the year 2006-07 at Khajuraho and Babatpur airports respectively.

[English]

Casual Employees at Cochin Airport

2291. DR. P.P. KOYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of casual employees working under Air India at Cochin International Airport, category-wise alongwith the period from which they are working;

(b) whether these casual employees have been provided job security and promotion avenue on the line of other employees;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the steps taken/proposed to be taken to implement welfare measures for these employees?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There were 162 casual labourers working in Air India as loaders from 1999 to 31st May, 2006 at Cochin International Airport. 81 of these casual labourers were engaged as handyman on contract basis in Air India Charters Limited, Co-terminus with the agreement Air India has entered into with M/s. Cochin International Airport Limited, based on the applications received. The remaining 81 casual labourers continue to work in Air Indian.

(b) to (d) The casual labourers are engaged on daily wages and there is no promotion policy for them. However, they can apply against notified vacancies in Air India and its subsidiaries subject to meeting the eligibility criteria.

(e) All the casual labourers are covered under ESI scheme.

[Translation]

Bomb Explosion in Passenger Train

2292. SHRI KAILASH NATH SINGH YADAV:

SHRI SHISHUPAL N. PATLE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether an incident of bomb explosion took place in the Haldibari-New Jalpaiguri passenger train;

(b) if so, the details thereof alongwith loss of lives and properties therein;

(c) the compensation/ex-gratia relief provided to the families of those killed/injured;

(d) whether any inquiry has been ordered to find the cause of the incident;

(e) if so, the outcome thereof and follow-up action taken by the Railways thereon; and

(f) the stringent measures taken by the Railway to curb such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. On 20-11-2006 at about 18.19 hrs, when train no. 618 Dn. Passenger from Haldibari to New Jalpaiguri reached Belakoba Railway station, a powerful explosion took place in a general coach no. GS-8321. 08 passengers died, 18 passengers sustained grievous injuries and 28 sustained simple injuries due to the explosion.

The Loss of Railway property has been assessed at Rs. 0.40 lakhs (Approximately).

(c) Considering the gravity of the above incident, an ex-gratia payment of Rs. 15,000 to the next of kin of the deceased, Rs. 5,000 to the persons who sustained grievous injury and Rs. 500 to the persons sustained simple injury has been made.

(d) and (e) Government Railway Police, New Jalpaiguri has registered a case vide Crime No. 31/06 dated 20-11-2006 under section 302, 323, 324, 326, 307, 120, 120(b) Indian Penal Code (IPC) read with (R/W) Indian Explosive Substance Act and 151 and 152 of the Railways

Act. Chief Railway Safety Commissioner has also started enquiry into this incident. The report is awaited.

(f) Stringent checking of coaches at originating stations as well as enroute has been intensified jointly by Railway Protection Force and Government Railway Police Staff. Security arrangements at Railway Stations have been reviewed along with Government Railway Police Officials. Joint Patrolling of the stations is being undertaken round the clock by Government Railway Police and Railway Protection Force staff. Sniffer Dogs have been pressed into service for anti-sabotage checking. State Governments have been requested to further strengthen the security measures to prevent recurrence of such incidents.

[English]

**Stoppage of Himalayan Queen and
Shan-E-Punjab**

2293. DR. ARVIND SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for no stoppages of Himalayan Queen at Samalkha station at District Panipat and Shan-E Punjab Express at Karnal station in Haryana;

(b) whether there are demands from daily passengers, traders and religious persons for stoppage of Himalayan Queen at Samalkha station and Shan-E-Punjab at Karnal station;

(c) if so, details thereof; and

(d) the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) It is not commercially justified.

(b) and (c) Some representations including one from Hon'ble Member of Parliament have been received for stoppage of 4095/4096 Nizamuddin-Kalka Himalayan Queen at Samalkha and 2497/2498 Nizamuddin-Amritsar Shan-E-Punjab Express at Karnal.

(d) Examined but it has not been found commercially justified.

New Train from Bangalore to Arsikere

2294. SHRI S. MALLIKARJUNIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce new additional express train service from Bangalore to Arsikere via Tumkur;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) 6515/6516 Yesvantpur-Mangalore Express via Tumkur-Arsikere is proposed to be introduced after getting Commissioner of Railway Safety clearance for running of passenger services on Sakleshpur-Subramanya Road ghat section.

**Railway Booking Counter In
Hayat Nagar, Hyderabad**

2295. SHRI G. NIZAMUDDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to open a booking counter in the Hayat Nagar area of Hyderabad;

(b) if so, the details thereof; and

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

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

(b) and (c) Do not arise.

**Commissioning of Coast Guard
Station at Kakinada**

2296. SHRI SARVEY SATYANARAYANA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to commission a Coast Guard station at Kakinada;

(b) if so, the details alongwith the present status thereof;

(c) whether the Government has finalized the 11th Plan projections for the Coast Guard; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Coast Guard Station at Kakinada has been commissioned on 10th November, 2006.

(c) No, Sir.

(d) Does not arise.

[Translation]

Maharaja Chhatrasal Museum

2297. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has received any proposal amounting to Rs. 33.51 lakhs for the upgradation of Maharaja Chhatrasal Museum, Dhubela Naugaon, district Chhatarpur, Madhya Pradesh for clearance; and

(b) if so, the action taken thereon by the Government so far and the time by which it is likely to be cleared?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) yes, Sir. The proposal was received in 2005-06.

(b) The proposal was not covered under the scheme for 'Promotion and Strengthening of Regional and Local Museums'. The applicant was informed, accordingly.

[English]

Railway Projects in Orissa

2298. SHRI ANANTA NAYAK:

SHRI TATHAGATA SATPATHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some Railway projects in Orissa sanctioned in 1992-93 and 1993-94 have not yet been completed;

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

(c) the steps taken to complete these projects at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Daitari-Banspani (155 Kms) and Lanjigarh Road-Junagarh (56 Kms) new line projects were included in the Railway Budgets 1992-93 and 1993-94 respectively. On Daitari-Banspani new line project, the line from Banspani to Keonjhar (57 Kms) has been completed and commissioned. Keonjhar-Daitari (Tomka) 98 Kms) section is in advanced stage and likely to be completed by 31-12-2006. On Lanjigarh Road-Junagarh new line project, work has been taken up from Lanjigarh to Bhawanipatna (31 Kms) in Phase-I, where 728.36 acres out of 1021 acres of land has been acquired and 14.90 lakh cubic metre of earthwork and 6 minor bridges have been completed. The work is progressing as per the availability of resources.

Upgradation of Hotel Mayura Bhuvaneshwari, Hampi

2299. SHRI G. KARUNAKARA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Karnataka regarding financial assistance for development and upgradation of Hotel Mayura Bhuvaneshwari, Hampi, Kamalapur in Karnataka;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) The State Government of Karnataka submitted a project for extension and upgradation of Hotel Mayura Bhuvaneshwari of Kamalapur near Hampi under the scheme of Destination Development on 5-5-2005 at a total cost of Rs. 200.00 lakh.

(c) From the 10th Five Year Plan the Ministry of Tourism has been providing central financial assistance to the State Governments/UT Administrations on the basis of project proposals prioritised in consultation with them every year. The following projects were prioritized in 2006-07 for Karnataka:

1. Destination Development: (a) Hampi, (b) Linganamakki Garden

2. Tourist Circuit: (a) Bijapur—Bidar—Gulbarga.
3. Event/Fairs/Festivals: (i) Bangalore Habba,
(ii) Hampi festival

The project for extension and upgradation of Hotel Mayura Bhuvaneshwari of Kamalapur, Hampi was not prioritized for grant of Central Financial Assistance during 2005-06. Moreover, since the project was not complete in all respects as per guidelines, hence it was not considered for sanction. During the 10th Five Year Plan (till date) the Ministry of Tourism has sanctioned projects worth Rs. 8449.99 lakh for the State of Karnataka.

Exploration at Mahanadi Basin

2300. SHRI TATHAGATA SATPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) the present status of the oil exploration operation being carried out in Mahanadi basin of Oil India Limited;
- (b) whether the OIL has decided to close down its work in the basin;
- (c) if so, the reasons therefor; and
- (d) the possible effect on the workers engaged for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Oil India Limited (OIL) is carrying out exploration of oil and gas in the on land block MN-ONN-2000/1 in Mahanadi basin. OIL has already completed acquisition, processing and interpretation of 463.68 GLKM of 2-D seismic data. Based on this, OIL has identified one location for drilling.

In addition, OIL is a partner in one offshore block in Mahanadi basin namely MN-OSN-2000/2, where ONGC, the operator for the block, has acquired 1001 GLKM of 2-D and 625 sq km of 3-D seismic data. Drilling of one well has been completed and second well is under drilling.

- (b) OIL has not decided to close down its work in the basin.
- (c) and (d) Do not apply in view of (b) above.

[Translation]

Intercity Train between Gorakhpur and Chhapra

2301. SHRI HARIKEWAL PRASAD: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways propose to run intercity train between Gorakhpur and Chhapra; and
- (b) if so, the details thereof?

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

- (b) Does not arise.

[English]

Job Security of Catering Workers

2302. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have received any representations from the catering workers union of Railways;
- (b) if so, the details of their demands and reaction of the Railways thereot;
- (c) whether the Railways are aware that the new Catering Policy has caused unemployment of large number of catering workers;
- (d) if so, the facts thereof; and
- (e) the measures taken by the Railways to ensure the job security to the existing workers in catering sector?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. As per catering policy 2004 and subsequent policy, 2005, Railways are handing over catering units at 'A', 'B' and 'C' category of stations to Indian Railway Catering and Tourism Corporation (IRCTC). Catering units at 'D', 'E' and 'F' category of stations are still being managed by Railways. However, the catering activity of Railways are to be hived off completely to IRCTC. The demands by the staff under deemed deputation with IRCTC are regarding seniority, pension benefits, absorption of commission

bearer/vendor, compassionate ground appointment of legal heirs of deceased commission vendors/bearers and cadre restructuring etc. which are dealt with as per extant rules.

(c) to (e) No, Sir. Departmental catering units are being handed over to IRCTC alongwith staff on 'as is where is' basis and these staff will continue to serve in the IRCTC on deemed deputation with option to be exercised within three years either for absorption in IRCTC or for reversion back to the Railways. In the event of staff opting to revert to the railways, they will be redeployed as per extant rules. The transfer of catering staff along with the activities is in accordance with the Union Cabinet decision.

[Translation]

EMU Train from Saharnpur to Ludhiana

2303. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce an EMU train from Saharanpur to Ludhiana via Ambala; and

(b) if so, the details thereof and the time by which it is likely to be started?

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

(b) Does not arise.

[English]

Import of LNG

2304. SHRI K.S. RAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the import of Liquefied Natural Gas (LNG) from different sources during each of the last three years;

(b) the requirement of LNG usage in gas based power plants operational and planned in the country;

(c) whether the Government proposes policy formulation to allow foreign suppliers of LNG and other petroleum products to become shareholders in petro projects, power plants and other development projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) There are two LNG terminals in operation, namely 5 MMTPA Dahej LNG Terminal of Petronet LNG Ltd. (PLL) and 2.5 MMTPA Hazira Terminal of M/s. Hazira LNG Private Ltd. (HLPL). PLL has a long term contract with RasGas, Qatar for import of LNG. The year-wise LNG imports made by PLL from RasGas, Qatar during the last three years, are as under:

Year	LNG imported (MMTPA)
2003-04	0.062
2004-05	2.43
2005-06	4.81

In addition, HLPL imported 0.171 MMTPA LNG during 2005-06 from spot market.

(b) The estimated requirement of natural gas, including RLNG, for the power sector has been estimated at 79.70 MMSCMD for 2007-08.

(c) and (d) According to the current Government policy, 100% Foreign Direct Investment (FDI) is allowed in projects relating to market study and formulation, investment/financing and setting up infrastructure for marketing in Petroleum and Natural Gas sector, subject to sectoral regulations. In the field of refining, FDI upto 26% is allowed in the case of PSUs, whereas 100% FDI is allowed in private companies.

Separate Tribunals for Maintenance Claims of Elderly People

2305. SHRI L. RAJAGOPAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government proposes to set up separate tribunals to try the cases of maintenance claims of elderly people; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Legislation to provide inter-alia, setting up of separate tribunals to try the cases of maintenance claims of elderly people is under consideration of the Government.

Liquidated Damages to BEML

2306. SHRIMATI SUSMITA BAURI:

SHRI SUNIL KHAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Bharat Earth Movers Limited incurred liquidated damages of Rs. 1.19 crore due to avoidable delay in supply of Rope Shovels to Coal India Limited beyond the scheduled delivery period of April, 2003;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJEET SINGH): (a) to (c) Coal India Limited had placed on Bharat Earth Movers Limited (BEML) a supply order for 6 Rope Shovels in August, 2002, which were to be supplied by March/April, 2003. BEML supplied 4 Rope Shovels within the delivery period and the remaining 2 in May and July 2003 respectively. BEML had agreed to the tight delivery schedule given by Coal India Limited, as otherwise BEML may have lost the entire order worth Rs. 126 crore. BEML was also required to import certain sub assemblies/components, which were not received in time resulting in a short delay for 2 sets of Rope Shovels.

BEML is a Board managed company, competent to take commercial decisions. However, BEML has been advised to be more realistic in its commitments in future.

Development of Monuments

2307. SHRI K.C. PALLANI SHAMY: Will the Minister of CULTURE be pleased to state:

(a) whether the Government proposes to develop forest cover to Taj and other important monuments in the country;

(b) if so, the details of such monuments which have been selected for the same, State-wise; and

(c) the time frame fixed for completion of the above work?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) There is no proposal to provide forest cover around Taj and other important centrally protected monuments in the country. However, as per the direction of the Hon'ble Supreme Court of India, Archaeological Survey of India has developed a garden at Mehtab Bagh near Taj Mahal. There is also a direction from Hon'ble Supreme Court of India to develop green belt in the area in between Taj and Agra Fort.

Facilities for Railway Employees

2308. SHRI ASADUDDIN OWAIISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are running some welfare activities for the children and dependents of railway employees especially in railway colonies;

(b) if so, the details thereof;

(c) the annual amount being spent by Railways thereon, Zone-wise;

(d) whether railway propose to review the facilities being provided for welfare activities in these colonies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Indian Railways undertake various staff welfare activities for the benefit of railway employees as well as their children and dependents. These are medical care through Railway's hospitals and health units, health care and sanitation, free travel facilities and other activities under Staff Benefit Fund like Ayurvedic/Homoeopathic dispensaries; relief to employees in distress; promotion of culture, women empowerment, sports, scouting and other recreation

activities. The activities specifically targeted at employees' children/dependents are, scholarships for technical education under Staff Benefit Fund and education through schools in railway sector as well as Kendriya Vidyalayas, etc.

Zone-wise amounts budgeted for the Staff Welfare and Amenities for the year 2006-07 are as under:

Sl. No.	Railway Zone	Net Amount Budgeted for 2006-07 (In crores of Rupees)
1.	Central	Rs. 157.20
2.	Eastern	Rs. 141.46
3.	Northern	Rs. 184.56
4.	North Eastern	Rs. 68.54
5.	Northeast Frontier	Rs. 136.73
6.	Southern	Rs. 142.64
7.	South Central	Rs. 173.65
8.	South Eastern	Rs. 128.60
9.	Western	Rs. 139.22
10.	East Central	Rs. 85.43
11.	East Coast	Rs. 67.97
12.	North Central	Rs. 69.38
13.	North Western	Rs. 65.14
14.	South East Central	Rs. 64.29
15.	South Western	Rs. 45.76
16.	West Central	Rs. 63.39
17.	Metro Railway/Kolkata	Rs. 4.34
Total		Rs. 1738.30

Review of the welfare activities and facilities provided thereunder by the Indian Railways is an on-going process.

[Translation]

Participation of Workers in Management

2309. SHRI SANTOSH GANGWAR: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is considering to allow participation of workers in management of public sector enterprises;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government in this regard?

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

(a) The existing scheme for Employees' Participation in Management was notified by Ministry of Labour and Employment in the year 1983 for all Central Public Sector Enterprises (CPSEs) except those which have been given specific exemption. All departmentally run undertakings of the central government are excluded from the scheme.

(b) and (c) The scheme envisages constitution of bipartite forums at the shop and plant levels. In enterprises considered suitable, it also provides for Board level participation. The scheme provides for bipartite consideration of certain work-related issues concerning production, quality, targets, technological improvement, safety, welfare measures, environmental issues, absenteeism, financial performance of the enterprise etc.

[English]

Suburban Railway Line between Tiruvanmiyur and St. Thomas Mount

2310. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the long pending demand of the extension of suburban railway line between Tiruvanmiyur and St. Thomas Mount in Chennai;

(b) if so, the details and the present status thereof; and

(c) the time by which the railway line is likely to be opened for passenger traffic?

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

(b) The work on the railway line between Tiruvanmiyur and Taramani has been completed. The work from Taramani to Velachery is in progress. The section from Valachery to St. Thomas Mount has been included in the Railway Budget, 2006-07. Reconfirmation from State Government for sharing 2/3rd cost of the project has been requested.

(c) Not, yet decided.

Karad Railway Station

2311. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the approach road for Karad Railway Station which is owned by the Railways on Pune-Miraj section of central railway is in a very bad condition and unmotorable;

(b) if so, whether any steps to repair the said road have been planned;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The approach road to Karad station belong to local Gram Panchayat. The circulating area in front of station and approach road to goods shed however belongs to Railway. Both the approach road and circulating area require repairs.

(b) to (d) The local Gram Panchayat has been required to carry out the repairs in their portion. The repairs of circulating area and the approach road to goods shed

within the Railway Boundary have been planned for completion by Feb. 2007.

[Translation]

Mahabharat Tourist Circuit

2312. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received proposal from Government of Uttar Pradesh for development of Mahabharat Tourist Circuit;

(b) if so, the details thereof;

(c) the action taken by the Union Government thereon;

(d) whether the Government has sanctioned any projects based on Lord Ram and Krishna during the Tenth Plan; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. A project proposal regarding 'Integrated Development of Mahabharat Tourist Circuit' has been received which includes the places Baghpat, Barnava, Sardhana, Hastinapur, Parikshit Garh, Shukratal, Garhmukteshwar, Vidurkuti and Saindwar for various development works such as construction of toilet blocks, boundaries, gates, pathways, benches, sheds, drinking water facilities, landscaping, various electrical works, beautification works and signages etc.

(c) Project proposals received from the State Governments/Union Territories that are complete in all respect are examined as per scheme guidelines and approved on the basis of inter-se priority and funds released subject to availability under respective head.

(d) and (e) Yes, Sir. Projects sanctioned during the 10th Plan period based on the life of Shri Ram and Krishna are given in the enclosed Statement.

Statement**Projects Sanctioned Based on the Life of Shri Ram and Shri Krishna during the Tenth Plan**

		(Rs. in lakh)
Sl. No.	Name of the Project	Amount Sanctioned
2003-04		
1.	Development/beautification of Ram-ki-Paidi at Ayodhya, Distt. Faizabad, Uttar Pradesh	98.18
2004-05		
2.	Renovation of Radha Kund and Shyam Kund in Mathura Distt., Uttar Pradesh under Destination. Development Scheme	145.35
2.	Renovation/Beautification of Kusum Sarovar at Govardhan, Distt. Mathura, Uttar Pradesh under Destination Development Scheme	100.77
2005-06		
3.	Renovation/Beautification of Chhatries of Govardhan in Mathura Distt, Uttar Pradesh	58.60
2.	Development of Garhmukteshwar-Brij Ghat, Uttar Pradesh under Destination Development Scheme	256.80
3.	Development of Brij Bhoomi Religious Tourism Circuit comprising of Barsana, Jheel, Kaliadevi (Karauli), Poonchari, Neelkanth, Bharthari in Rajasthan	477.07
2006-07		
1.	Development of Brij Chaurasi Kos Parikrama Tourist Circuit (Madhurvan, Mohali-Jatipura-Govardhan-Vrindavan-Maha Vidya) in Mathura, Uttar Pradesh	441.53
Grand Total		1578.30

*[English]***Purchase of MiG-21**

2313. SHRI MILIND DEORA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to buy MiG-21 to increase the strength of Aircraft to improve the depleted strength;

(b) if so, the details thereof;

(c) the expenditure likely to be incurred thereon;

(d) the time by which these aircraft are likely to be purchased; and

(e) the extent to which the work of IAF has suffered due to this reduced strength of the Aircraft?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) There is no proposal to procure MiG-21 aircraft.

(b) to (d) Do not arise.

(e) Government constantly review the security environment and accordingly decide to induct appropriate equipment and to make other arrangements for adequate defence preparedness.

Prevention of Defence Leaks

2314. SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI RAVI PRAKASH VERMA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to streamline its system to prevent defence leaks as reported in 'The Hindu' dated November 18, 2006;

(b) if so, the facts thereof;

(c) whether the Government proposes to review the new procurement policy in the light of this new system; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Preventive measures have been enforced and security review is carried out regularly. Updated Cyber Security guidelines and instructions have been promulgated.

(c) and (d) The procurement policy is reviewed from time to time on need basis and amendments are issued as and when needed.

Study conducted by DIPR

2315. SHRI KISHANBHAI V. PATEL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Institute of Psychological Research (DIPR) has conducted any study into stress related causes among soldiers;

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

(c) the steps taken by the Government to deal with the problem?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Yes, Sir. DIPR has conducted a study on

"Psycho-Social Aspects of Optimizing Operational Efficiency of Security Forces to Combat Insurgency" during September 2000 to May, 2005 in the North Eastern region. Major outcome of the study are:—

- (i) Three main operational stressors, like fear of torture, uncertain environment and domestic stresses are responsible for most of psychological problems in various groups of Armed Forces.
- (ii) Middle rank Officers as compared to Jawans and Junior Commissioned Officers (JCOs) were found to be more vulnerable and stressed out.
- (iii) Mental disorders in the form of Post Traumatic Stress Disorder (PTSD) have been observed in traumatized as well as non-traumatized troops, which forms the basis for various somatic symptoms.
- (iv) About six to nine months after the detention of captured militants is most appropriate period to change in the attitudes of youth and influence their minds towards national identification.
- (v) A strong need to inoculate and orient officers by undertaking Combat Stress Management training programmes.
- (vi) Need for immediate therapeutic intervention during post-traumatic stress disorders jointly by unit leaders and professional psychologists.
- (vii) There is a strong need to carry out an appropriate need analysis with respect to demographic variables of a particular region.

(c) DRDO has just submitted its recommendations to the Armed Forces for further action to deal with the problem.

Loss to Vignayan Industries Limited

2316. SHRIMATI SUSMITA BAURI:

SHRI SUNIL KHAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Vignayan Industries Limited incurred

an avoidable loss of Rs. 1.42 crore due to abnormal rejection of steel casting;

(b) if so, the details thereof; and

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

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) Vignyan Industries Limited (VIL), a subsidiary of Bharat Earth Movers Limited (BEML), is engaged in the manufacture and supply of steel castings. There has been a cumulative loss of Rs. 1.42 crore from 2001-2002 to 2004-2005, due to excess rejection over and above the accepted industry norm. VIL was under Bureau of Industrial Finance and Reconstruction (BIFR) and recently has been turned around by BEML through various initiatives including managerial and financial assistance. Further, VIL has also taken various initiatives towards process improvement and quality assurance including ISO certification, Total Quality Management and Statistical Quality Control. Due to these measures, the rejections have been brought down to 5% in 2004-2005 from around 10% in 2003-2004.

Restoration of Prambanan Temple Complex

2317. SHRI SUGRIB SINGH: Will the Minister of CULTURE be pleased to state:

(a) whether the Indonesian Government has sought assistance to restore Prambanan Temple Complex;

(b) if so, the details thereof;

(c) the action taken so far by ASI in this regard;

(d) whether ASI has earlier worked for other foreign countries;

(e) if so, the details thereof during the last three years; and

(f) the details of terms and conditions of ASI for such overseas assignments?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) An earthquake of 5.9 Richter scale magnitude, which struck the southern coast of central Java Island of Indonesia and having epicenter close to the city of Yogyakarta, caused extensive damage to the Prambanan Temple Complex. Government

of India conveyed its willingness to the Government of Republic of Indonesia to send a team from the Archaeological Survey of India to assist with repair/reconstruction of the temples at Prambanan, which was appreciated by the Government of Indonesia. Accordingly, a two member team of ASI visited Indonesia from 19th-23rd September, 2006 and has presented its report containing recommendations.

(d) Archaeological Survey of India has participated in conservation activities in Afghanistan and Cambodia.

(e) The Project of Conservation and Restoration of Ta Prohm Temple Complex in Siem Reap in Cambodia is in progress since January, 2004 with the collaboration of Royal Government of Cambodia under the ITEC programme of Ministry of External Affairs.

(f) There are no fixed terms and conditions of ASI for the overseas assignments. These are laid down while entering into an agreement with the respective country.

[Translation]

Damage to Fencing on LOC

2318. PROF. MAHADEORAO SHIWANKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether some parts of fencing on the Line of Control at Indo-Pak Border have been damaged;

(b) if so, the total areas in kilometers where fencing has been damaged;

(c) whether the terrorists have intruded through such areas;

(d) if so, whether the work of re-fencing is being done; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) The fence on the Line of Control (LoC) in high altitude areas gets buried under snow during winters and gets damaged at places. Necessary repair work is undertaken immediately to ensure resuscitation of its obstacle potential. In the interim period, alternate anti-infiltration measures are resorted to check infiltration. This year also the LoC fence has been fully restored.

Due to the difficult nature of terrain and the vast expanse of the LoC, there is a multi-tiered arrangement in place to check infiltration. The trends of infiltration are being constantly monitored at various levels.

Norms for Procuring Planes on Lease

2319. SHRITUKARAM GANPAT RAO RENGE PATIL:

SHRI V.K. THUMMAR:

SHRI E. PONNUSWAMY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the norms taken into account for according permission to the public sector airlines for procuring planes on lease;

(b) the number of planes with various public sector airlines on lease, airline-wise;

(c) whether any cost profit analysis has been undertaken for procuring planes on the lease; and

(d) if so, the outcome thereof alongwith the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Board of Directors of a Public Sector Airline is competent to decide on procurement of aircraft on lease depending on the needs of the airline.

(b) At present, Air India including Air India Express and Indian Airlines including Alliance Air both have 27 aircraft each on lease in their respective fleet.

(c) and (d) While inducting aircraft on lease, an economic evaluation—entailing the estimation of expected revenue/costs/profile is undertaken in respect of the proposed operations with the aircraft proposed to be inducted. These are submitted to the respective Board of Airlines for consideration. On approval of the Board aircraft is taken on lease.

[English]

IA Flights from Hyderabad

2320. SHRI BALASHOWRY VALLABHANENI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of Indian Airlines flights operating between Hyderabad and other metropolitan cities;

(b) whether there is any proposal to enhance the number of flights from Hyderabad to other metropolitan cities; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Indian Airlines currently operates 14 flights/week from Hyderabad to Bangalore and 21 flights per week each to Chennai, Delhi and Mumbai all with A-320 aircraft. Besides, Indian Airlines' subsidiary, Alliance Air also operates a daily B-737 service on the route Mumbai-Hyderabad-Vizag and return.

(b) and (c) Indian Airlines has plans to introduce/increase the frequency of operation between Hyderabad and all the other metro cities. The exact number of frequency increases would be based on the estimated traffic that could be generated, commercial viability and the available capacity.

[Translation]

New Rail Line on Falaudi-Kandala Route

2321. SHRI JASWANT SINGH BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey have been conducted for laying new rail line on Falaudi-Kandala route;

(b) if so, the details thereof;

(c) whether the work for laying new railway line on above route has been started; and

(d) if so, the time by which the work is likely to be completed?

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

(b) On the suggested alignment, surveys for construction of Kolayat-Pokhran-Barmer via Phalodi and Jaisalmer-Barmer-Kandla Port have been completed. As per the survey reports, cost of construction of 300 Kms. long Kolayat-Pokhran-Barmer line had been assessed as

Rs. 468.9 crore with a rate of return of (-) 31.31% and cost of construction of 562.5 Kms. long Jaisalmer-Barmer-Kandla Port line had been assessed as Rs. 991.39 crore with a rate of return of (-) 0.95%.

(c) No, Sir. The work on Phalodi-Kandla route has not been taken up.

(d) Does not arise.

[English]

Setting Up of 'Aviation Grid'

2322. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in view of the boom in aviation industry, the Government has decided to set up an Aviation Grid, to ensure infrastructure development in the country;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. However, government wishes to encourage the use of all available infrastructure in the country whether it be airfields which are not operational presently as well as the airfields owned by State Governments of Ministry of Defence. A policy to promote greenfield airports is already in place. This will lead to better connectivity to most parts of the country.

(b) and (c) Do not arise.

Railway Workshop at Nemom Railway Station

2323. SHRI PANNIAN RAVINDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for utilization of large tract of land available adjacent to Nemom Railway Station near Thiruvananthapuram;

(b) if so, the details thereof;

(c) whether the Railways have received demands from various quarters for establishment of Bogies maintenance workshop there;

(d) if so, the details thereof; and

(e) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. There is no such proposal at present.

(b) Does not arise.

(c) Yes, Sir. Demands from various quarters for establishment of bogie (passenger coach) maintenance workshop at Nemom have been received.

(d) Two representations were received as give below:

(i) Representation from Centre for Indian Trade Unions, Kerala State Committee and forwarded by Hon'ble M.P. Shri Varkala Radhakrishnan was received.

(ii) Letter addressed to Hon'ble Minister for Railways was received from Hon'ble M.P. Shri Pannian Ravindran.

Replies to both the representations have already been sent.

(e) The matter has been examined. There are 3 workshops for maintenance of coaches (bogies) in the Southern region. The present capacities are sufficient to meet the present requirement for maintenance of coaches. Therefore, at present there is no proposal under consideration for establishment of a new coach maintenance workshop at Nemom.

[Translation]

Banerjee Committee on Godhra Incident

2324. SHRI JAI PRAKASH (Mohanlal Ganj):

SHRI KIREN RIJU:

DR. LAXMINARAYAN PANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had constituted Banerjee Committee to enquire into the Godhra incident;

(b) if so, whether the Hon'ble Gujarat High Court has declared the said Committee as unconstitutional; and

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

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

(b) The Hon'ble High Court/Ahmedabad vide their judgement dated 13-10-2006 have quashed the constitution of the Committee by the Central Government and its subsequent action.

(c) The Ministry of Railways in consultation with the Ministry of Law and Justice have decided for filing of a Special Leave Petition (SLP) in the Hon'ble Supreme Court against the Hon'ble High Court's Judgement.

[English]

**Selling of Railway Tickets through
Petrol Pumps**

2325. SHRI JASHUBHAI DHANABHAI BARAD:
SHRI G. NIZAMUDDIN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are formulating a plan to sell railway tickets through petrol pumps across the country;

(b) if so, the details thereof;

(c) the time by which the scheme is likely to be launched; and

(d) the benefits likely to be accrued to the passengers therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Indian Railway Catering and Tourism Corporation (IRCTC) had approached Bharat Petroleum Corporation Limited, Indian Oil Corporation Limited and Hindustan Petroleum Corporation Limited to sell railway tickets through internet (e-tickets) from their petrol pumps/retail stores.

(c) and (d) As this proposal is at preliminary stage of discussion, no specific time for launching this scheme can be given. This scheme will facilitate procurement of reserved railway tickets.

[Translation]

Refining Capacity

2326. SHRIMATI KIRAN MAHESHWARI:

SHRI NIKHIL KUMAR:

SHRI RAJNARAYAN BUDHOLIA:

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

(a) the refining capacity of each refinery at present;

(b) whether the public sector oil companies propose to enhance the refining capacity of their refineries;

(c) if so, the details thereof;

(d) the total investment to be made to enhance refining capacity; and

(e) the extent to which the refining process to be modernised in these refineries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The details of the refining capacity of each refinery working in the Public and Private Sectors are given in the enclosed Statement-I.

(b) to (d) Yes, Sir. The Public Sector Oil Companies are undertaking expansion projects to enhance the refining capacity as per detail given in the enclosed Statement-II.

An estimated amount of Rs. 14,565 crore is likely to be spent on expansion of these refineries by the Public Sector oil Companies.

(e) To enhance the economic performance of refineries, Modernisation Programmes, Integrated Gap Reduction Programme etc. have been undertaken in some refineries. Besides improving fuel quality, modernisation programmes will enable the refineries to process a higher proportion of heavy/sour crude.

Statement-I***The Location and Capacities of Refineries Operating in India***

Sl. No.	Name of the company	Location of the Refinery	Present Capacity (MMTPA)*
1	2	3	4
Public Sector			
1.	Indian Oil Corporation Limited (IOCL)	Guwahati	1.00
2.	IOCL	Barauni	6.00
3.	IOCL	Koyali	13.70
4.	IOCL	Haldia	6.00
5.	IOCL	Mathura	8.00
6.	IOCL	Digboi	0.65
7.	IOCL	Panipat	6.00
8.	Hindustan Petroleum Corporation Limited (HPCL)	Mumbai	5.50
9.	HPCL	Visakhapatnam	7.50
10.	Bharat Petroleum Corporation Limited (BPCL)	Mumbai	12.00
11.	BPCL	Kochi	7.50
12.	Chennai Petroleum Corporation Limited (CPCL)	Manali	9.50
13.	CPCL	Nagapattnam	1.00
14.	Bongaigaon Refinery and Petrochemicals Ltd. (BRPL)	Bongaigaon	2.35
15.	Numaligarh Refinery Ltd., (NRL)	Numaligarh	3.00
16.	Mangalore Refinery and Petrochemicals Ltd. (MRPL)	Mangalore	9.69
17.	Tatipaka Refinery (ONGC)	Andhra Pradesh	0.078

1	2	3	4
Private Sector			
18.	Reliance Petroleum Ltd. (RPL)	Jamnagar	33.00
19.	Essar Oil Limited	Vadinar	10.50
Total			142.97

*Million Metric Tonne Per Annum.

Statement-II

Name of the Refinery	Capacity expansion in MMTPA	
	From	To
IOCL—Panipat Refinery Expansion*	6.00	12.00
IOCL—Panipat Refinery Additional Expansion	12.00	15.00
IOCL—Haldia Refinery Expansion	6.00	7.5
HPCL—Mumbai Refinery	5.5	7.9
HPCL—Visakh	7.5	8.33
BPCL—Kochi	7.5	9.5

*6.00 MMTPA Panipat Refinery Expansion has been completed in August, 2006 and units are under stabilization.

Norms for Setting Up of New Railway Station

2327. SHRI JIVABHAI A. PATEL:

DR. DHIRENDRA AGARWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the norms for setting up of a new railway station;

(b) whether new railway stations are not being set up even after fulfilment of the above norms;

(c) if so, the constraints being faced by the Railways in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU): (a) to (d) There are no laid down norms for setting up of a new railway station. The new railway stations are, however, constructed as part of Projects or on existing lines on operational considerations and to meet the needs of population and growth centers taking into account operational, engineering and financial viability as well as availability of resources.

Blacklisting of Barak Missile Manufacturing Company

2328. SHRI BAPU HARI CHAURE:

SHRI SANJAY DHOTRE:

SHRIMATI BHAVANA PUNDALIKRAO
GAWALI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to blacklist the Barak missile manufacturing company of Israel; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) CBI has registered a regular case on 9-10-2006 in respect of procurement of Barak Anti Missile Defence Systems. Action against the relevant firm would depend on the outcome of the case filed by CBI.

Rail Service

2329. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI VIJAY KUMAR KHANDELWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the districts in which rail service is not available till date;

(b) the reasons for not starting rail service in these districts so far;

(c) the steps taken by the Railways to start rail service in these districts; and

(d) the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no such policy as to provide rail connectivity to each district in the country and data in this regard is not maintained.

(b) to (d) Do not arise.

Training Facilities for Pilots

2330. SHRI BHUPENDRASINH SOLANKI:
SHRI MAHESH KANODIA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to augment training facilities for pilots;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the other steps taken/proposed to be taken in this regard?

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

(b) Government have decided to upgrade and modernise the training infrastructure at the premier flying training institute namely Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity from 40 to 100 pilot cadets per annum. A world class flying training institute is planned as a Joint Venture under the aegis of Airports Authority of India, at Gondia, Maharashtra. In the Annual Plan 2006-07, Government has made a provision of Rs. 12.79 crores for releasing as Grants-in-Aid to Aero Club of India (ACI) for procurement of aircraft to be allotted to identified needy flying clubs, approved by Directorate General of Civil Aviation for conducting flying training for Commercial Pilot Licence.

(c) Does not arise.

[English]

Purchase of Petroleum Products

2331. DR. K. DHANARAJU:
SHRI ALOK KUMAR MEHTA:

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

(a) whether the Government purchases Liquefied Petroleum Gas (LPG) and other petroleum products from private companies every month;

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

(c) the amount paid to those companies by the Government during the last one year, company-wise;

(d) the reasons for which Government is not able to meet the requirement of the above products from its own refineries; and

(e) the steps taken or proposed to be taken to meet the requirement of petroleum products from its own sources?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) In order to meet the demand Public Sector Oil marketing companies are purchasing petroleum

products including LPG from the private parties as per details given in the enclosed Statement.

(c) The amount paid by Public Sector Oil companies to private companies for purchasing of petroleum products/ LPG during 2005-06 is as follows:

IOC	—	6209.79 crores
HPC	—	5340.341 crores
BPC	—	3745.77 crores

(d) and (e) The country is self-sufficient in production of all petroleum products barring LPG. With the delicensing of the refining sector since June 1998, more petroleum infrastructure, including domestic refineries, has been set up in the country. We have now become net exporter of petroleum products. Further capacity addition is being planned in the country both by the Public and Private sector companies by the end of XIth Plan. It is expected that the country's requirement of petroleum products will be met fully and further the country would be exporting petroleum products.

Statement

Purchase of Petroleum Products

Name of PSU	Period	Name of Private Company	Name of Product	Quantity
1	2	3	4	5
OIC	2005-06	RIL	ATF	38496 KL at 15' C
			HSD	873550 KL at 15' C
			LPG	1050381 MT
			MS	69004 KL at 15' C
			SKO	941531 KL at 15' C
	April-Oct' 06	RIL	SKO	52 TMT
			LPG	796 TMT
HPC	2005-06	RIL	ATF	23765.228 KL at 15' C
			HSD	670952.374 KL at 15' C
			MS	157187.963 KL at 15' C
			SKO	314478.492 KL at 15' C
			LPG	521266.52 MT
			LPG	387700.52 MT
	April-Nov '06	RIL	ATF	11533.494 KL at 15' C
			SKO	8856.274 KL at 15' C

1	2	3	4	5
BPC	2005-06	Haldia Petro-chemical Ltd.	LPG	7822.31 MT
			MS	7676 KL
			SKO	113331 KL
		RIL	ATF	12394 KL
			HSD	494086 KL
			LPG	586.428 TMT
			MS	90739 KL

Setting Up of a Food Processing Industry Unit in Kerala

2332. SHRI VARKALA RADHAKRISHNAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has received any proposal from the Government of Kerala for the setting up of a Food Processing Industry unit in Wynad district of the State;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) and (c) One proposal pertaining to Wynad District of Kerala for financial assistance for setting up of a unit for rice powder, wheat powder and curry powder, etc. has been received during the 10th Plan period. The unit has been asked to provide some information/document for examination of the proposal.

Financial Assistance for Repair/Renovation

2333. SHRI MANJUNATH KUNNUR: Will the Minister of CULTURE be pleased to state:

(a) the funds allocated for repairs and maintenance of buildings belonging to Archaeological Survey of India (ASI) in Karnataka during each of the last three years and current year so far; and

(b) the details of monuments taken up/being taken up by ASI for restoration and maintenance in the State?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) The funds allocated for repairs and maintenance to centrally protected monuments in Karnataka during each of the last three years and current financial year is as under:—

(Rs. in Lakhs)	
Year	Allocation
2003-04	767.17
2004-05	907.41
2005-06	1434.92
2006-07	1145.00

(b) Conservation is a continues process. Out of 507 centrally protected monuments in Karnataka, 140 monuments (as at Statement) have been identified for special conservation. In addition routine maintenance works are taken up as and when necessary.

Statement**The Monuments/Sites undertaken for Structural Conservation in Karnataka
(Ongoing and New Works)**

(Rs. in lakhs)

Sl. No.	Name of Monument	Location	District	Provision for 2006-07
1	2	3	4	5
1.	Fort and Dungeon	Bangalore	Bangalore	5.00
2.	Chandragiri Hills	Sravanabelagola	Hassan	3.00
3.	Vindya Giri Hill	Sravanabelagola	Hassan	3.00
4.	Retaining wall of Moat on either side of Kamanabagilu	Chitraduraga	Chitradurga	15.00
5.	Anantha Shayana Temple at Anantha-shayana Gudi	Kamalapur	Bellary	15.00
6.	Mantapa and Shrines at Venkatapura	Kamalapur	Bellary	15.00
7.	Vittala Temple Bazzar at Venkatapura	Kamalapur	Bellary	15.00
8.	Mantapa and Shrines South of Vittala Bazzar at Venkatapura	Kamalapur	Bellary	10.00
9.	Fort and Gate ways, royal enclosure	Kamalapur	Bellary	10.00
10.	Fort and Gate ways, Dhanayaka enclosure	Kamalapur	Bellary	5.00
11.	Sri Srikanteshvara Temple	Nanjangud	Mysore	5.00
12.	Group of Monuments	Mudabidri	Udupi	10.00
13.	Group of Monuments	Bandalike	Shimoga	10.00
14.	Shivappa Naik's Fort	Nagara	Shimoga	15.00
15.	Group of Monuments	Kotipura	Shimoga	10.00
16.	Ananatha Padmanabha Temple	Karkala	Mangalore	5.00
17.	Achutaraya Temple, Venkatapura	Kamalapur	Bellary	15.00
18.	Pushkarani Lokapavani tank at Venkatapura	Kamalapur	Bellary	15.00

1	2	3	4	5
19.	Krishna Bazaar at Krishnapura (North wing)	Kamalapur	Bellary	15.00
20.	Kadalekalu Ganesha	Kamalapur	Bellary	5.00
21.	Lakshmi Narasimha Temple	Marehalli	Mandya	10.00
22.	Fort and Large Masonry Elephant	Madikeri	Coorg	5.00
23.	Gumbaz containing tomb of Tippu Sultan and Masjid	Srirangapatna	Mandya	5.00
24.	Fort at Chitradurga	Chitradurga	Chitradurga	5.00
25.	Daria Daulat Bagh and other monuments	Srirangapatna	Mandya	5.00
26.	Mallik Rihan Durga	Sira	Turnkur	8.00
27.	Vaideshwara Temple	Talakadu	Mysore	10.00
28.	Shanthinatha Basdi and Pachakuta Basdi	Kambadahalli	Mandya	10.00
29.	Fort	Manjarabad	Hassan	10.00
30.	Fort at Chitradurga (Boundary Wall)	Chitradurga	Chitradurga	20.00
31.	Fort	Kavaledurga	Shimoga	10.00
32.	Achyutharaya Temple at Venkatapura	Kamalapura	Bellary	1.50
33.	Fort Wall	Kamalapura	Bellary	
34.	Queen's bath at Kamalapura	Kamalapura	Bellary	4.00
35.	Temples along the river bank from Vittala temple to the Achyutharaya Temple	Kamalapura	Bellary	15.50
36.	Pattabhirama Temple	Kamalapura	Bellary	1.50
37.	Dhanayaka Enclosure	Kamalapura	Bellary	2.00
38.	Shiva and Gopala Krishna Temple	Thimlamapura	Bellary	1.50
39.	Malyavantha Raghunatha Temple	Kamalapura	Bellary	1.50
40.	Temple mantapa south side of Vittala Temple	Kamalapura	Bellary	2.00
41.	Parvathi and Karthikeya Temples	Sandur	Bellary	2.00
42.	Tippu Sultan Palace	Bangalore	Bangalore	1.50

1	2	3	4	5
43.	Fort	Chitradurga	Chitradurga	1.50
44.	Fort	Bellary	Bellary	1.50
45.	Lotus Mahal at Kamalapura	Kamalapura	Bellary	1.50
46.	Keshava Temple at Somanathapura	Somanathpura	Mysore	1.50
47.	Daria Daulat Bagh	Srirangapatna	Mandya	1.50
48.	Kolaramma Temple	Kolar	Kolar	1.50
49.	Someshwara Temple	Kolar	Kolar	1.50
50.	Ramaligeshwara Temple, Avani	Kolar	Kolar	1.50
51.	Bhoganadishwara Temple, Nandi	Kolar	Kolar	1.50
52.	Fort at Devanahalli	Bangalore	Bangalore	1.50
53.	Kalleshwara Temple	Bagali	Davanegere	2.00
54.	Fort	Uchangidurga	Davanegere	2.00
55.	Kalleshwara Temple at Ambali	Ambali	Davanegere	2.00
56.	Inscription at Vindya Giri and Chandragiri Hills	Sravanabelagola	Hassan	1.50
57.	Parshwanatha Basdi and Adinatha Basdi	Halebidu	Hassan	2.00
58.	Keshava Temple	Belur	Hassan	1.50
59.	Channakeshava Temple	Mosale	Hassan	2.00
60.	Nagareshwara and Bhucheshwara Temples	Halebidu	Hassan	1.50
61.	Hucheshwara Temple	Halebidu	Hassan	1.50
62.	Hoysaleshwara Temple	Halebidu	Hassan	1.50
63.	Sri Srikanteshwara Temple	Nanjangud	Mysore	2.00
64.	Keerthinarayana Temple	Talakadu	Mysore	2.00
65.	Rameshwara Temple	Narasamangala	Chamarajanagara	2.00
66.	Fortress and Renukamba Temple	Chandragutthi	Shimoga	1.50
67.	Group of monuments at Ikkeri	Shimoga	Shimoga	1.50
68.	Group of Monuments	Kubettur	Shimoga	2.00

1	2	3	4	5
69.	Kaithabeshwara Temple	Kotipura	Shimoga	1.50
70.	Group of Monuments	Udri	Shimoga	2.00
71.	Fort	Nagara	Shimoga	1.50
72.	Group of Monuments	Beligavi	Shimoga	2.00
73.	Sourmya Keshava Temple	Nagamangala	Mandya	2.00
74.	Lakshmi Narayana Temple	Sindhgatta	Mandya	1.50
75.	Panchakuta Basdi	Kambadalli	Mandya	2.00
76.	Ancient bathing Ghatt, in Daria Daulat Bagh	Srirangapatna	Mandya	1.50
77.	Find spot of Tippus body, Ancient Palace and Dungeon	Srirangapatna	Mandya	2.50
78.	Daira Daulat Bagh	Srirangapatna	Mandya	2.50
79.	Oblisk war memorial	Srirangapatna	Mandya	2.50
80.	Fort	Jamalabad	Mangalore	2.00
81.	Fort	Devanahalli	Bangalore	2.00
82.	Mallikrithan darga	Sira	Bangalore	2.00
83.	Fort	Bangalore	Bangalore	2.00
84.	Temples inside the fort at Chitradurga	Chitradurga	Chitradurga	1.50
85.	Repairs to the mud structure inside the fort	Chitradurga	Chitradurga	1.50
86.	Fort	Chitradurga	Chitradurga	4.00
87.	Akka Thangi Honda, Gopala Krishna Honda and Kamanabhavi	Chitradurga	Chitradurga	2.00
88.	Fort	Madikeri	Koorg	1.50
89.	Shivappa nayaka Fort	Nagara	Shimoga	2.00
90.	Fort	Kavaledurga	Shimoga	2.00
91.	Fort	Chitradurga	Chitradurga	2.00
92.	Kalleswara Temple	Begali	Davangere	3.00
93.	Kalleswara Temple	Ambali	Bellary	3.00

1	2	3	4	5
94.	Group of Monuments at Vindhayagiri hill, Sravanbelgola	Sravanbelgola	Hassan	5.50
95.	Dariya Daulat Bagh	Srirangapatana	Hassan	5.00
96.	Yoginarayana and Subsidiary shrines	Aihole	Bagalkot	2.50
97.	Jyotirlinga group of temples	Aihole	Bagalkot	0.46
98.	Veniyal god complex	Aihole	Bagalkot	3.80
99.	Galaganatha group of temples	Aihole	Bagalkot	5.00
100.	Gol Gumbaz	Bijapur	Bijapur	17.07
101.	Ibrahim Rouza	Bijapur	Bijapur	22.58
102.	Fort at Mirjan	Uttara Kannada	Uttara Kannada	11.00
103.	Tarkash Mahal	Bidar	Bidar	2.04
104.	Rangin Mahal	Bidar	Bidar	1.43
105.	Gagan Mahal	Bidar	Bidar	3.08
106.	Solah Khambha Mosque	Bidar	Bidar	0.36
107.	Someshwara Temple	Halsi	Belgaum	1.27
108.	Gate Walls of City and Citadal	Bijapur	Bijapur	15.11
109.	Sangeet and Nari Mahal	Bijapur	Bijapur	35.81
110.	Firoz Shah Tomb in Haft Gumbaz	Gumbarga	Gumbarga	1.00
111.	Ghiyatudin Tomb in Haft Gumbaz	Gumbarga	Gumbarga	2.49
112.	Virupaksha Temple	Pattadakal	Bagalkot	10.00
113.	Jyothirlinga Group of Temples	Aihole	Bagalkot	5.00
114.	Veniyar Gudi Complex	Aihole	Bagalkot	5.00
115.	Pallava Inscription, Badami	Bagalkot	Bagalkot	5.00
116.	Tank with Collonades at Banashankari temple, Cholachagudda, Badami	Bagalkot	Bagalkot	5.00
117.	Bhuvaraha Narasimha temple Halsi, Distt. Belgaum	Halsi	Bagalkot	10.00

1	2	3	4	5
118.	Repairs to Sub Shrines, Ittagi	Koppal	Koppal	5.00
119.	Doddabasappa Temple, Dambal,	Gadag	Gadag	5.00
120.	Great Mosque within fort Brahmapur	Gulbarga	Gulbarga	5.00
121.	Madhukeswara Temple, Banavasi	Haveri	Haveri	5.00
122.	Fortification wall at Mirjan	Uttara Kannada	Uttara Kannada	5.00
123.	Chaukhandi of Hazarat Khalilullahah, Ashtur	Bidar	Bidar	5.00
124.	Ainal Malik Tomb, Ainapur	Bijapur	Bijapur	5.00
125.	Arquilla with moat	Bijapur	Bijapur	5.00
126.	Malik-E-Maidan Gun	Bijapur	Bijapur	10.00
127.	Naneswara temple, Lakkundi	Gadag	Gadag	5.00
128.	Fort with bastions and Guns, Bramhapur, Distt. Gulbarga	Gulbarga	Gulbarga	5.00
129.	Balahissar locally known as Ranamandala in the Fort	Brahampur	Gulbarga	5.00
130.	Haft Gumbaz-Tomb (Firoz Shah with two domes, and Dawood Shah Tomb)	Badeput	Gulbarga	5.00
131.	Aralibasappa Temple,	Aihole	Aihole	10.00
132.	Jyothirlinga Temple	Aihole	Aihole	10.00
133.	Pushkarni inside the complex	Ittagi	Koppal	10.00
134.	Sub-shrines around Mahadeva Temple	Ittagi	Koppal	10.00
135.	The Great lake	Ittagi	Koppal	10.00
136.	Upper and lower Shivalaya, Badami	Badami	Bagalkot	10.00
137.	Compound wall at Golgumbaz	Bijapur	Bijapur	10.00
138.	Virupaksha Temple, Pattadakal	Pattadakal	Bagalkot	10.00
139.	Mallikarjuna Temple,	Pattadakal	Bagalkot	3.45
140.	Chikkaleshwara Temple	Konnur	Belgaum	4.93

Construction of Basholi-Bani-Bhaderwah Road

2334. CHAUDHARY LAL SINGH: Will the Minister of DEFENCE be pleased to state:

- (a) whether there is any proposal to develop Basholi-Bani-Bhaderwah road to double lane specification;
- (b) if so, the details alongwith the cost of the project;
- (c) the progress so far made on the project; and
- (d) the time schedule for completion of the project?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) 165.85 KM of road is to be developed to double lane specification at the cost of Rs. 270 Crores.

(c) Double laning work in Sector Kin 0 to 30 and Km. 145 to 155 are in progress and 70% of the work has been completed.

(d) Works are planned for completion by 2015.

[Translation]

New Coaches

2335. SHRI TUFANI SAROJ:

SHRI VIJOY KRISHNA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways propose to convert all the Mail/Express trains into Air-conditioned trains;
- (b) if so, the time by which this task is likely to be completed;
- (c) whether the Railways propose to set up more coach manufacturing factories to achieve the above target;
- (d) if so, the details thereof; and
- (e) the total number of AC and non-AC passenger coaches proposed to be manufactured during the current Plan period?

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

(b) to (d) Do not arise.

(e) Total number of 2821 coaches are proposed to be manufactured during 2006-07.

Supply of Oil from IOC Depot

2336. SHRI CHANDRAKANT KHAIRE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there have been complaints of less oil supply by the oil tankers under operation of Nagpur Division of the Indian Oil Corporation;

(b) if so, the details thereof;

(c) whether the Petrol Pumps Association has made any complaint in this regard;

(d) if so, the details thereof; and

(e) the steps taken so far to check this practice?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Indian Oil Corporation Limited (IOCL) has reported that there have been no complaint of less oil supply by the oil tankers under operation of Nagpur Division of IOCL.

(c) and (d) IOCL has received representations from Akola Petrol Dealers Association and Nasik District Indian Oil Petrol Dealer's Association regarding alleged less supply by the oil tankers.

(e) Deliveries of all products are through flow meters at the Oil Marketing Companies terminals, which are duly sealed, checked and rectified by Department of Legal Metrology. The deliveries through the meters are also checked through a measure duly calibrated by Department of Legal Metrology provided at all terminals. The calibration of tank trucks is also carried out by the Department of Legal Metrology. In case of any discrepancy, the same is rectified through re-calibration of tank trucks by the Department of Legal Metrology which is a continuous process. The seals provided by the Department of Legal Metrology are protected and secured at all times.

[English]

**Authorisation of Private Agents for
Air Tickets**

2337. SHRI M. APPADURAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to cancel the private authorised air ticket agents following security threat to Airports/Airlines;

(b) if so, the details thereof; and

(c) the other steps taken/proposed to be taken by the Government in this regard?

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

(b) and (c) Do not arise.

[Translation]

Doubling of Railway Lines

2338. SHRI AJIT JOGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have initiated the plan of doubling the rail lines connecting ports in the country;

(b) if so, the details of rail lines passing through and connecting to the different ports in the country on which work has been started;

(c) whether any evaluation of completion of work at the end of the Tenth Plan has been done;

(d) if so, the details thereof;

(e) the total number of projects proposed to be linked through new rail lines;

(f) whether the process of doubling work of rail links is rather slow; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A Statement is enclosed.

(c) and (d) 11 out of 18 ongoing projects are planned for completion during the Xth Plan and balance will be completed in XIth Plan.

(e) Seven (7).

(f) and (g) 11 projects are planned for completion by March, 2007 which includes all the five sanctioned doubling works.

Statement

Under National Rail Vikas Yojana (NRVY), Railways have taken up projects of New Line, Gauge Conversion and Doubling for strengthening connectivity to various Ports in the country. The details of these projects are given as under:

Port Connectivity Works (Sanctioned)

(Rs. in crore)

Sl. No.	Project	Plan head	Length (in Kms)	Cost	Exp. upto March 06	Outlay 06-07	Targets wherever fixed
1	2	3	4	5	6	7	8
1.	Obulavaripalle-Krishnapatnam	New Line	113	426.34	0	10	2010-11.
2.	Panvel-Karjat	New Line	28	137.43	130.58	1	Completed.

1	2	3	4	5	6	7	8
3.	Daitari-Banspani	New Line	155	913.87	583.48	155.85	2006-07.
4.	Handaspur-Paradeep	New Line	82	594.34	29.51	44	2008.09.
5.	Angul-Sukinda	New Line	98	344	0.88	20	
6.	Bharuch-Sammi-Dahej	Gauge Conversion	62.36	165.66	0	10	
7.	Gandhidham-Palanpur	Gauge Conversion	313	344.62	226.95	65	Completed.
8.	Surendranagar-Bhavnagar Rajula-Mahuwa with the extrn. upto Pipavav and Sihor-Palitana	Gauge Conversion	385	440.19	446.04	5	Completed.
9.	Arasikere-Hassan- Mangalore	Gauge Conversion	236	417.45	326	0.01	Completed.
10.	Bhildi-Samdari	Gauge Conversion	223	244.74	8.72	115	2007-08.
11.	Ajmer-Phulera-Ringus- Rewari	Gauge Conversion	294.97	469.1	0.01	270	Completed.
12.	Cuddalore-Salem via Vridhachalam	Gauge Conversion	191	261	151.56	80	2006-07.
13.	Thanjavur-Villupuram	Gauge Conversion	192	231	94.3	100	2007.08.
14.	Parvel-Jasai-JNPT	Doubling	28.5	53.25	22.62	8	Completed.
15.	Nergundi-Cuttack- Raghunathpur	Doubling	43	174.98	164.31	10	Completed.
16.	Rahama-Paradeep	Doubling	23	75.51	69.17	5	Completed.
17.	Rajatgarh-Nergundi	Doubling	28	84.84	83.04	0.2	Completed.
18.	Panskura-Haldia PH-I	Doubling	14	35.02	28.68	0.5	Completed.
Post Connectivity Works (Unsanctioned)							
1.	Surat-Hazira	New Lines	36.36	138.4		1	
2.	Panskura-Haldia PH-II	Doubling	54	239.25		2	
3.	Chattarpur-Gopalpur	New Lines		50		3	

Sl. No.	Name of the CPSE	Name of the Ministry/Department
3.	BBJ Construction Co. Ltd.	Deptt. 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.	Deptt. of Heavy Industry
7.	Praga Tools Ltd.	Deptt. of Heavy Industry
8.	Braithwaite and Company Ltd.	Deptt. of Heavy Industry
9.	Richardson and Cruddas Ltd.	Deptt. of Heavy Industry
10.	Central Inland Water Transport Corporation Ltd.	Deptt. of Shipping
11.	Tungabhadra Steel Products Ltd.	Deptt. of Heavy Industry
12.	Hindustan Antibiotics Ltd.	Deptt. of Chemicals and Petrochemicals
13.	Eastern Coalfields Ltd.	Ministry of Coal
14.	Cement Corporation of India Ltd.	Deptt. of Heavy Industry
15.	Heavy Engineering Corporation Ltd.	Deptt. of Heavy Industry
16.	Hindustan Organic Chemicals Ltd.	Deptt. of Chemicals and Petrochemicals
17.	Hindustan Insecticides Ltd.	Deptt. of Chemicals and Petrochemicals
18.	Mineral Exploration Corporation Ltd.	Ministry of Mines
19.	Fertilizers and Chemicals Travancore Ltd.	Department of Fertilizers
20.	Central Electronics Ltd.	Department of Scientific and Industrial Research

[English]

Ethanol Blending Petrol

2340. SHRI IQBAL AHMED SARADGI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government has any proposal on the price of ethanol required for petrol blending;

(b) if so, whether joint meetings of the Ministry of Petroleum and Natural Gas, Agriculture, oil sector

companies and association of Sugar Manufactures was held to resolve the price issue;

(c) if so, the details thereof;

(d) whether any agreement was reached in this regard;

(e) if so, the details thereof; and

(f) the time by which this scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF

PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Following a meeting between the Ministry of Petroleum and Natural Gas, Department of Food and Public Distribution, Oil Sector Companies, Indian Sugar Mills Association (ISMA), National Federation of Cooperative Sugar Factories Limited (NFCSF), Ethanol Manufacturers' Association of India (EMAI) and Maharashtra Distillery Association held in April 2006, a committee consisting of representatives from ISMA, NFCSF, EMAI and Oil PSUs was set up to suggest a formula for fixing the price of ethanol linked to the price of sugarcane at which all the manufacturers of ethanol could supply it to Oil Marketing Companies. The Committee could not arrive at a formula for fixation of basic price of ethanol on mutual consensus.

(f) The Ministry of Petroleum and Natural Gas, vide Gazette Notification No. G.S.R. 580(E) dated 20-09-2006 directed that subject to commercial viability, Oil Marketing Companies (OMCs) shall sell 5% Ethanol Blended Petrol, meeting Bureau of Indian Standards Specifications, in the notified 20 States and 4 Union Territories. Based on this, the OMCs floated public Tenders on industry basis for procurement of Ethanol at the Depots/Terminal locations of OMCs. The tenders were floated for a period of 3 years with option for extension by 2 more years on mutual consent of both the parties. So far, the industry has finalized quantities for locations of Oil OMCs in Uttar Pradesh, Goa, Maharashtra (partly for pune location) and Tamil Nadu (except Chennai) for the first supply period. For other states and locations, tenders finalisation is in process.

Study on MIG-29

2341. SHRI ANANDRAO VITHOBA ADSUL:

SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI RAVI PRAKASH VERMA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Air Force has sought life enhancement of its frontline fighter Mig-29;

(b) if so, the details thereof;

(c) whether the National Aerospace Laboratories (NAL) has conducted any study regarding Total Technical Life Enhancement (TTLE) of the MiG-29;

(d) if so, the details and the outcome thereof;

(e) the expenditure likely to be incurred thereon; and

(f) the further steps being taken in the matter?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (f) A project for Total Technical Life Extension (TTLE) of MiG-29 has been undertaken with National Aerospace Laboratory (NAL). The project envisages increasing Total Technical Life (TTL) from 2500 hours/25 years to 3000 hours/30 years and beyond. So far an expenditure of Rs. 98 lakhs on NAL project has been incurred and four phases of the project have been completed. Better technologies from the OEM are now available which can considerably enhance the operational capability of aircraft.

Kharagpur Railway Workshop

2342. SHRI PRABODH PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal for expansion of Kharagpur Railway Workshop;

(b) if so, the details thereof; and

(c) the steps being taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However a proposal for modernisation of Kharagpur Workshop has been received. This modernisation proposal would also result in some increased capacity of the workshop due to de-bottlenecking of processes and improved productivity of the plant.

(b) Modernisation of Kharagpur workshop is estimated to cost Rs. 91.7 crore.

(c) The proposal is presently under consideration.

[Translation]

Allotment of Retail Outlets to SCs/STs

2343. SHRI PUNNU LAL MOHALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Hindustan Petroleum Corporation Limited (HPCL) is sanctioning retail outlets to the candidates belonging to SCs/STs;

(b) if so, whether these outlets are set up by the HPCL at the cost of the company itself;

(c) if so, whether persons belonging to this category are compelled to purchase the land for setting up such outlets;

(d) if so, the reasons therefor; and

(e) the number of retail outlets sanctioned by the company to SCs/STs in the country since 2005 till date, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Hindustan Petroleum Corporation Limited (HPCL) has reported that as per the Dealer Selection Guidelines, the reservation for dealerships/distributorships under SC/ST category is 25%.

(b) In respect of Retail Outlets (ROs) reserved for SC/ST categories under the Corpus Fund scheme, all investments including arrangement of land, are made by HPCL and the RO dealership are handed over to the allottees in ready condition.

(c) and (d) The candidates belonging to SC/ST categories are not compelled to purchase land for setting up of ROs.

In case, the Letter of Intent (LOI) holders are willing to offer land for setting up of ROs on their own for early commissioning, the land is taken on lease by HPCL on appropriate rentals.

(e) The number of ROs sanctioned by HPCL to the candidates belonging to SC/ST category during the period January 2005 to October 2006 is 867. The state-wise detail of the ROs sanctioned by HPCL to the candidates

belonging to SCs/STs category is given in the enclosure Statement.

Statement

State-wise NOS of Letter of Inteni (LOI) Issued under SC/ST Category during January 2005 to October 2006

Sl. No.	State	No. of LOI Issued during January 2005 to October 2006	
		Under 'SC' Category	Under 'ST' Category
1	2	3	4
1.	Andhra Pradesh	55	10
2.	Arunachal Pradesh	0	0
3.	Assam	0	0
4.	Bihar	19	0
5.	Chhattisgarh	8	16
6.	Delhi	0	0
7.	Gujarat	17	33
8.	Goa	5	0
9.	Haryana	40	0
10.	Himachal Pradesh	5	1
11.	Jammu and Kashmir	8	15
12.	Jharkhand	3	10
13.	Karnataka	39	11
14.	Kerala	19	3
15.	Madhya Pradesh	23	33
16.	Maharashtra	43	34
17.	Manipur	0	0
18.	Meghalaya	0	0

1	2	3	4
19. Mizoram		0	0
20. Nagaland		0	0
21. Orissa		14	17
22. Punjab		103	0
23. Rajasthan		59	40
24. Sikkim		0	0
25. Tamil Nadu		74	4
26. Tripura		0	0
27. Uttaranchal		10	0
28. Uttar Pradesh		78	0
29. West Bengal		10	4
30. Andaman and Nicobar Islands		0	0
31. Chandigarh		0	0
32. Dadar and Nagar Haveli		0	0
33. Daman and Diu		0	0
34. Lakshadweep		0	0
35. Pondicherry		4	0
Total		636	231

Expansion/Maintenance of Airstrips

2344. SHRI SUNIL KUMAR MAHATO:

SHRI HARISINH CHAVDA:

SHRI GANESH SINGH:

SHRI E.G. SUGAVANAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering any proposal of expansion as well as maintenance of airstrips in the country;

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

(c) the funds allocated by the Government in this regard, airstrip-wise; and

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

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

(b) to (d) The airstrips proposed to be developed during the 11th five year plan with their estimated cost of development are Ajmer—Rs. 15 crores, Mount Abu—Rs. 3 crores, Behala—Rs. 15 crores, Cooch Behar—Rs. 15 crores, Jharsuguda—Rs. 5 crores, Malda—Rs. 5 crores, Muzaffarpur—Rs. 5 crores, Kamalpur—Rs. 5 crores, Kailashar—Rs. 5 crores, Passighat—Rs. 10 crores, Rupsi—Rs. 5 crores, Akola—Rs. 10 crores, Hassan—Rs. 5 crores and Mysore—Rs. 37 crores.

Railway Line between Reewa and Raipur

2345. SHRI KRISHNA MURARI MOGHE:

SHRI VIJAY KUMAR KHANDELWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal has been received from the Government of Madhya Pradesh for laying a new rail line between Reewa to Raipur via Katni;

(b) if so, the details thereof; and

(c) the reaction of the Railways thereto?

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

(b) and (c) Do not arise.

Gas Pricing Policy

2346. DR. CHINTA MOHAN:

SHRI RAMJI LAL SUMAN:

SHRI DALPAT SINGH PARSTE:

SHRI AJAY CHAKRABORTY:

SHRI PUNNU LAL MOHALE:

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

(a) whether the Committee set up to formulate gas pricing policy has submitted its report;

(b) if so, the recommendations made by the Committee;

(c) the details of the recommendations accepted by the Government;

(d) the reasons for non-acceptance of the remaining recommendations;

(e) whether the Government has received some objections to a few recommendations of the report; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRIDINSHA PATEL):

(a) A Committee was constituted by the Government to formulate transparent guidelines for approving gas price formula/basis for granting Government approval under the Production Sharing Contracts (PSCs), for the purpose of computing cost petroleum, profit petroleum, royalty and other calculations required under PSCs. The Committee has since submitted its report.

(b) Summary of recommendations made by the Committee is enclosed as Statement.

(c) to (f) The report of the Committee is under examination in the Government.

Statement

Summary of the Recommendations of the Committee for formulation of transparent guidelines for approving natural gas pricing basis under Production Sharing Contracts for the purposes of Government take (Profit Petroleum, Royalty, etc.)

1. Where valuation of natural gas has to be necessarily done by the Government, it may be done based on most recent competitively determined price in the region duly indexed to the present.
2. The indexation shall be as per the provisions of market-determined contract as each market

determined price has a contract which sets out various terms and conditions of supply of natural gas.

3. Typically, long-term gas contracts have a clause for periodic gas price reviews. If price is reviewed as per the contract, that may become the new reference price. For interim period, it may be linked to percentage increase in price of Furnace Oil (FO). FO is not only the cheapest liquid fuel, but has also shown least price volatility in recent years.
4. Above valuation methodology may be applied in cases where actual supply has commenced but price could not be discovered through market mechanism.
5. If the actual price at which any producer supplies to any consumer happens to be higher than the one arrived at by above methodology, then the higher price shall be reckoned for the Government take.
6. In the eventuality of applying the Committee's recommendations, Director General, Directorate General of Hydrocarbons (DGH) and Director, Petroleum Planning and Analysis Cell (PPAC) shall jointly calculate and determine the valuation based on Committee's recommended methodology.
7. DGH shall also be responsible to ensure that the gas producer remits Government's take (Profit petroleum, Royalty, etc.) accordingly.

[English]

MRO Facilities for AI and IA

2347. SHRI J.M. AARON RASHID: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has shelved the mega plans of the Air India and Indian Airlines to set up independent subsidiaries for maintenance, repair and overhaul (MRO) facilities in India;

(b) if so, the reasons therefor;

(c) whether the Government has instead allowed private airlines to set up such MRO facilities in India; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) In view of impending merger of Air India and Indian Airlines, government has for the present, deferred a final decision in the matter.

(c) and (d) Pursuant to the purchase of aircraft from Boeing and Airbus Industrie, as a part of their contractual obligation, both the manufacturers have offered to facilitate setting up of Maintenance, Repair and Overhaul (MRO) facilities in India.

Development of Mangalore Refinery

2348. SHRI MANORANJAN BHAKTA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is planning to develop Mangalore Refinery and Petrochemicals as its petrochemicals hub, which will be a part of a Special Economic Zone;

(b) if so, the details thereof;

(c) whether the Government has been able to identify the ultimate customers/countries for the sale of its refined high quality products;

(d) if so, the details thereof;

(e) whether any target has been fixed for the purpose; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Oil and Natural Gas Corporation Limited (ONGC) has signed a Memorandum of Understanding (MoU) with the Government of Karnataka (GoK) for setting up a Special Economic Zone (SEZ) at Mangalore, to facilitate development of the required infrastructure for value addition projects of ONGC and

Mangalore Refinery and Petrochemicals Ltd. (MRPL), a subsidiary of ONGC.

A Special Purpose Vehicle (SPV) for development of the SEZ in the name of "Mangalore SEZ Limited" has been incorporated on 24-2-2006, with the following financial structure:

(i) ONGC	26%
(ii) KIADB* promoted by GoK	23%
(iii) KCCI*+IL and FS*	51%

The planned projects to be set up by ONGC-MRPL, as the anchor industry located in the M-SEZ, concurrent to the development of necessary infrastructure, are the following:

(i) Expansion/upgradation of the existing 9.69 MMTPA Refinery to 15 MMTPA at an estimated cost of Rs. 7,943 crore;

(ii) Development of an Aromatic complex to produce Paraxylene and Benzene, at an estimated cost of Rs. 4,853 crore through Mangalore Petrochemicals Ltd. (proposed) an SPV with ONGC and MRPL taking equity of 46% and 3% respectively, and the balance to be funded through private placements/FIs; and

(iii) Olefin Complex with a project cost of approximately Rs. 12,000 crore.

(c) and (d) There exists good demand for these value added products in North East Asia i.e. China, Japan and Korea etc.

(e) and (f) Yes, investment approvals with targets have been approved for capacity upgradation and aromatic projects. The upgradation project is estimated to be completed in June, 2010 while Aromatic Complex is estimated to be completed in end 2010.

- Karnataka Industrial Area Development Board (KIADB)
- Kanara Chamber of Commerce and Industry (KCCI)
- Infrastructure Leasing and Financial Services Limited (IL and FS)

Upgradation of Runways at Dibrugarh and Margherita Ledo Airports

2349. SHRI SARBANANDA SONOWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the present status of the construction of terminal building and expansion of runway at Dibrugarh Airport;

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

(c) whether the Government has decided to upgrade the Margherita Ledo Airstrip in Tinsukia District;

(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) Construction work of Terminal building is in progress and is likely to be completed by June, 2007. The expansion of runway work is held up due to land dispute.

(c) No, Sir.

(d) and (e) Do not arise.

Conservation of Monuments in Karnataka

2350. SHRI D.V. SADANAND GOWDA: Will the Minister of CULTURE be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Karnataka requesting for financial assistance for conservation of monuments belonging to seven major dynasties which rules the State, including monuments of Vijayanagar Dynesty under the project Suvarna Karnataka-2006;

(b) if so, the details thereof;

(c) the estimated cost of the project;

(d) whether the Union Government has considered the request of the State Government; and

(e) if so, the time by which the final decision in this regard is likely to be taken?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) A proposal has been

received from Government of Karnataka in January 2006 seeking financial assistance to the tune of Rs. 5.00 crores for conservation of monuments such as temples, Jaina basadis and forts of seven major dynasties in Karnataka including the monuments of Vijayanagara dynasty as part of the project Suvarna Karnataka, 2006.

(d) and (e) As the monuments for which financial assistance is sought are not centrally protected, there is no provision to extend such financial assistance.

Memorandum of Agreement (MoA) with USA

2351. SHRI KAILASH MEGHWAL:

SHRI BALESHWAR YADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has entered into an agreement by signing a Memorandum of Agreement (MoA) with Deferal Aviation Administration (FAA) of United States for developing and modernising civil aviation infrastructure in India as reported in the 'Hindustan Times' on November 14, 2006;

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

(c) the modalities and broad parameters agreed upon by both sides;

(d) the benefits likely to accrue from this MoA to India; and

(e) the time period for hich this agreement will remain in force with any renewal provision whatsoever?

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

(b) to (d) This MoA creates enabling provisions to sign agreements for technical and managerial expertise in civil aviation sector in the following areas:

(i) Providing technical and managerial expertise in developing, improving and operation of civil aviation infrastructure, standards, procedures, policies, training and equipment.

(ii) Co-operation in a range of aviation safety areas.

- (iii) Providing training for civil aviation personnel.
 - (iv) Inspection and calibration of our civil aviation equipment and air navigation facility.
 - (v) Assistance in aircraft certification in India.
 - (vi) Assistance in the field of Helicopter Operational Safety initiative.
- (e) This is an open-ended Agreement with provision for termination.

**Complaints from Physically
Challenged Passengers**

2352. SHRI M. SHIVANNA:

SHRI REWATI RAMAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Director General of Civil Aviation has asked domestic airlines to be sensitive to the needs of physically challenged following a litany of complaints from passengers;
- (b) if so, the details of the directions issued in this regard;
- (c) whether the directions have been implemented;
- (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) Directorate General of Civil Aviation (DGCA) has directed each airline to make a requirement for physically challenged passengers in their respective Citizen Charter, which provides information on various facilities provided by the airlines to physically challenged passengers. Information in this regard is available on the website of the respective airlines.

(c) to (e) The requirements contained in the Citizen Charter on physically challenged persons is being complied with by the airlines.

[Translation]

Oil Depots

2353. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) the number of oil depots of oil companies in the country particularly in tribal areas along with storage capacity thereof, separately, State-wise; and
- (b) the manner in which the local people are getting benefits from those depots?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) State-wise details of depots of Oil Marketing Companies (OMCs) in the tribal areas of the country along with storage capacity are given in the enclosed Statement.

(b) Local people are benefited by way of direct employment, indirect employment such as haulage contract, security contract, transport contracts etc. Apart from the above, local people are also benefited by way of timely supply of petroleum products due to close proximity of supply locations.

Statement

*State-wise Details of Depots of Oil Marketing
Companies in Tribal Areas alongwith their
Storage Capacity*

Name of State	Number of Depots	Tankage Capacity (in Kilolitre)
1	2	3
Andhra Pradesh	2	260422
Arunachal Pradesh	2	7390
Chhattisgarh	2	9570
Jammu and Kashmir	1	5850
Jharkhand	6	37841
Madhya Pradesh	2	21409

1	2	3
Maharashtra	3	328943
Manipur	1	6760
Meghalaya	1	6250
Mizoram	1	1520
Nagaland	1	9890
Orissa	1	35
Rajasthan	1	15467
Sikkim	2	2200

[English]

Hi-Tech Warning System for Drivers

2354. SHRI ADHIR CHOWDHURY:

SHRI UDAY SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are developing a highly advanced, foolproof protection and warning system that can prevent the possibility of train collision due to driver's error;

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

(c) whether to prevent train accidents a large number of steps were taken in the last few years;

(d) if so, whether these steps have been found insufficient; and

(e) if so, the extent to which the recently developed Hi-tech warning system for drivers is likely to be more effective?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes Sir, pilot implementation of Signaling based Train Protection Warning System (TPWS) and Global Positioning System (GPS) based Anti-Collision Device (ACD) is in progress to prevent the possibility of train collision due to drivers error and station staff error. TPWS is being installed in Delhi-Agra and Chennai-Gurumidipundi sections over Northern,

North Central and Southern Railways. ACD is being tried out in Katihar-New Jalpaiguri-Guwahati-Tinsukhia-Dibrugarh section on North-east Frontier Railway (NFR).

(c) and (d) Indian Railways keeps taking measures to prevent train accidents commensurate with the technology available, and scope of these measures keeps evolving as per requirements.

(e) The effectiveness of these systems can be commented upon after their performance evaluation under Indian conditions, final testing and commissioning.

New Railway Division

2355. SHRI N.N. KRISHNADAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any move to set up any new Railway Division under any of the Railways Zone in the country;

(b) if so, the details thereof;

(c) the details of the urgent necessity to set up such new Divisions; and

(d) the criteria for setting up new Railway Divisions and Zones in the country?

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

(b) It has been agreed in principle to set up a new Divisional Headquarters at Salem on Southern Railway.

(c) Looking into the vast geographical spread of Palghat Division, it has become an operational/administrative necessity to set up a Divisional headquarters at Salem.

(d) New Divisions/Zones are set up keeping in view factors like size (geographical spread), workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

International Railways

2356. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have planned to tie up with Chinese counterpart in their railway expansion programme as appeared in Business Line on November 9, 2006;

(b) if so, the details thereof;

(c) whether Railways have already tied up with several International Railways for co-operation; and

(d) if so, what benefit Indian Railways have achieved and how railways have utilized the same for development?

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

(b) Does not arise.

(c) and (d) Yes, Sir. Indian Railways have entered into Memorandum of Understanding (MoU) with Railways of Austria, France, Russia, Germany, Italy and South Africa in recent past. This has facilitated increased technical cooperation for development of rail related projects.

Kannur Airport

2357. SHRIMATI C.S. SUJATHA:

SHRI M.P. VEERENDRA KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to construct an airport at Kannur;

(b) if so, the present status thereof; and

(c) the time by which the construction work on the said airport is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) State Government of Kerala has proposed construction of an airport at Kannur and submitted a Techno-Economic Feasibility Report to the Union Government. The Report has been examined. Since clearances from Ministry of Defence, Ministry of Environment and Forest etc. have not been obtained, the State Government has been advised to get the requisite clearances. The proposal can be processed only after that.

Railway Equipments

2358. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of various equipments imported by the Railways during each of the last three years;

(b) whether the Railways propose to modernise their workshops for indigenous production of Railways requirement;

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

(d) the funds allocated for the purpose during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The details of the equipments imported during the last three years are as under:

Year	Description of Equipments Imported
2003-04	Meter for Industrial Waste
	Computerised Pneumatically Controlled Gear Hobbing Machine
	Grinding Machine Gear
	Computerised Pneumatically Controlled Laser Cutting Machine
	Welding and Cutting Machine
	Hydraulic Re-Railing Equipment
	Duel and Roughing lathe
	Wheel and Assembly complex
	Ultra sound whole body colour doppler machine
	Clayton reciprocating Air Compressor
	Carl Zais surgical zoom operating Microscope
	Defibrillator with Monitor Recorder

Year	Description of Equipments Imported
2004-05	Computerised Pneumatically Controlled Laser Cutting Machine
	Band Saw
	Spectrometer
	Computerised Pneumatically Controlled Cylindrical Grinder
	Welding Plants
	Computerised Pneumatically Controlled Boring Machines-Horizontal
	Hydraulic Rescue Device
	Axle turning lathes
	Surgical Laser System
	Perobe Lever
	Haemodialysis machine
	Impeller Shaft complete
	2005-06
Cleaning (Mechanised) Plant	
X-Ray Machine	
Spectrometer	
Test equipment for Acoustic Emission	
Computerised Pneumatically Controlled Axle Turning Lathe	
Grinder Surface	
Spectrograph Machine	
Computerised Pneumatically Controlled Laser Cutting Machine	
Laser Cutting and Welding machine	
Rail Cum Road Diesel Shunting Vehicle	

Year	Description of Equipments Imported
	Axle drilling tapping and counter sinking machines station-5
	Axle journal Grinding machine station-3
	Material handling system
	Ultrasonic radial scanning system
	Inter peretial Electro simulator
	Cardiolife Defibrillator
	Endovenous Laser Equipment
	Plazma Coagulator
	Yag Laser for Ophthalmology
	Marquette Case Computer
	Operating Eye Microscope
	Microm Model-HM325 Torary Microtome for Pathology

(b) No Sir. There is no such proposal at present.

(c) and (d) Do not arise.

Setting Up of ECHS Dispensaries

2359. SHRI E.G. SUGAVANAM:

SHRI P. KARUNAKARAN:

Will the Minister of DEFENCE be pleased to state:

(a) the details of places where Ex-servicemen Contribution Health Scheme (ECHS) dispensaries are located, State-wise;

(b) whether it is proposed to set up more such ECHS dispensaries in other parts of the country;

(c) if so, the State-wise details thereof and the time by which these dispensaries are likely to be set up;

(d) the criteria to become a beneficiary under the scheme;

(e) whether pre-1996 Ex-servicemen are exempted from one time payment under the scheme; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) State-wise list of Ex-servicemen Contributory Health Scheme (ECHS) polyclinics is annexed as Statement.

(b) and (c) The additional polyclinics, if required, will be set up in due course of time.

(d) The criteria for becoming a member of ECHS is

that the applicant should be an ex-servicemen or a widow/next of kin of ex-servicement and that he/she should be in receipt of pension.

(e) and (f) The ECHS scheme does not make any distinction between pre-1996 ex-servicemen and post-1996 ex-servicemen. The pre-1996 ex-servicemen, as such, are not exempted from one time payment under the scheme.

Statement

State-wise List of ECHS Polyclinic

Sl.No.	State	Location of Polyclinics
1.	Andaman and Nicobar	Port Blair
2.	Andhra Pradesh	Vishakapatnam, Guntur, Secunderabad, Chittur, Giddalur, Golconda, Kakinada and Vijayawada
3.	Assam	Jorhat, Guwahati and Masimpur
4.	Bihar	Ara, Muzaffarpur, Danapur (Patna), Chhapra, Dharbanga and Gaya
5.	Chandigarh	Chandigarh
6.	Chhattisgarh	Raipur
7.	Delhi	Delhi Cantt. and New Delhi (Lodi Road)
8.	Goa	Panaji
9.	Gujarat	Ahmedabad, Jamnagar and Vadodra
10.	Haryana	Chandimandir, Faridabad, Karnal, Ambala, Sonapat, Panipat, Yamunanagar, Kaithal, Kurukshetra, Gurgaon, Sirsa, Jhajjar, Rewari, Rohtak, Jind, Narnaul, Bhiwani, Hissar and Fatehabad
11.	Himachal Pradesh	Bakloh, Mandi, Yol, Hamirpur, Bilaspur, Una, Solan and Shimla
12.	Jammu and Kashmir	Baramulla, Jammu, Junglot (Kathua), Leh, Rajouri, Samba, Srinagar and Udhampur
13.	Jharkhand	Ranchi and Jamshedpur
14.	Karnataka	Bangalore (Urban), Yelahanka (Bangalore), Madakeri, Mangalore, Mysore, Belgaum, Bijapur, Dharwad and Karwar.
15.	Kerala	Palakkad, Koshi, Kannur, Kozhikode, Perinthalmanna, Alleppy, Trissur, Kottayam, Thiruvananthapuram, Pathanamthitta and Quilon.

Sl.No.	State	Location of Polyclinics
16.	Maharashtra	Nagpur, Sholapur, Ahmednagar, Osmanabad, Latur, Aurangabad, Buldana, Jalgaon, Deolali, Mumbai, Mumbai (Upnagar), Satara, Kolhapur, Miraj (Sangli), Chiplun, Sindudurg, Thane, Mahad, Akola, Amravati and Pune
17.	Manipur	Imphal
18.	Meghalaya	Shillong
19.	Mizoram	Aizwal
20.	Madhya Pradesh	Jabalpur, Rewa, Mhow, Bhopal, Bhind, Gwalior, Morena and Saugor
21.	Nagaland	Dimapur and Kohima
22.	Orissa	Brahmapur, Bhubneshwar and Balasore
23.	Punjab	Pathankot, Amritsar, Ropar, Fatehgarh Sahib, Faridkot, Ferozepur, Moga, Gurdaspur, Hoshiarpur, Jalandhar, Kapurthala, Ludhiana, Sangrur, Patiala, Bathinda, Mansa and Muktsar
24.	Rajasthan	Bikaner, Sriganganagar, Alwar, Bharatpur, Jhunjhunu, Jaipur, Sikar, Churu, Nagaur, Kota, Hindaun City (District Karruli), Ajmer, Barmer (Jalipa), Jaisalmer, Jodhpur, Pali and Udaipur
25.	Sikkim	Gangtok
26.	Tamil Nadu	Vellore, Chennai, Avadi, Kanchipuram, Cuddalore, Villupuram, Coimbatore, Krishnagiri, Salem, Srivilliputtur, Dindigul, Madurai, Tiruchi, Nagapattinam, Tanjavur, Theni, Tirunelveli, Nagarcoil, Tuticorin, Wellington and Thiruvannamalai
27.	Tripura	Agartala
28.	Uttar Pradesh	Ghaziabad (Hindon), NOIDA, Kanpur, Agra, Etawah, Mainpuri, Ferozabad, Etah, Bulandshahar, Bareilly, Badaun, Fatehgarh, Akbarpur Mati (Kanpur), Lucknow, Rae Bareilly, Mathura, Aligarh, Meerut, Muzaffarnagar, Shaharanpur, Shahjahanpur, Gorakhpur, Allahabad, Fatehpur, Pratapgarh, Azamgarh, Sultanpur, Faizabad, Deoria, Ghazipur, Varanasi, Balia, Jhansi and Orai (not yet functional).
29.	Uttaranchal	Dehradun, Gopeshwar, Kotdwara, Pauri (Garhwal), Haldwani, Pithoragarh, Roorkee and Almora
30.	West Bengal	Barrackpore, Bengdubi, Darjeeling, Krishnanagar, Kolkota, Salt Lake, Midnapur and Burdwan

**Development of Heritage Sites in
Daman and Diu**

2360. SHRI DAHYABHAI VALLABHBHAI PATEL: Will the Minister of CULTURE be pleased to state:

(a) the number of protected monuments and heritage sites in the UT of Daman and Diu;

(b) the funds allocated during each of the last three years; and

(c) the steps taken for the development of these sites from tourism point of view?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) The details of twelve monuments/sites declared as of national importance in

the Union Territory of Daman and Diu are given in the enclosed Statement.

(b) and (c) The funds allocated during the last three years are as under:

2003-04	Rs. 35.14 lakhs
2004-05	Rs. 22.46 lakhs
2005-06	Rs. 42.73 lakhs

An amount of Rs. 59 lakhs has been allocated during the current financial year 2006-07. Archaeological Survey of India takes up structural conservation, chemical preservation and environmental development of these centrally protected monuments depending on the availability of budgetary resources besides providing essential tourist amenities as per the site requirements.

Statement

List of Centrally Protected Monuments/Sites in the Union Territory of Daman and Diu

Sl.No.	Name of Monument/Site	Location	District
1.	Fort Walls	On sea-shore outside of western corner of Moti Daman fort	Daman
2.	Structures	On sea-shore outside of western corner of Moti Daman fort	Daman
3.	Fort Walls	On sea-shore outside of western corner of Moti Daman fort	Daman
4.	Church of Holy Jesus	Near N.W. corner of the fort Area	Daman
5.	Ruined Church	Near N.W. corner of the fort walls	Daman
6.	The chapel of our Lade of Rosario	Insides the fort	Daman
7.	The Church of our Lady of Remedios	Outside the Darjiwad	Daman
8.	Tower of Silence	Diu	Diu
9.	Bangli	Diu	Diu
10.	St. Paul's Church	Outside the fort	Diu
11.	Fort together with the inside building	Fort	Diu
12.	Old Mosque (Jami Masjid)	Inside the Town	Diu

[Translation]

Rail Overbridge on Belisa, Uttar Pradesh

2361. CH. MUNAWAR HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to conduct any survey for the construction of railway over bridge on Belisa crossing near the Azamgarh district railway station of Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which the work on the said project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The work for construction of Road Over Bridge on Belisa crossing (level crossing No. 29A) at Azamgarh-Sarai Rani has been sanctioned on cost sharing basis during Works Programme of 2006-07 and an outlay of Rs. 50 lakh has been provided during the current year.

(c) No target has been fixed. Work is being executed by Uttar Pradesh Bridge Corporation.

Rail Travel Concession to Disabled Persons

2362. SHRI VIJOY KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail travel concessions to disabled persons is provided in all trains/classes;

(b) if not, the names of trains/classes in which concession facility is not provided to disabled persons alongwith the reasons therefor;

(c) whether there are persistent demands for provision of concessional facility to disabled persons in all trains/classes;

(d) if so, the details thereof; and

(e) the reaction of Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Concession is admissible to Orthopaedically Handicapped/Paraplegic

persons, Completely Blind, Mentally Retarded and Totally Deaf and Dumb persons (both afflictions together in the same person). Except Deaf and Dumb persons, concession is granted in all classes to other categories. Deaf and Dumb persons are eligible for concession in Second, Sleeper and First Class. Concession is granted in all Mail/Express and Super fast trains. Concession is not admissible in Rajdhani/Shatabdi/Jan Shatabdi and Garib Rath trains.

(c) to (e) Demands are received for grant of concession in Rajdhani/Shatabdi/Jan Shatabdi trains. Rajdhani/Shatabdi/Jan Shatabdi trains are premium trains in which scope of concession has been limited to only a few categories to patronize full fare paying passengers. The fares for Garib Rath trains are already subsidized and no concessions have been granted in these trains.

Introduction of Air Services

2363. SHRI VIJAY KUMAR KHANDELWAL:

SHRI KRISHNA MURARI MOGHE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government has received any proposal recently from the Government of Madhya Pradesh regarding introducing air services on the New Delhi-Bhopal-Jabalpur, Nagpur-Chennai and Mumbai-Indore-Bhopal, Jabalpur-Kolkata routes;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The Chief Minister of Madhya Pradesh had requested in February, 2006 for introduction of flights on these two sectors.

(c) The proposal was examined in this Ministry in consultation with Indian Airlines and, as per Indian Airlines' estimates, the traffic potential to/from Jabalpur is not sufficient to sustain commercially viable operations with the jet type of aircraft available in its fleet. However, with a view to achieve better regulation of air transport services taking into account the need for air transport services of

different regions of the country, Government has laid down route dispersal guidelines. It is, however up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.

Modernisation of Saharanpur Railway Station

2364. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to modernise Saharanpur Railway Station in addition to construction of additional platforms and a second gate on ITC side;

(b) if so, the details thereof; and

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

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

(b) Saharanpur railway station has been identified for giving a facelift and is being modernised in addition to the construction of additional platforms and development of second entry on ITC side.

(c) Work of modernisation is planned to be completed by 31-3-2007 and the work for development of second entry is planned to be completed by 31-3-2008.

[English]

Encyclopaedia of Indian Poetics

2365. SHRI K.C. PALLANI SHAMY: Will the Minister of CULTURE be pleased to state:

(a) whether the Sahitya Academy proposes to bring out an Encyclopaedia of all Indian poetics;

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

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

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes Sir.

(b) The Sahitya Akademi started the project in 2004 (i) to provide scholars as well as the interested general public with a handy and reliable reference tool on Indian Poetics (ii) to integrally and holistically present a systematic account of Indian poetics which is also accessible to non-Indians (iii) to record Indian poetics as it exists in its primary sources. The entries cover aspects like theory, school, movement, period, work, author, composer and similar relevant pointers. The project has a Steering Committee, an Editorial Board and Overseas Consulting Editors.

(c) The first draft of the Encyclopaedia of Indian Poetics is likely to be ready by the end of 2008.

Refund on Tatkal Reservation Tickets

2366. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the amount charged extra on Tatkal Reservation tickets, Class-wise;

(b) whether the Railways are not refunding the amount of confirmed Tatkal Reservation ticket in case of its cancellation;

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

(d) the steps taken by the Railways to protect the interests of the passengers and to compensate them in case their inability to travel?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The class-wise details of Tatkal charges are as under:—

Classes	Non-Peak	Peak
2 Air Conditioned	200	300
3 Air Conditioned	200	300
Air Conditioned	75	150
Sleeper	75	150

(b) to (d) A flat refund of 25% of total fare charged on the ticket booked under Tatkal Scheme (excluding Tatkal Charges) is granted on cancellation of confirmed Tatkal

tickets which are presented for cancellation upto 24 hours before the scheduled departure of the train.

[Translation]

**Electrification of Railway Line between
Kota-Beena**

2367. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether work of electrification of Kota-Beena rail section have been started;

(b) if so, the details of the project alongwith the status of progress at present;

(c) the details of the estimated cost of the project, the funds allocated therefor and time schedule fixed for the completion of this project; and

(d) the details of funds released for the said project alongwith the funds out of which spent thereon and the work executed during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Preliminary works have been taken up.

(b) to (d) Electrification of Kota-Bina (303 Route kilometres) has been sanctioned at a cost of Rs. 168.49 crore and targeted for completion by March, 2009. Rs. 0.05 crore have been allocated to this project during the current financial year i.e. 2006-07.

[English]

**Separate Rail Lines for Movement of
Goods Trains**

2368. SHRI KISHANBHAI V. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to lay separate lines for goods trains in the country;

(b) if so, the details thereof;

(c) the estimated expenditure likely to be incurred in such new lines;

(d) the details of routes identified for such new lines, zone-wise; and

(e) the time by which the said project will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Yes, Sir. Dedicated Railway Freight Corridor Project on Western and Eastern Routes were included in Rail Budget 2006-07. The estimated cost of Western and Eastern Corridors in Rs. 11,446 Crore and Rs. 9695 Crore respectively. The Eastern Corridor will start from Ludhiana in Punjab and will terminate at Sonnagar. The Eastern Route will be extended to the proposed Port in Kolkata area considering the possibility of increase in freight traffic on account of proposed Deep Sea Port. The Western Corridor will start from Jawaharlal Nehru Port and will be routed via Vadodara, Ahmedabad, Palanpur and Rewari to Tuglakabad and Dadri. A new Public Sector Undertaking named Dedicated Freight Corridor Corporation of India Limited (DFCCIL) has been formed to implement the Dedicated Freight Corridor Project. The Corridors will pass through Central Railway, Western Railway, North Western Railway, Northern Railway, North Central Railway, East Central Railway and Eastern Railway.

(e) As per present estimate the work on Dedicated Freight Corridors will be completed in about 5 years after the start of construction of the project.

Open Sky Policy

2369. SHRI ASADUDDIN OWAIISI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in order to clear peak winter travel rush Directorate General of Civil Aviation (DGCA) has moved a proposal for open sky policy for a limited period;

(b) if so, the details thereof;

(c) whether this policy has been followed by the Government for the last five years for a limited period;

(d) if so, whether this time the Government is going to limit this option only for middle east and far east countries;

(e) if so, the reasons for not allowing open sky policy on other routes;

(f) the time by which a final decision is likely to be taken; and

(g) the total excess flight period during the open sky period during the last year?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. To take care of the additional traffic demand during the peak winter season, a limited open sky policy has been declared by the Government for the period 15th December, 2006 to 31st January, 2007. Under this policy, all designated foreign airlines are permitted to mount as many services as they wish to their available points of call. Besides, they are also permitted to upgrade their equipment at their discretion on their existing frequencies during the period 15th November, 2006 to 28th February, 2007.

(c) Yes, Sir.

(d) No, Sir.

(e) Does not arise.

(f) The decision has already been announced.

(g) During the last year a limited open sky policy was declared under which designated foreign airlines were offered to mount additional flights from 1st December, 2005 to 31st January, 2006 and they had been permitted to upgrade the equipment on their existing frequencies from 1st November, 2005 to 31st March, 2006.

[Translation]

Relaxation in Norms to Private Airlines

2370. SHRI TUKARAM GANPAT RAO RENGE PATIL:
SHRI JIVABHAI A. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has provided some relaxation to certain private airlines for international flights; and

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

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

(b) Does not arise.

Licence to Hawkers

2371. SHRI HARIKEWAL PRASAD:
SHRI HARISINH CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to give licence to hawkers for selling eatables at the railway stations;

(b) if so, the details thereof; and

(c) the time by which the proposal in this regard is likely to be finalised?

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

(b) and (c) Do not arise.

Exploration Work in Rajasthan

2372. SHRI JASWANT SINGH BISHNOI:
SHRI SUBHASH MAHARIA:

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

(a) whether the exploration work of oil/gas reserves found in Barmer and Sanchore districts in Rajasthan has been completed.

(b) if so, whether any development plan for the discoveries made in these areas has been prepared;

(c) if so, the details thereof; and

(d) the steps taken/being taken for commercial production therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The exploration phase under the Production Sharing Contract (PSC) for the block RJ-ON-90/1 in Barmer and Sanchore districts in Rajasthan has been completed.

(b) The development plan for four discoveries, namely, Mangla, Aishwarya, Rageshwari and Saraswati has been approved by the Management Committee.

(c) and (d) The expected oil production from these four discoveries is likely to be about 115,000 barrels per day. Production is likely to commence in 2008 with development expenditure estimated to be about US\$ 1.6 billion.

[English]

**Enhancement in Funds for Granting
Scholarships to OBCs**

2373. SHRI G. KARUNAKARA REDDY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the funds allocated/provided to the State

Governments during 2005-06 and 2006-07 for granting pre/post matric scholarships to the students of Other Backward Classes, State-wise;

(b) whether the State Government have requested for enhancement in funds under the schemes; and

(c) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) A statement showing the details of grants provided to the States for scholarships to students of Other Backward Classes is as under:

(Rs. in lakhs)

Sl.No.	State/UTs	2005-06		2006-07	
		Pre-matric Amount released	Post-matric Amount released	Pre-matric Amount released	Post-matric Amount released
1	2	3	4	5	6
1.	Andhra Pradesh	457.86	299.02	510	364.73
2.	Bihar	0	0	0	601.77
3.	Delhi	0	5	0	0
4.	Goa	0	13.9	0	0
5.	Gujarat	456.65	344.12	346.12	401.96
6.	Himachal Pradesh	16.5	0	0	35.57
7.	Jammu and Kashmir	61.26	224.24	0	0
8.	Karnataka	0	0	122.34	539.66
9.	Maharashtra	0	50	0	0
10.	Punjab	100	138.42	0	0
11.	Rajasthan	0	235.24	310	351.824
12.	Tamil Nadu	400	290.25	0	0

1	2	3	4	5	6
13.	Uttar Pradesh	296.11	633.77	225.6	671.55
14.	Uttaranchal	11.58	72.53	16.39	81.93
15.	Manipur	50	203.34	65.32	99.1
16.	Tripura	121.02	111.13	139.74	0
17.	Sikkim	0	0	0	8.06
Total		1970.98	2620.96	1735.51	3156.154

(b) and (c) Yes, Sir. The proposals under the schemes are considered within the budgetary constraints.

Outsourcing of Services by Airlines

2374. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the public sector airlines, faced with mounting losses and intense competition, have been considering to go in for outsourcing services like ground handling, engineering and others to cut costs;

(b) if so, the details and the decision taken by the Government in the matter; and

(c) the economy likely to result therefrom, annually?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air India and Indian Airlines have outsourced certain activities like some components of ground handling, upkeep/maintenance of buildings, cleaning of aircraft, etc., not because of mounting losses but keeping in view the shortage of staff due to ban on recruitment in non operational areas, nature of activity, economy and the need for improvement in the quality of specialised services. These being predominantly qualitative factors the saving on costs due to outsourcing cannot be quantified.

[Translation]

Shortage of Pilots

2375. SHRIMATI KIRAN MAHESHWARI:
SHRI RAJNARAYAN BUDHOLIA:

SHRI MILIND DEORA:

Will the Minister of DEFENCE be pleased to state:

(a) whether there is a shortage of pilots in the Indian Air Force, at present;

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

(c) the steps being taken by the Government to overcome the present shortage?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) As on date against an authorized strength of 3278 pilots in the Indian Air Force (IAF), 3068 pilots are in position. The present vacancy of 210 pilots does not affect the operational requirements. The main reason for these present vacancies is shortfall in induction of pilots. The vacancies in the forces are filled up as per normal procedure.

(c) The improvement in the job profile of the pilots is a continuous process keeping in view the job specific requirements and operational necessity.

Setting Up of FPIs in States

2376. SHRI JIVABHAI A. PATEL:
DR. DHIRENDRA AGARWAL:
SHRI SUBRATA BOSE:
SHRI SAMIK LAHIRI:
SHRI RANEN BARMAN:
SHRI GANESH SINGH:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has taken any measures to explore the possibilities for setting up of Food Processing Industries (FPIs) in different States;

(b) if so, the State where possibilities for setting up said industries have been found alongwith the food items for which processing possibilities have been found;

(c) the average production of such food items available in these States where they are to be processed;

(d) whether the Government has extended any support or has taken any steps for setting up FPIs in these States;

(e) if so, the details thereof; and

(f) the extent to which the Government has achieved success in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) The Ministry has finalised Vision 2015, which aims to triple the size of food sector in 10 years' time by increasing the level of processing of perishables from 6% to 20%, value addition from 20% to 35% and share in global trade from 1.5% to 3%. State Governments have been advised for mapping the possibilities of growth of food processing industry in their respective States. Agro processing in India has got vast growth potential. The potential for setting up of agro processing industries lie in fruits and vegetables, dairy, meat and poultry, fisheries, edible oils, grain and grain based products. The average production of some of the agro food products in the country are: over 46 million tonnes of fruits, 100 million tonnes of vegetables, 91 million tonnes of milk, 1.5 million tonnes of poultry meat, 2.7 million tonnes of marine fisheries, and 212 million tonnes of grain. Government has already drawn up a list of 60 Agri Export Zones based on agriculture and horticulture potential of these States and regions.

(d) to (f) For promotion and development of food processing industries in the country, Government has already been implementing several Plan schemes. Under the scheme for Technology upgradation/Modernization/ Establishment of food processing units. Ministry of Food Processing Industries extends financial assistance to food processing units in the form of grant-in-aid @ 25% of the

cost of plant and machinery and technical civil works subject to maximum of Rs. 50 lakhs in general areas or 33.33% subject to a maximum of Rs. 75 lakhs in difficult areas such as Jammu and Kashmir, Himachal Pradesh, Uttaranchal, Sikkim and North Eastern States, Andaman and Nicobar Islands, Lakshadweep and ITDP Areas. Under the Mini Mission IV of Technology Mission for Integrated Development of Horticulture in North Eastern States including Sikkim, Jammu and Kashmir, Uttaranchal and Himachal Pradesh assistance at still higher rates i.e. @ 50% upto Rs. 4 crore for promotion of new units and upto Rs. 1 crore for upgradation/modernization of units is available for processing of horticultural produce. It has been assessed that an assistance of Rs. 1 lakh extended by the Government to the food processing industries has given rise to an investment of Rs. 6.23 lakhs from the private sector and helped in augmentation of the food processing capacity of the country.

[English]

Performance of Zonal Cultural Centres

2377. DR. K. DHANARAJU:

SHRI ALOK KUMAR MEHTA:

Will the Minister of CULTURE be pleased to state:

(a) the details of the Zonal Cultural Centres functioning in the country alongwith the locations thereof;

(b) whether the Government has ever reviewed the performance of these centers;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken to improve the functioning of these centres?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) The Government of India has set up seven Zonal Cultural Centres to extend support to folk and traditional artistes and artisans of the country. Each Centre is provided with a corpus fund. The participating States also contribute a proportionate amount to the corpus fund. Each centre works as an autonomous body with Governor of the State, where it is located, as it's Chairman. The seven Zonal Cultural Centres are located at Patiala, Nagpur, Allahabad, Thanjavur, Kolkata, Udaipur and Dimapur.

(b) A Committee under the Chairmanship of Prof. U.R. Anantha Murthy was set up in 1994 to review the functioning of these Zonal Cultural Centres. The terms of reference of the Committee were as follows:

- (i) To review the working of the seven Zonal Cultural Centres (ZCC) with reference to the objectives for which they were set up.
- (ii) Suggest how they can even better serve the purpose of enriching and strengthening the cultural patterns in their respective areas of operation.
- (iii) Suggest ways and means for adequate and effective networking with similar State/Central bodies and other cultural institutions of eminence in the country.
- (iv) Suggest ways of developing, involving the artistic community in the total literacy campaign leading to a kind of cultural resurgence in the Country.

(c) The Committee, in its report recommended greater outreach, more emphasis on tribal/folk art, documentation of rare and vanishing art forms, better co-ordination with National and State Akademies and patronage to young and upcoming artistes.

(d) As a follow up to these recommendations new Schemes directly funded by the Ministry of Culture have been introduced. These include Theatre Rejuvenation Scheme and Guru Shishya Parampara. Subsequently Young Talented Artistes Scheme was also introduced. The Government is regularly monitoring the progress of these Schemes.

[Translation]

Revival Package for HMT Ltd.

2378. SHRI BRAJESH PATHAK:
SHRIMATI C.S. SUJATHA:

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

(a) whether the Government proposes to provide revival package for revival of HMT Ltd.;

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

(c) the time by which is it is likely to be provided by the Government?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) and (b) A revival package of HMT Ltd., has been submitted by the company to address specific issues related to high cost of operations vis-a-vis turnover levels achieved, product and process constraints, high level of borrowings and consequential outgo of interest etc.

(c) The revival plan has been submitted to the Board of Reconstruction of Public Sector Enterprises (BRPSE).

Goods Trains between India and Pakistan

2379. SHRI TUFANI SAROJ:
SHRI MILIND DEORA:
SHRI IQBAL AHMED SARADGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have agreed to ply more goods trains between India and Pakistan;

(b) whether India and Pakistan have also held talks in this regard;

(c) if so, the details and outcome thereof;

(d) the total number of goods trains proposed to be added to the present system of goods carriage; and

(e) the total number of goods trains plying between the two countries at present?

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

(b) Yes, Sir.

(c) and (d) Delegations of Governments of India and Pakistan met in New Delhi from October 31 to November 2, 2006 and following major decisions were taken:—

— Both sides agreed to make efforts to increase the level of interchange of freight traffic.

- The Indian delegation proposed for starting freight trains via Munabao-Khokrapar. Pakistan delegation informed that as and when the necessary facilities have been developed, the proposal for opening of Munabao-Khokrapar route for freight traffic could be discussed and decided.

(e) There is capacity constraint on Pakistan Railways at Wagah. The interchange of goods trains between India and Pakistan via Attari-Wagah route depends on the acceptance of these trains by Pakistan Railway. During the month of November, 2006, a total of 17 goods trains were interchanged between India and Pakistan.

[English]

Open Skies Agreement of ASEAN Countries

2380. SHRI IQBAL AHMED SARADGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether most of the countries of Association of South East Asian Nations (ASEAN) plan to follow an open skies regime from 2010 and have invited India to be part of the planned liberalization;

(b) if so, whether the Government has expressed reservations about joining the open skies agreement of ASEAN by 2010; and

(c) if so, the reasons for the same?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) During his meeting with the Hon'ble Prime Minister in January, 2006 the Singapore Prime Minister suggested that India might consider joining the ASEAN-wide Open Skies Agreement, in future.

(b) and (c) No decision has been taken, as yet, to join the proposed Open Sky Agreement with ASEAN countries.

Installation of ILS at Airports

2381. SHRI PRABODH PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has installed Instrumental Landing System (ILS) to aid flight operations in low-visibility conditions at all international airports;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Instrumental Landing System (ILS) installed at Kolkata Airport is of latest technology; 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. ILS facilities of CAT-I have been installed at the following International airports: Amritsar, Delhi, Jaipur, Kolkata, Guwahati, Ahmedabad, Mumbai, Nagpur, Bangalore, Calicut, Chennai, Hyderabad and Trivandrum. CAT-IIIB facility is installed at runway 28 at IGI airport, New Delhi. ILS facilities at Goa and Srinagar airports have been provided by Indian Navy and Indian Air Force respectively.

(c) Does not arise.

(d) Yes, Sir.

(e) Does not arise.

[Translation]

Utilisation of Funds for Revival of HMT

2382. SHRI CHANDRAKANT KHAIRE: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the details of the funds allocated to Hindustan Machine Tools (HMT) for its revival during the last four years;

(b) whether HMT has not been able to utilize the funds allocated to it during the said period properly;

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

(d) the steps taken by the Government to ensure the proper utilization of funds by HMT in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY

INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) to (c) Revival Plans of only 2 subsidiaries of HMT Limited namely HMT Bearings Limited and Praga Tools Limited have been approved.

The Revival plan of HMT Bearings Limited includes an amount of Rs. 740 lakhs and that of Praga Tools includes an amount of Rs. 500 lakhs towards capital expenditure. The funds are under various stages of utilization and have not become over due for utilization.

(d) Does not arise.

[English]

Rehabilitation of Leprosy Patients

2383. SHRI MANORANJAN BHAKTA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has taken any decision to set up a regulatory body to monitor the proper utilization of grant-in-aid released for the rehabilitations of cured/fully cured Leprosy patients;

(b) if so, the details thereof;

(c) the funds allocated and released to NGO engaged in this regard during each of the last three years, alongwith the funds sanctioned but not yet released, State-wise; and

(d) the details of proposals for grant-in-aid pending for approval?

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

(c) Grant-in-aid under the Deendayal Disabled Rehabilitation Scheme is released on the basis of proposals received from the voluntary organisations and the recommendations from the concerned State Governments/designated inspecting agencies. The State/ Union Territory-wise details of grant-in-aid released to voluntary organizations for running Rehabilitation of Leprosy Patients are given in the enclosed Statement.

(d) Only one proposal from the State Government of Orissa is presently under consideration.

Statement

State-wise details of grant-in-aid released during last three years to voluntary Organisation for running of Rehabilitation of Leprosy Patients

Sl.No.	States	2003-04	2004-05	2005-06
1.	Andhra Pradesh	121500	456552	136476
2.	Delhi	1079830	191880	0
3.	Jharkhand	244935	298317	0
4.	Karnataka	1575552	1861164	1847142
5.	Kerala	538650	233100	238500
6.	Madhya Pradesh	206010	219375	101410
7.	Maharashtra	2148063	248400	0
8.	Manipur	583722	533502	609726
9.	Orissa	6667002	3101598	2286603
10.	Tamil Nadu	991154	3417040	458593

Sl.No.	States	2003-04	2004-05	2005-06
11.	Uttar Pradesh	2796750	2918700	3445308
12.	Uttaranchal	591336	585373	293381
13.	West Bengal	589266	294633	0
Total		18133770	14359634	9616139

Definition of Older Persons

2384. SHRI K.S. RAO: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the demographic projection of country's population and the percentage of older persons in the next 10-15 years;

(b) the criteria to determine the age of a person to be considered as a senior citizens;

(c) whether the Government proposes to enact a legislation to determine one age for a person to avail of all concessions and facilities extended by different Government departments and ministries and to develop a mechanism for financial, social and health security of older persons; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) As per the Report published by the Office of the Registrar General, India the projected population of the persons aged 60 years and above in 2016 will be 11.81 crore (9.3%) and in 2021, 14.32 crore (10.7%).

(b) The National Policy on Older Persons recognizes a person who attained the age of 60 years as a senior citizen.

(c) and (d) A legislation to provide financial, social and health security of older persons is under consideration of the Government.

Regional Science Centre at Mangalore

2385. SHRI D.V. SADANAND GOWDA: Will the Minister of CULTURE be pleased to state:

(a) whether the proposal for Regional Science Centre at Mangalore is pending with the Union Government;

(b) if so, the details thereof; and

(c) the reasons for delay even after the State Government has released its share of amount for the purpose?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) A request to set up a Regional Science Centre at Mangalore, was initially received from the Government of Karnataka in March, 2004. The Government of Karnataka was requested to furnish details of the proposal as per the norms of the scheme. The detailed project proposal has now been received from Government of Karnataka in October, 2006 and the same has been forwarded to National Council of Science Museums (NCSM), Kolkata for their examination and comments.

Devanhally Airport

2386. SHRI M. SHIVANNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to set up an international airport at Devanhally in Karnataka;

(b) if so, the details thereof;

(c) the present status of the airport alongwith the facility proposed to be provided at the said airport; and

(d) the steps taken/proposed to be taken by the Government to take up the project at the earliest?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has approved setting up a Greenfield airport

at Devanhalli near Bangalore through Public Private Partnership (PPP).

(c) The Airport is under construction and will be of International Standard.

(d) As per the Concession Agreement signed with the Joint Venture Company (JVC) for Bangalore Airport, the airport will be operational within 33 months from the date of Financial Closure (FC). The FC was achieved on 23rd June 2005. The airport construction is proceeding as per schedule.

[Translation]

Functioning of NGOs

2387. SHRI RAMDAS ATHAWALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether most of the schemes for SC/OBC/minorities are implemented through NGOs;

(b) if so, whether the grant provided and results achieved through NGOs do not commensurate with expected results;

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

(d) whether the Government propose to review the functioning of NGOs;

(e) if so, the details thereof and changes proposed for better implementation of the schemes through NGOs;

(f) whether the Government proposes to launch any schemes to involve Gram Samities, self help groups and other Panchayati Raj Institutions for the Welfare of weaker sections of the society through the funds being provided to NGOs;

(g) if so, the details thereof; and

(h) the steps taken or being taken by Government to ensure that funds given to NGOs for welfare activities is spent judiciously with results?

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

(c) to (e) Do not arise.

(f) and (g) In the XIth Five Year Plan, the involvement of Panchayati Raj Institutions is being proposed in the scheme of Construction of Hostels for Scheduled Caste Boys and Girls.

(h) The projects run by the Non-Government Organisations are monitored through half yearly progress report and annual inspections carried out by the State Governments/Ministry Officers/designated agencies.

[English]

Incidents of Theft

2388. SHRI ADHIR CHOWDHURY:

DR. M. JAGANNATH:

SHRI UDAY SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware of the incidents of theft of valuables from the baggages of passengers after the security check-in of various airlines;

(b) if so, the details of such incidents reported during the last two years and the number of cases solved so far;

(c) whether the airlines have taken any steps to curb such incidents; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The information is being collected.

Strength of RPF

2389. SHRI BRAJA KISHORE TRIPATHY:

SHRI MOHD. TAHIR:

SHRIMATI JAYAPRADA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a shortage of Jawans in Railways Protection Force (RPF) to deal with increasing crimes in the Railways;

(b) if so, the details thereof alongwith the number of posts in various categories lying vacant in RPF as on date;

(c) the steps taken by the Railways to fill the vacant posts and augment the strength of RPF; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes Sir. Consequent upon the reorientation of the Railway Protection Force's (RPF's) role, which placed greater responsibility on the Force and not particularly because of any increase in crime, a need for additional manpower has been felt by the RPF.

(b) While a requirement of additional manpower is presently being possessed by the Railway Board, the number of vacancies in all categories of RPF, as on date, stands at 4167.

(c) and (d) The vacancies in the RPF were filled up by the recruitment of 11023 constables during the year 2005. Besides this, the Railways have approved an additional strength of 2661 and the proposal has been sent to the Ministry of Finance for ratification. Steps are also being taken for filling up the vacancies occurring due to normal wastage over the past two years.

[Translation]

Forum of Oil Importing Countries

2390. PROF. MAHADEORAO SHIWANKAR:
SHRI MOHD. TAHIR:

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

(a) whether the Government proposes to form a forum alongwith the countries importing oil from the Organization of Petroleum Exporting Countries (OPEC) on the lines of oil exporting countries;

(b) if so, the details thereof;

(c) the progress made so far in this regard; and

(d) the manner in which it is likely to be benefited to the countries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL):

(a) to (d) No, Sir. However, Government had organized two Ministerial level Round Table, one on Regional Cooperation in the Oil Economy, Stability, Security and sustainability through mutual interdependence held in New Delhi on the 6th January, 2005 and the other on Cooperation between North and Central Asian Producers and Principal Asian Consumers regarding Stability, Security and Sustainability in the Asian Hydrocarbon economy held in New Delhi on 25th November, 2005 for developing better understanding amongst producing and consuming countries on issues of common interest.

[English]

Recruitment of Commissioned Officers in NDA

2391. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has made any changes in the pattern of recruitment of Commissioned Officers in the National Defence Academy (NDA) as reported in *The Times of India* dated November 23, 2006;

(b) if so, the facts thereof; and

(c) the steps taken by the Government to maintain balance among the States in recruitment of commissioned officers?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) No, Sir.

(b) Does not arise.

(c) Recruitment to National Defence Academy is made on the basis of all India merit, based on open Competitive Examination conducted by the Union Public Service Commission, followed by physical examination and interviews conducted by Services Selection Board, irrespective of caste, creed, religion or region.

Penalties for Non-Completion of Exploration

2392. SHRI SUGRIB SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Directorate General of Hydrocarbons (DGH) has recommended stiff penalties on Oil and Natural Gas Corporation (ONGC) and Reliance Industries for default on commitments made by them on oil and gas exploration blocks awarded under NELP;

(b) if so, the details thereof;

(c) whether these companies have deposited such penalties;

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

(e) if not, the action proposed to be taken by the Government to recover such penalty from these companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) As per Production Sharing Contracts (PSCs), contractors were to complete committed minimum work programme in terms of respective PSCs in given period for exploration phases. As ONGC and Reliance Industries Limited (RIL) could not complete the minimum work programme in some of the blocks as per the provisions of the PSCs, payments in lieu of unfinished minimum work programme had been asked from ONGC and RIL. In addition to the provisions of the PSCs, extension in exploration phases sought beyond six months are decided by the Government in terms of extension policy formulated in April 2006. Under this policy, contractors are required to pay liquidated damages for grant of extension in terms of the provisions of the policy.

(b) As per the provisions of the respective PSCs payments in lieu of unfinished minimum work programme for six blocks of ONGC and four blocks of RIL has been asked for. In addition, liquidated damages for seeking extensions beyond PSC provisions were also asked from ONGC in respect of seven blocks in accordance with the extension policy.

(c) to (e) RIL has deposited payment of Rs. 57.87 crore against a due amount of Rs. 89.3 crore in lieu of unfinished work programme.

ONGC and its consortium partners have been asked to deposit Rs. 117.8 crore in lieu of unfinished work programme for six blocks.

ONGC has deposited an amount of Rs. 60.75 crore against a due amount of Rs. 76.48 crore as liquidated damages for availing extensions in exploration phases.

Railway Zone in Kerala

2393. SHRI PANNIAN RAVINDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Kerala has demanded for formation of a Railway Zone in the State;

(b) if so, the details thereof and present status of the demand; and

(c) the time by which the demand of the State is likely to be fulfilled?

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

(b) The proposal has not been found feasible as the new Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

(c) Does not arise.

Idle Airport Activation Programme In Southern Region

2394. SHRI M. APPADURAI:
SHRI A.K. MOORTHY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) is embarked on an 'Idle Airport Activation Programme' in the Southern region;

(b) if so, the details of the airports proposed to be covered under the scheme;

(c) whether AAI has asked the airlines to show sustainable operations to enable it to maintain its facilities at these airports;

(d) if so, the concrete action plan to make these

airports fully activated and the total amount likely to be spent thereon; and

(e) the time by which these airports are likely to be made operational?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) It is the endeavour of the government to see that airports which are not functional should be utilised to provide connectivity to these regions also. Airlines are being encouraged to fly to such airports and where interest is shared by airlines, necessary repairs and upgradation is carried out. It is not possible to give a time frame for this.

Gauge Conversion in Maharashtra

2395. SHRI CHANDRAKANT KHAIRE: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal from the Government of Maharashtra for conversion of Metre/Narrow gauge railway lines is pending with the Railways;

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

(c) whether the Railways propose to undertake above mentioned projects through private funding; and

(d) if so, the details thereof and the time by which the work on these projects is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There have been demands for taking up gauge conversion of Metre/narrow gauge lines in Maharashtra which include Achalpur-Murtijapur-Yavatmal, Pulgaon-Arvi and Akola-Khandwa. Surveys had been completed for conversion of these lines. However, these have not been taken up so far.

(c) No, Sir.

(d) Does not arise.

Prime Minister's Reconstruction Programme

2396. SHRI K.C. PALLANI SHAMY: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has any proposal to revive tourist spots in various parts of the country under the Prime Minister's Reconstruction Programme;

(b) if so, the details thereof and the amount earmarked for the same;

(c) whether any such spot has been identified for Tamil Nadu which are devastated by Tsunami;

(d) if so, the details thereof; and

(e) the time by which these are likely to be developed?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The Reconstruction Plan for Jammu and Kashmir, announced by the Prime Minister during November, 2004 has a component of Rs. 279.50 crore for tourism sector, which consists of;

- (1) Setting up of 50 tourist villages across the State;
- (2) Financial Support for 12 Tourism Development Authorities;
- (3) Establishment of a new Tourist Circuit;
- (4) Assistance to travel agents for marketing;
- (5) Training to tourism industry personnel for capacity building;
- (6) Development of skills for youth for employment/self employment in tourism industry.

In addition, Prime Minister also announced a tourism package for Nagaland for 2004-05 amounting to Rs. 25.00 crore. Ministry of Tourism has sanctioned an amount of Rs. 22.35 crore during 2004-05 and Rs. 25.28 crore during 2005-06 for Nagaland State. No other package or Reconstruction Programme has been announced for tourism by Prime Minister.

(c) to (e) Ministry of Tourism has sanctioned Rs. 499.50 lakh and released Rs. 184.96 lakh in 2005-06 for restoration of Tamil Nadu Tourism Development Corporation and other tourism facilities damaged due to Tsunami in Tamil Nadu.

Dividend from Railways

2397. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the rate of dividend paid to the General Revenue during the last three years by the Railways in terms of percentage and amount;

(b) whether the Railways have sought exemption from paying dividend to build freight corridor projects; and

(c) if so, the extent to which this exemption will help the Railways to built freight corridor projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The rate of dividend paid to the General Revenues during the last three years by the Railways in terms of percentage and amount is as under:

(Rs. in crore)

	2003-04	2004-05	2005-06
Normal Rate of Dividend	7%	6.5%	6.5%
Total Dividend Paid*	3387.08	3199.31	3667.92

*Includes Deferred Dividend Rs. 300.00 crore (2003-04), Rs. 483.30 crore (2004-05) and Rs. 663.00 crore (2005-06).

(b) No, Sir.

(c) Does not arise.

[Translation]

Train Service from Udaipur

2398. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any representations/proposals for connecting Udaipur with

other parts of the country through rail;

(b) if so, the details thereof; and

(c) the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Representations including one from Hon'ble Member of Parliament have been received for introduction of trains from Udaipur to Kota, Indore, Howrah, Chennai, Hyderabad, Mumbai etc.

(c) Introduction of trains from Udaipur to Kota, Indore, Howrah, Chennai, Hyderabad, Mumbai etc. has been examined but not found feasible at present. However, introduction of Ajmer-Udaipur Express has been announced in Railway Budget 2006-2007.

[English]

Production of Euro-III Petrol

2399. SHRI KISHANBHAI V. PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil Corporation and other oil marketing companies have started production of Euro-III petrol;

(b) if so, the details thereof;

(c) the estimated quantity of Euro-III petrol to be produced from each refineries; and

(d) the cities identified for supply of Euro-III petrol?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Yes, Sir. The details of refineries and estimated quantity of Euro-III Petrol to be produced by them during the year 2006-07 are as under:

Name of Refinery	Estimated quantity (Thousand metric tonnes)
1	2
Panipat Refinery, Indian Oil Corporation Limited (IOCL)	171

1	2
Mathura Refinery, IOCL	601
Haldia Refinery, IOCL	97
Gujarat Refinery, IOCL	125
Visakh Refinery, Hindustan Petroleum Corporation Limited (with Reformate from MRPL)	250
Mumbai Refinery, Bharat Petroleum Corporation Limited (BPCL)	500
Kochi Refinery, BPCL	115
Chennai Petroleum Corporation Limited	379
Mangalore Refinery and Petrochemicals Limited	480

(d) In line with the road map laid in the Auto Fuel Policy approved by the Government in October, 2003, Euro-III Petrol has been introduced in 13 identified cities viz. Delhi/National Capital Region, Mumbai, Kolkata, Chennai, Bangalore, Hyderabad, Ahmedabad, Pune, Surat, Kanpur, Agra, Solapur and Lucknow.

[Translation]

Augmentation of Gagan Project

2400. SHRI RASHEED MASOOD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether AAI has initiated Gagan—TDS Project with ISRO to protect the aviation sector in co-ordination with the American company;

(b) if so, the details thereof;

(c) the main objectives alongwith the benefits likely to be accrued under this project;

(d) the total cost of the project; and

(e) the time by which the said project is likely to be implemented?

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

(b) Airports Authority of India (AAI) and Indian Space Research Organisation (ISRO) have jointly undertaken Space based Augmentation Systems (SBAS) called Geo Aided GPS Augmented Navigation (GAGAN), which will augment the performance of the Core Navigation Satellite System that is Global Positioning System (GPS) and the Global Navigation Satellite System (GLONASS). Contract for the provision of ground complement of the system has been ordered to M/s. Raytheon of USA by ISRO.

(c) The main objective of this project is to augment the performance of the Core Navigation Satellite System that is GPS and GLONASS in terms of their Accuracy, Integrity, Availability and Continuity.

(d) Rs. 644 crores.

(e) By December, 2008.

Serving of Liquor in Trains

2401. SHRI HARIKEWAL PRASAD:

SHRI SUNIL KUMAR MAHATO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether catering staff in Rajdhani Express and other trains serve liquor to passengers clandestinely;

(b) if so, whether the Railways have received any complaints in this regard during the current year;

(c) if so, the details thereof;

(d) the action taken by the Railways against the erring staff; and

(e) the steps taken/proposed to be taken by the Railways to check such malpractices?

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

(b) No, Sir.

(c) and (d) Do not arise.

(e) As per provision of Indian Railways Act, Government Railway Police (GRP), Railway Potation Force (RPF) and the ticket checking staff are empowered to deal with such incidences.

[English]

Projects for Delhi/New Delhi Railway Stations

2402. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have prepared any plan for handling heavy traffic of incoming and outgoing trains to and from Delhi and New Delhi railway stations, including super-fast trains and metros, in view of the Common Wealth Games in 2010;

(b) if so, the details thereof and the progress made so far in this regard; 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) yes, Sir.

(b) A statement is attached.

(c) The works are likely to be completed in 2-3 years.

Statement

4 passenger platforms at New Delhi, 1 washing line at Delhi Main, 1 passenger platform at Delhi Sarai Rohilla, New Delhi-Tilak Bridge 5th and 6th line, 6 line entry and

exit at New Delhi, Sarai Rohilla-Rewari gauge conversion, Sahibabad-Anand Vihar 3rd and 4th line and grade separator at Rampura Cabin are being executed for expansion of existing terminal facilities.

The work of an additional terminal at Anand Vihar has been taken up at a cost of Rs. 85 crore.

Apart from augmenting passenger facilities at existing stations like Delhi Junction and Hazrat Nizamuddin, it is also proposed to convert New Delhi into a world class terminal.

[Translation]

LPG Connections

2403. SHRI JIVABHAI A. PATEL:

SHRI V.K. THUMMAR:

SHRI BRAJESH PATHAK:

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

(a) the number of LPG connections allotted in the country during each of the last three years, State-wise;

(b) whether the Government has restricted the allotment of new LPG connections in the country;

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

(d) the number of persons on the waiting list for allotment of LPG connections in the country, State-wise; and

(e) the time by which the waiting list is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) At present, 3 Public Sector Oil Marketing Companies (OMCs), namely Indian Oil Corporation Limited (IOC), Bharat Petroleum Corporation Limited (BPCL) and Hindustan Petroleum Corporation Limited (HPCL) are releasing LPG connections in the country. OMCs have released a total of 220.72 lakh LPG connections during the last three years and April-September 2006 as under:

Year	No. of LPG connections released (Figure in lakhs)
2003-04	78.30
2004-05	73.35
2005-06	45.76
April-September 06	23.31

(b) and (c) Government have not imposed any restrictions on OMCs for allotment of new LPG connections. New connections are generally available easily for genuine domestic customers.

(d) and (e) As on 01-11-2006, there is a waiting list of 63,543 for new LPG connections with the LPG distributors of OMCs. The State-wise details are given in the enclosed statement. The waiting list is expected to be cleared by end of December 2006.

Statement

Number of Persons in the Waiting List for LPG Connections as on 1-11-2006

States/UTs	Waiting List for New LPG Connections
1	2
Andhra Pradesh	11912
Bihar	2650
Haryana	3100
Kerala	32438

1	2
Maharashtra	11850
Uttar Pradesh	1341
Lakshadweep	252
Total	63543

[English]

Investment in PSUs

2404. DR. K. DHANARAJU: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Union Government has received any proposal from some State Governments for more investment in Public Sector Undertakings (PSUs) in the country;

(b) if so, the details thereof; and

(c) the decision taken by the Union Government thereon?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (c) The proposal regarding investment in Central Public Sector Enterprises (CPSEs) in different sectors and in different states/locations are need-based, enterprise-specific and dependent on prevailing business environment. Such proposals are either mooted by the Administrative Ministry/Planning Commission or the concerned CPSEs. The State Governments may approach the Planning Commission/concerned Administrative Ministry with their request for the investment proposal. The Public Enterprises Survey (2004-05), the latest period for which information is available, provides state-wise distribution of Gross Block and Employment, a copy of which is enclosed as Statement.

Statement
State-wise Distribution of Gross Block and Employment

Sl. No.	States/Union Territory	As on 31-3-2005		As on 31-3-2004		%age share as on 31-3-2005		(Gross Assets—Rs. in crore)		(Employment No. in lakh)	
		Gross Block	Employment	Gross Block	Employment	Gross Block	Employment	Gross Block	Employment	Gross Block	Employment
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	44545.73	0.99	42433.22	1.01	6.86	5.85	3	7		
2.	Arunachal Pradesh	2961.14	0.02	2183.15	0.02	0.46	0.12	23	25		
3.	Assam	28153.81	0.51	26334.44	0.53	4.34	3.01	10	12		
4.	Bihar	12086.79	0.18	10403.24	0.19	1.86	1.06	19	19		
5.	Chhattisgarh	16072.47	1.00	12089.73	1.04	2.48	5.91	17	6		
6.	Delhi	21713.24	0.79	20249.20	0.76	3.34	4.67	12	10		
7.	Goa	436.65	0.03	395.93	0.02	0.06	0.18	27	23		
8.	Gujarat	42295.53	0.50	39156.40	0.53	6.51	2.95	5	13		
9.	Haryana	16541.77	0.21	13016.90	0.20	2.55	1.24	16	18		
10.	Himachal Pradesh	17390.10	0.10	16301.70	0.11	2.68	0.59	14	21		
11.	Jammu and Kashmir	11764.22	0.09	11002.75	0.09	1.81	0.53	21	22		
12.	Jharkhand	20654.82	2.31	22869.12	2.49	3.18	13.64	13	1		
13.	Karnataka	28543.88	0.81	29572.93	0.83	4.40	4.78	9	9		

	1	2	3	4	5	6	7	8	9	10
14. Kerala	16828.32	0.42	15300.80	0.45	2.59	2.48	15	15	15	15
15. Madhya Pradesh	29830.52	1.09	27655.11	1.10	4.60	6.44	8	8	8	4
16. Maharashtra	122899.24	2.01	107826.07	2.08	18.93	11.87	1	1	1	2
17. Manipur	261.48	0.01	242.11	0.01	0.04	0.06	28	28	28	29
18. Meghalaya	224.17	0.01	186.36	0.02	0.03	0.06	29	29	29	30
19. Nagaland	1075.43	0.01	1054.59	0.01	0.17	0.06	26	26	26	28
20. Orissa	33354.47	0.69	31415.45	0.68	5.14	4.08	6	6	6	11
21. Punjab	9288.04	0.27	8704.52	0.28	1.43	1.59	22	22	22	17
22. Rajasthan	13900.86	0.30	15399.46	0.31	2.14	1.77	18	18	18	16
23. Sikkim	1990.52	0.01	1566.39	0.01	0.31	0.06	24	24	24	32
24. Tamil Nadu	43475.42	1.09	38517.46	0.88	6.70	6.44	4	4	4	5
25. Tripura	1659.58	0.02	1488.25	0.02	0.26	0.12	25	25	25	27
26. Uttar Pradesh	45738.01	0.90	39933.27	0.89	7.04	5.32	2	2	2	8
27. Uttaranchal	11767.38	0.16	11526.08	0.20	1.81	0.95	20	20	20	20
28. West Bengal	31397.67	1.92	29377.57	2.19	4.84	11.34	7	7	7	3
29. Andaman and Nicobar Islands	199.93	0.02	199.10	0.02	0.03	0.12	30	30	30	26
30. Chandigarh	99.83	0.01	99.67	0.01	0.02	0.06	31	31	31	31
31. Pondicherry	123.06	0.02	85.65	0.02	0.01	0.12	32	32	32	24
32. Others and Unallocated	21884.90	0.43	19803.79	0.61	3.37	2.54	11	11	11	14
Total	649159.00	16.93	596726.65	17.62	100.00	100.00	—	—	—	—

[Translation]

**Track Relaying Machine for
New Railway Tracks**

2405. SHRI BRAJESH PATHAK: Will the Minister of RAILWAYS be pleased to state:

- (a) whether track relaying train (T.R.T.) machine is being used by the Government for laying new rail tracks;
- (b) if so, the details thereof;
- (c) the main features of this (T.R.T.) machine; and
- (d) the daily capacity of this machine to lay rail tracks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Partially correct. Track Relaying Train is being used to renew the old existing track (rails and sleepers) with new ones.

(c) As the name indicates, the Track Relaying Train comprises of Wagons carrying new sleepers. In the operation, the train picks up the old track, puts it on wagons, lays down new sleepers, picks up the new rails already placed by the side of the existing tracks and then lays rails on the sleepers in a continuous operation. This helps in speedy renewals with good quality of work and is a very useful machine to handle today's heavy track.

(d) Track Relaying Train machine can achieve a progress of one km. of tracks renewal in an effective traffic block of 4 hours.

Closure of Railway Halts

2406. SHRI TUFANI SAROJ: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have decided to close some of the railway halts; and
- (b) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railways consider closure of a halt station if the same is unremunerative and not justified on passenger amenity ground. During the financial year 2005-06, 48 halt stations have been closed.

[English]

**Constitution of Defence
Acquisition Council**

2407. SHRI PRABODH PANDA:

DR. RAJESH MISHRA:

Will the Minister of DEFENCE be pleased to state:

- (a) whether the Government has constituted the Defence Acquisition Council;
- (b) if so, the composition and objectives thereof; and
- (c) the details of rights given to the Defence Acquisition Council?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Consequent upon the Group of Ministers recommendations of 'Reforming the National Security System', Ministry of Defence vide its order dated 11th October, 2001 had set up broad structures and systems to deal with acquisitions on the Capital account. An overarching structure, the Defence Acquisition Council (DAC) under the Raksha Mantri was constituted for overall guidance of the defence procurement planning process. The composition of the DAC is as follows:

- | | |
|---|------------------|
| (a) Raksha Mantri | Chairman |
| (b) Raksha Rajya Mantri | Member |
| (c) Chief of Army Staff | Member |
| (d) Chief of Naval Staff | Member |
| (e) Chief of Air Staff | Member |
| (f) Defence Secretary | Member |
| (g) Secretary Defence Research and Development | Member |
| (h) Secretary Defence Production | Member |
| (i) Chief of Integrated Staff Committees HQ IDS | Member |
| (j) Director General (Acquisition) | Member |
| (k) Dy. Chief of Integrated Defence Staff | Member Secretary |

The objective of the Defence Acquisition Council is to ensure expeditious procurement of the approved requirements of the Armed Forces in terms of capabilities sought and time frame prescribed by optimally utilizing the allocated budgetary resources.

The functions of the DAC include (i) in principle approval of 15 Years Long Term Integrated Perspective Plan (LTIPP) for Defence Forces; (ii) accord of Acceptance of Necessity to acquisition proposals; (iii) categorization of the acquisition proposals relating to 'Buy', 'Buy and Make', and 'Make'; (iv) issues relating to Single Vendor Clearance; (v) decision regarding 'Offset' provisions in respect of acquisition proposals above Rs. 300 Crores; (vi) decisions regarding Transfer of Technology under 'Buy and Make' category of acquisition proposals; and (vii) Field Trial evaluation.

Foreign Plane in Non-flying Area

2408. SHRI MANORANJAN BHAKTA:

SHRI CHANDRA BHUSHAN SINGH:

DR. SHAFIQR RAHMAN BARQ:

SHRI EKNATH MAHADEO GAIKWAD:

SHRIMATI NIVEDITA MANE:

SHRI KIRTI VARDHAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that recently a foreign plane flown to non-flying area in Delhi;

(b) if so, whether any enquiry has been conducted in this regard;

(c) if so, the details alongwith the action taken thereon; and

(d) the steps taken/being taken to avoid recurrence of such incidents?

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

(b) and (c) Yes, Sir. The investigation revealed that on 13-11-2006, a Kuwait Airways Flight KAC-382 had flown over Rashtrapati Bhawan (VIP 89), which is a non-flying zone. The incident occurred due to human error. Pilot of

KAC-382 wrongfully took left turn instead of right and flew over prohibited area and the Approach Controller prematurely cancelled Standard Instrument Departure (SID) for this aircraft.

(d) Based on findings and recommendations of Investigation Report, Director General of Civil Aviation has taken up the matter with Kuwait Civil Aviation Authority for appropriate action against the pilot. Airports Authority of India has amended the Standard Operating Procedures and made it mandatory to issue normal ATC instructions/clearances regarding operation of radial etc., whenever SID is cancelled. The involved controller has been de-rostered and subjected to corrective training on SOPs, performance characteristic of the aircraft etc.

Development of Pilikula Nisargadhama

2409. SHRI D.V. SADANAND GOWDA: Will the Minister of TOURISM be pleased to state:

(a) whether any proposal for financial assistance for development of Pilikula Nisargadhama, near Mangalore is pending with the Union Government;

(b) if so, the details thereof; and

(c) the reasons for delay in sanctioning the proposal?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The State Government of Karnataka has submitted a project proposal for development of Pilikula Nisargadhama on 18-7-2006 under the scheme of Destination Development for a total amount of Rs. 500.00 lakh.

(c) From the 10th Five Year Plan the Ministry of Tourism has been providing central financial assistance to the State Governments/UT Administrations on the basis of project proposals prioritised in consultation with them every year.

The following proposals have been prioritised for the State of Karnataka in 2006-07:

1. Destination Development:

(i) Hampi

(ii) Linganamakki

2. Tourist Circuit:

- (a) Bijapur-Bidar-Gulbarga

3. Fairs/Festivals:

- (i) Bangalore Habba
 (ii) Hampi
 (iii) Karavali

Project proposals received, complete in all respect, are appraised as per guidelines and funds sanctioned, subject to availability under the respective head. The proposal submitted by the State Government for Piliikula Nisargadhama was not as per guidelines and hence has not been sanctioned.

Processing of Grapes

2410. SHRI ASADUDDIN OWAIISI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

- (a) whether grapes are being processed in the country;
 (b) if so, the details thereof; and
 (c) the quantity of grapes out of the total production being processed at present?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Yes Sir.

(b) and (c) Grapes are processed to produce pulp, juice, juice concentrate, wine and raisins in the country. Grape production in the country is estimated to be 12 lakh metric tonnes. About 1.20 lakh tonnes of grapes are dried as raisins. About 20,000 tonnes are crushed to make juice and 10,000 tonnes to process into wine.

[Translation]

Gas Connections

2411. PROF. MAHADEORAO SHIWANKAR:
 SHRI SHISHUPAL N. PATLE:

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

(a) whether the Government proposes to accord permission to the gas distributors to supply gas to the customers using their discretion as reported in "Dainik Jagran" dated November 17, 2006;

(b) if so, whether the gas distributors have been instructed to submit the details regarding the supply of gas cylinders to the customers which are not registered with the oil companies;

(c) whether all the distributors have been authorised for this scheme;

(d) if so, the details thereof; and

(e) the extent to which this scheme will curb the practice of black marketing?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir.

(b) to (e) No such instructions have been issued by Public Sector Oil Marketing Companies (OMCs) to their LPG distributors to give refills to their registered customers without booking of refills. LPG distributors of OMCs are required to release LPG cylinders against booking only and the refill supplies of domestic LPG are being made by the OMCs in accordance with the genuine requirements of customers.

[English]

Court Cases Filed by Army Personnel

2412. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Army is having trouble grappling with court cases filed by serving as well as retired personnel as reported in the *Times of India* dated November 23, 2006;

(b) if so, the facts thereof;

(c) the number of such court cases pending in various courts as on date; and

(d) the steps taken by the Government for the speedy disposal of court cases?

(a) the steps proposed to be taken by Railways to complete the broad gauge work between quilon to Virudunagar;

(b) the reasons for such inordinate delay in executing the conversion work even after necessary funds were allotted by the Government; 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 Quilon-Tenkasi, Tenkasi-Tirunelveli and Tirunelveli-Tiruchendur sections have been taken up as part of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar gauge conversion project (357 Kms). On this project, gauge conversion of Tenkasi-Virudhunagar (122 Kms) has already been completed and commissioned. Gauge conversion of Quilon-Punalur (45 Kms), Tenkasi-Sengottai (8 Kms) and Tirunelveli-Tiruchendur (61 Kms) sections have been targeted for completion during 2006-07. However, progress on Quilon-Punalur is affected because of land disputes and Tirunelveli-Tiruchendur due to slow progress and failure of contractors. These sections are expected to be completed during 2007-08.

On Tenkasi-Tirunelveli (72 Kms) section, bridge works have been taken up and is planned for completion in next 2-3 years. The balance portion of this project from Punalur to Sengottai is a Ghat section where final location survey has been completed and detailed estimate is under process. No target has been fixed for completion of gauge conversion of this section.

[Translation]

Train between Delhi-Manmad/Kopargaon

2417. SHRI RAMDAS ATHAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce a special superfast express from Delhi to Manmad/Kopargaon on a daily basis and increase reservation quota for all classes in all the trains running on this route and provide stoppage time of at least five minutes for all trains at Kopargaon in view of increasing number of devotees

visiting world famous Saibaba Dham Shirdi in Ahmednagar district of Maharashtra;

(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) and (b) No, Sir. There is no such proposal at present. However, stoppage of 2779/2780 Vasco-Hazrat Nizamuddin Goa Express at Kopargaon is being provided from 15-12-2006 on an experimental basis for six months. Computerised Passenger Reservation System (PRS) facility is available in Delhi as well as Kopargaon station on temple premises of Sai Baba Dham Shirdi. Devotees can use this facility to book tickets in any train in any class on first come first served basis.

(c) Operational and resource constraints.

[English]

Technical Snag in Old Plane of Air India

2418. SHRI SUGRIB SINGH:

SHRI SHISHUPAL N. PATLE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that old plane of Air India for Los Angeles occurred a technical snag due to which the passenger had to be stranded at the airport for two days;

(b) if so, the details thereof;

(c) whether the passengers of the said flight had not been accommodated in another flights;

(d) if so, the reasons therefor;

(e) the steps taken/proposed to be taken to counter/reduce the risks in the old planes; and

(f) the details of loss suffered by AI due to such technical snags in old planes during 2006 till date?

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

India's Boeing 747-400 aircraft operating flight AI-136 on 2nd September, 2006 on sector Los Angeles-Frankfurt-Delhi had developed a technical snag of Un-serviceability of both Weather Radars (WR). The aircraft arrived in Delhi with the said reported snag and a thorough rectification was carried out by Air India Engineering Department in consultation with the manufacturer, M/s. Boeing. It was observed that the said technical defect was one of uncommon nature and was attributed to the discrepancy in the Weather Radar high speed data bus. The snag was finally rectified by Air India on 6th September, 2006.

(c) and (d) The stranded passengers were accommodated in other flights and were also provided hotel accommodation for intervening period, wherever possible.

(e) In order to maintain aircraft in airworthy condition, the airlines mandatorily carry out appropriate maintenance inspections/repair/modifications etc. at stipulated intervals as prescribed by aircraft manufacturers and Director General of Civil Aviation. All the fleet in the airlines are airworthy.

(f) The requisite information is being compiled.

Development of Bangalore

2419. SHRI G. KARUNAKARA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Department of Tourism, Government of Karnataka has sent a project proposal regarding development of Bangalore under the new scheme of Destination Development Programme;

(b) if so, the details thereof and the estimated cost of the project;

(c) whether the Union Government have considered the proposal; and

(d) if so, the time by which the approval for this project is likely to be given to the Karnataka Government?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) to (d) Does not arise.

However, the list of projects sanctioned for the State of Karnataka during 10th Plan till date are given in the enclosed Statement.

Statement

List of Projects sanctioned for the State of Karnataka during 10th Plan:

(Rs. in lakh)

Sl.No.	Name of the Project	Amount Sanctioned
1	2	3
2002-03		
1.	Bangalore Art Festival	15.00
2.	Beugle Rock Garden	40.00
3.	Development of Om beach	100.00
4.	Development of Tagore Beach	197.49
5.	Development of Hampi	506.10
6.	Development of Kokkare Bellur, Mandya District	50.00
7.	Rural Tourism project at Kokkare Bellur	50.00
	Total	958.59

1	2	3
2003-04		
1.	Providing floodlighting at Hoyasala Temple at Halebid	61.04
2.	Sound and light at Hampi	176.00
3.	Hampi Festival	15.00
4.	Karavali Festival in Uttara Kannada	5.00
5.	Installation of Handy Audio Reach Kit at Elur, Hassan	11.46
6.	IT equipments for Jungle Lodge and Resorts	9.70
7.	Construction of Minor Nodes at Hampi (Hampi Chitradurga Bangalore Circuit-2003-04)	307.01
8.	Destination Development of Coorg	483.07
9.	Purchase of IT infrastructure of KSTDC	15.80
10.	Coorg Golf Links (CGL) project at Virajpet, Karnataka	3.00
11.	Development of Bannerghatta Biological Park near Bangalore	500.00
12.	Karnataka Luxury Train	785.00
13.	Development of Rural Tourism at Village Banavasi, Uttara Kananda Dist.	50.00
14.	Development of Attiveri Bird Sanctuary	60.00
15.	Rural Tourism project in Anegundi, Dist. Koppal	50.00
16.	Rural Tourism project in Coorg	50.00
	Total	2582.08
2004-05		
1.	Karnataka Heritage Hunt-2004	8.33
2.	Celebration of Hampi Festival	5.00
3.	Celebration of Kadambotasava Festival at Banvasi	6.75
4.	Setting up of Mini Convention Centre at Bangalore-Feasibility Report-LRG	2.00
5.	Integrated Development of Badami-Ahale-Pattadakal-Mahakoota Circuit in North Karnataka	800.00
6.	Integrated Development of Melkote-belur-Halebid-Shravanabelagola Circuit in South Karnataka	798.50

1	2	3
7.	Development of Chickmagalore Wilderness Bhadra	202.48
8.	Expansion of Eco-Tourism Activity—Feasibility Report (MR Head)	15.00
9.	Infrastructure and Destination Development of Bandipur Tiger Reserve	195.70
10.	Integrated Development of Chitradurga Fort	353.00
11.	Coorg Golf Links (CGL) Coorg Golf Tourism project at Virajpet	53.00
12.	Village Barvasi, Distt. Uttara Kannada	20.00
	Total	2459.76
2005-06		
1.	Destination Development of Jog Fall in Shimoga	462.52
2.	Destination Development of Mysore in Karnataka	353.89
3.	Integrated Development of Tourism Circuit on Mangalore-Ullal-Udupi-Kollur-Honnavar-Murudeshwara-Kundapur-Gokarna	698.00
4.	Development of Golf Club at Chikmagalur, Karnataka under LRG project	120.00
5.	Celebration of Bangalore Habba 2005	15.00
6.	Hampi Festival 2005-06	5.00
7.	IT infrastructure for Eco-tourism by M/s Jungle Lodges and Resorts	53.29
8.	GOI-UNDP Endogenous Project at Village Anegundi, District Koppal	20.00
	Total	1727.70
2006-07		
1.	Destination Development of Lignamakki Garden at Jog Falls	494.98
2.	Integrated Development of Wilderness Tourism Circuit	226.88
	Total	721.86

Requirement of Equipments in Railways

2420. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways had projected to acquire 9160 coaches and 1745 Electrified Multiple Unit (EMUs) during the Tenth Plan period;

(b) if so, the reasons for shortfall in acquiring the required number of coaches and EMUs;

(c) whether considering the growth in traffic and dedicated freight corridor set to take off, railways supply side is bound to shrink before its requirement; and

(d) if so, the steps taken or being taken by Railways to meet its requirement of coaches and EMUs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways had projected a requirement of 9160 coaches and 1965 Electrified Multiple Unit (EMUs) during the 10th Plan Period.

(b) The total acquisition of coaches and EMUs during the 10th Plan period is likely to exceed the total projected requirement. However, the acquisition of EMUs is likely to be lower than the projections due to limitation in the total manufacturing capacity.

(c) and (d) Action has been initiated to augment the capacity of coach manufacturing units by 900 per year to meet the increased requirement. Works have also been sanctioned to enhance Electric Multiple Unit (EMU) building capability at Integral Coach Factory.

[Translation]

Talks with Russia in Hydrocarbon Sector

2421. SHRI RASHEED MASOOD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government proposes to initiate bilateral talks with Russia on the issue related to hydrocarbon sector;

(b) if so, the details thereof; and

(c) the time by which talks are likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Issues relating to cooperation in hydrocarbon sector are discussed on a regular basis within the institutional framework existing between the two countries, i.e. the Indo-Russian Inter-Governmental Commission (IRIGC) on Trade, Economic, Scientific, Technological and Cultural Cooperation and the Indo-Russian Working Group on Energy.

Besides, following several high level interactions between the two countries, a lot of optimism had been generated regarding expansion of Indo-Russian Cooperation in hydrocarbon sector. The two sides have been discussing enhancement in cooperation since October 2004, when the Indian Petroleum Minister visited Moscow. During the visit of the Prime Minister of India to Moscow in December 2005, priority tasks for further

development of the Indo-Russian Strategic Partnership were identified, which included the decision to continue bilateral energy dialogue, concentrate on ways to enhance energy security, pursue opportunities for improving the process of diversification of energy supplies, and strengthening commercial energy partnerships in already identified and prospective oil and gas projects in India, Russia and third countries.

[English]

LNG from Myanmar

2422. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has been pursuing Myanmar to supply piped gas to India;

(b) if so, the latest prospects for procurement and purchase of natural gas from Myanmar, indicating the length and cost of the pipeline required for the purchase and the gas to be purchased; and

(c) the terms of supplies offered by Myanmar?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Yes, Sir. India is pursuing the import of natural gas from Myanmar through onland pipeline from Myanmar via the north-eastern states of the country. The length of the proposed pipeline from Myanmar border to Gaya (Bihar) is about 1573 kms. and the project cost is estimated at Rs. 8,500 crores. GAIL had submitted its bid in response to an Invitation of Bid by the Ministry of Energy, Government of the Union of Myanmar for purchase of gas from Shwe and Shwe Phyu fields in A-1 block and Mya field in A-3 block in September 2006. Government of Myanmar has recently intimated to GAIL that they are reviewing their decision to sell this gas through the pipeline route. Myanmar is exploring other options of selling the gas and has asked for a bid for 3.5 MTPA of Liquefied Natural Gas (LNG) project.

Gagan Shakti Exercise on Western Coast

2423. SHRI KISHANBHAI V. PATEL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Defence forces have recently completed Gagan Shakti exercise on Western Coast as reported in the "Times of India" dated September 16, 2006;

(b) if so, the facts thereof;

(c) the primary objectives of such exercise; and

(d) the extent to which such drills are successful in combating hostile forces?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) The Indian Air Force conducted an exercise 'Gagan Shakti' in September, 2006. The exercise was conducted along the Western border.

(c) and (d) Peace time exercises are of vital necessity as these serve to keep our forces operationally ready for performing their assigned tasks.

[Translation]

Discontinuance of Railway Projects

2424. **SHRI BRAJESH PATHAK:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have discontinued several railway projects;

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

(c) the total expenditure incurred on these projects;

(d) whether the Railways have received representations from various quarters to restart these projects; and

(e) if so, the details thereof and the reaction of the Railways thereto?

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

(b) to (e) Do not arise.

[English]

Resource Crunch in Railways

2425. **SHRI ASADUDDIN OWAISI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are facing resource crunch to meet its different projects;

(b) if so, the details thereof and shortfall of revenue to meet the on-going and upcoming projects;

(c) whether the Railways have not been able to convert its liability into assets in the field of land and scrap etc;

(d) if so, the reasons therefor; and

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

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

(b) There is a heavy throwforward of on-going projects requiring over Rs. 54,000 crore for completion. As against this, in 2006-07, Railways were able to allot Rs. 6,303.38 crore. There is no shortfall of revenue.

(c) No, Sir.

(d) and (e) Do not arise.

[Translation]

Committee on Railway Catering Service

2426. **PROF. MAHADEORAO SHIWANKAR:**

SHRI MOHD. TAHIR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee appointed by the Delhi High Court has slammed the Railways for serving poor quality of food in the coaches, railway restaurants and platforms;

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

(c) the steps taken by the Railways to ensure providing hygienic food to the passengers in the trains and at stations?

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

(b) The Committee appointed by the Hon'ble High

Court of Delhi has inspected the base kitchen at New Delhi, Refreshment Room at Hazrat Nizamuddin and the Self-service Restaurant at Delhi Junction Railway station. The committee has reported non-functioning of various equipments, shortage of staff, lack of ventilation in the kitchen, lack of cleanliness in the kitchen, non-maintenance of personal hygiene by the staff, etc. Suitable steps have been taken to improve the condition of these locations. Action to a great extent has been initiated by Indian Railway Catering and Tourism Corporation (IRCTC) to improve the hygiene condition of Base Kitchen and its equipments. Improvements in systems/services undertaken by the corporation are detailed as under:

- (i) Air curtain has been installed at the main door of the base Kitchen;
- (ii) Six Fly Catchers have been installed;
- (iii) New Cold Store facility will be installed at the Base Kitchen shortly;
- (iv) Staff has been imparted training on 'personal hygiene, workplace hygiene and customer service' through Indian tourism Development Corporation (ITDC);
- (v) New equipments such as Potato peeler, masala grinder etc. have been procured;
- (vi) Staff will be provided with new uniforms shortly;
- (vii) Fresh white wash and painting work has been done;
- (viii) Food Audit has been conducted by Vimta Labs and a rating of 83% in Food Safety and 86.7% in food storage has been given by the Agency;
- (ix) Renovation of exhaust chimney and cool air flow system is under process;
- (x) Procurement of new packaging material and equipment to provide hygienic and safe packaged food to railway passengers is under active consideration;
- (xi) Following disciplinary action against the staff has also been taken:

Assistant Manager, Delhi region has been shifted;

Catering Supervisor, Delhi has been suspended and charge sheeted for major penalty;

Chief Catering Inspector, Base Kitchen and Chief Catering Inspector, Delhi, have also been taken up.

(c) In order to ensure that standardized hygienic food and beverage are supplied to rail users, prescribed hygienic norms are followed by the base kitchens and other cooking units. Indian Railway Catering and Tourism Corporation (IRCTC) have already undertaken renovation of base kitchens/cooking units. Replacement of old/defective furniture, food service equipments and other gadgets, gas pipelines etc. are undertaken on need basis. In addition to above, massive training programs are being conducted for catering staff to upgrade the quality of services. Good quality raw materials are procured from reputed cooperative societies approved by Bureau of Indian Standards (BIS) and Agmark standards as applicable. To ensure the quality of food, "Services Monitoring Cells" (SMC) have been created at Zonal level by IRCTC to take immediate remedial action. Officials of Indian Railway and IRCTC are also carrying out routine inspections/surprise checks/special drives to ensure quality and hygienic condition of catering services.

[English]

Bird Hit Flight of Air India

2427. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an engine of Air India flight between New York-Mumbai was damaged due to bird hit during October, 2006;

(b) if so, the details thereof;

(c) the number of passengers of said aircraft provided lodging/boarding at London;

(d) the norms fixed by Air India to make alternative arrangements for passengers during such a situation;

(e) whether the passengers of said aircraft has shown their displeasure about the arrangements; and

(f) if so, the details and the action taken by the Government to take care of passengers during such situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The engine of Air India aircraft operating flight A-112 dated 12-10-2006 on Sector New York/London/Delhi/Mumbai had a bird hit after take-off at London. The aircraft returned to London. On initial inspection metal particles were noticed in engine#3 exhaust. Since no replacement engine was available at London with other operators, the replacement engine and manpower were sent from Mumabi. Subsequent to engine change, aircraft was declared serviceable and departed on 14-10-2006.

(c) Out of 429 passengers, 31 passengers traveled on AI-150 flight of 12-10-2006. Remaining passengers were given GBP 50.00 each and sent to hotels. They finally departed on flight A1-112 of 14-10-2006.

(d) Air India has a well laid out procedure in this respect. Whenever flights are delayed, passengers are transferred to the first available flight. Ladies, children, unaccompanied minors and old passengers are given preference. In case the delay is a prolonged one, the passengers are sent to hotels on full board basis. In cases of short delay passengers are provided with meals/ refreshments at the airport and allowed to make one international call.

(e) No complaint has been received by Air India from the passengers.

(f) Does not arise.

Coal Bed Methane

2428. SHRI ADHIR CHOWDHURY:

SHRI UDAY SINGH:

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

(a) whether the GAIL (India) Ltd. proposes to invest a huge amount on Coal Bed Methane (CBM) blocks in the near future;

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

(c) whether the Union Government has awarded some Coal Bed Methane Blocks to other national/ international firms;

(d) if so, the details thereof; and

(e) the benefits likely to be accrued therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. Gas Authority of India Ltd. (GAIL) alongwith other consortium members has been awarded three CBM blocks under third round of Coal Bed Methane Policy. The consortium comprising GAIL-Arrow Energy (India) Pvt. Ltd. (ARROW)—Energy Infrastructure Group A.B. (EIG)—Tata Power Company Limited (Tata) has been awarded two blocks and the consortium comprising GAIL-ARROW-EIG has got one block and the Production Sharing Contracts were signed with the Government of India for all the three blocks on 7-11-2006. The estimated expenditure of GAIL in above CBM blocks in the first exploration phase is approximately Rs. 27 crores.

(c) and (d) Yes, Sir. So far 26 CBM blocks have been contracted to various national/international firms/consortia. Details of the blocks awarded to various companies/ consortia including GAIL are given in the enclosed Statement.

(e) Natural Gas from CBM is a significant unconventional energy resource in India. Tapping this resource will help to contribute in meeting the rising demand for energy in India. Respective State Governments will get royalty @ 10% of value of CBM produced in accordance with the Oilfields (Regulation and Development) Act, 1948 Central Government will get biddable Production Level Payment (PLP) on ad-valorem basis on production of CBM.

Statement

Sl. No.	Company/ Consortium	Blocks Awarded
1	2	3
1.	ONGC	(i) SK-CBM-2003/11

1	2	3
		(ii) NK(W)-CBM-2003/II
		(iii) ST-CBM-2003/II
		(iv) WD-CBM-2003/II
2.	ONGC-IOC	(i) BK-CBM-2001/I
		(ii) NK-CBM-2001/I
3.	ONGC-CIL	(i) Raniganj (North)
		(ii) Jharua
4.	ONGC-GSPCL	(i) BS(3)-CBM-2003/II
5.	RIL	(i) SP(E)-CBM-2001/I
		(ii) SP(W)-CBM-2001/I
		(iii) SH(N)-CBM-2003/II
		(iv) BS(1)-CBM-2003/II
		(v) BS(2)-CBM-2003/II
6.	EOL	(i) Raniganj East
7.	GEECL	(i) Raniganj South
8.	ARROW-GAIL-EIG-TATA	(i) RM-CBM-2005/III
		(ii) TR-CBM-2005/III
9.	ARROW-GAIL-EIG	(i) MR-CBM-2005/III
10.	REL-RNRL-GEO	(i) SP(N)-CBM-2005/III
		(ii) KG(E)-CBM-2005/III
		(iii) BS(4)-CBM-2005/III
		(iv) BS(5)-CBM-2005/III
11.	BP Exploration Alpha Ltd.	(i) BB-CBM-2005/III
12.	COALGAS-DEEP	(i) SR-CBM-2005/III
13.	COALGAS-DEEP-ADINATH	(i) GV(N)-CBM-2005/III

New Pension Package

2429. SHRI M.P. VEERENDRA KUMAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware of the fact that new Pension Package announced by the Government early this year for Defence personnel has failed to redress their grievances; and

(b) if so, the steps being contemplated to meet their genuine demands?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) With effect from 1-1-2006, pension of pre-1-1-1996 retiree Personnel Below Officer Rank will not be less than 50% of the maximum of the revised pay scales as on 1-1-1996. Further, weightage in qualifying service has been increased from 5 years to 10, 8, and 6 years in respect of Sepoy, Naik and Havildar respectively subject to a maximum qualifying service of 30 years for all past and future retirees in these ranks. Thus, substantial benefits have been given by the Government to Defence personnel in the new Pension Package.

(b) The Government has already set up 6th Central Pay Commission, which will also go into the pensionary entitlements of Defence personnel.

[Translation]

Golden Quadrilateral Scheme

2430. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway projects completed under the Golden Quadrilateral Scheme and the expenditure incurred on each projects;

(b) the details of the projects which are under construction under the said scheme and the time by which these are likely to be completed; and

(c) the details of the projects which have not been taken up so far alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):

(a) The details of the Railway projects completed under the Golden Quadrilateral Scheme are given as under:

Sl. No	Name of the Project and Plan Head	Length (in Kms)	Cost	Exp. upto Mar. 06	Outlay 06-07	Status alongwith target wherever fixed
1	2	3	4	5	6	7
1	Balapalle-Pullampet-Ph-I of Gooty-Renigunta Doubling	41	85	84.02	1	Completed and commissioned.
2.	Bhubaneshwar-Kottavalasa Railway Electrification	457	322.71	288.97	4	Completed and commissioned.
3.	Kanpur-Chanderi Doubling	4	16.84	11.36	0.01	Completed and commissioned.
4.	Gurap-Shaktigarh 3rd line	26	54.14	71.91	0.5	Completed and commissioned.
5.	Chandanpur-Gurap 3rd line	17	42.3	42.3	0	Completed and commissioned.

(b) The details of the projects which are under construction under the said Scheme alongwith target wherever fixed are given as under:—

6.	Gooty-Renigunta-Patch doubling	151	305.95	38.2	68.4	The work is being executed through ADB funding. On Pullampet-Bakarpet earthwork, major bridges, minor bridges taken up. On Cuddapah-Muddanuru and Kondapuram-Rayalacheruvu contract for roadbed, bridges and tracks awarded on 07-07-06. Signaling contract awarded on 30-06-06. The work has been taken up. The project is targeted for completion by 2008-09.
7.	Raichur-Guntakal Doubling	81.1	145.81	0	57	The project is being executed by through Asian Development Bank (ADB) funding. Final Location Survey completed. Land acquisition taken up. Tenders have been processed. The project is targeted for completion by 2007-08.

1	2	3	4	5	6	7
8.	Renigunta-Guntakal Railway Electrification	308	182.55	75.78	7	Railway Electrification work completed on existing lines between Renigunta and Nandalur. Overall physical progress 38.73%. Tender for Pullampet-Nandalur (21 RKM) section awarded. For remaining portion of Nandalur-Guntakal Preliminary works have been taken up.
9.	Bilaspur-Urkura Doubling	110	375.42	138.62	28.5	Dagori-Bhatapara section commissioned. Bhatapara-Urkura section is being executed through ADB funding. Contract awarded for formation works. Target: 2008-09.
10.	New Delhi-Tilak Bridge 5th and 6th line	2.65	53.14	22.01	14.5	Earthwork, minor bridges and platform retaining wall taken up. Overall physical progress 58%. 6th line (3.4 kms) is targeted for completion during 2006-07.
11.	Sahibabad-Anand Vihar-3rd and 4th line	4	49.57	0	0.5	Work has been taken up and targeted for completion during 2007-08.
12.	Anand Vihar Terminal Traffic Facilities	0	85	14.65	9.33	Work has been taken up and targeted for completion during 2007-08.
13.	Tughlakabad-Palwal 4th line	33.5	83	0	10	Preliminary works have been taken up including drawings, designs etc.
14.	Palwal-Bhuteshwar 3rd line	81	214.68	0.01	150	Earthwork and bridges, etc taken up. Target: 2008-08.
15.	Pakni-Mahol Doubling	17	42.73	10.08	30.01	Earthwork, blanketing, minor bridges and ballast supply taken up. Overall physical progress 25%. Target: 2007-08.
16.	Pakni-Solapur Doubling	16.28	38.52	7.01	20.5	Earthwork, minor bridges, major bridges, blanketing, ballast supply, tracklinking taken up. Overall physical progress: Road bed-85% and Superstructure-20%. Likely to be completed during 2006-07.

17. Diva Kalyan Doubling of 5-6 line	11	70	48.7	5.5	Earthwork, blanketing, minor bridges tracklinking, ballast supply taken up. Overall physical progress 74%. Target: 2006-07.
18. Cuttack-Barang Doubling	12	127.13	0	40.15	Final Location survey completed. Contract awarded for roadbed, major bridges, track and OHE. Target 2008-09.
19. Khurda Road-Barang 3rd line	35	200.28	0.11	46.6	Final Location survey completed. Contract awarded for roadbed, major bridges, track and OHE. Target 2008-09.
20. Rajatgarh-Barang Doubling	20	178.98	1.36	72.7	Land acquisition taken up. Contract awarded for roadbed, major bridges, track and OHE. One major bridge completed. Target: 2008-09.
21. Talcher-Cuttack-Paradeep (2nd Bridges on Mahanadi and Birupa)	3	109.45	21.06	39.9	2nd bridge on Binupa completed and 2nd bridge on Mahanadi River is in progress. Earthwork, concreting, well sinking and structural steel work in girders taken up. Overall physical progress 32%. Target: 2008-09.
22. Attipattu-Korukkupettai Doubling	18	70.56	37.55	21	Work on Korukkupet-Ennore (6 kms) section is in advanced stages and targeted for completion during 2006-07. Earthwork, bridgework and Ennore-Creek bridge in progress on Ennore-Attipattu.
23. Chennai Beach-Attipattu 4th line	22.1	50.23	0	0.5	After preliminary studies the work has now been taken up by Railways.
24. Chennai Beach-Korukkupet Doubling	4.1	55.23	0	0.5	After preliminary studies the work has now been taken up by Railways.
25. Pattabiram-Tiruvallur 4th line (15.06 km) and Tiruvallur-Arakkonam 3rd line (26.83 km)	41.89	71.94	36.9	28.5	Pattabiram-Tiruvallur (16 Kms) 4th line has been commissioned. The work of Tiruvallur-Arakkonam 3rd line has been taken up and construction contract awarded. Target: 2007-08.

7

1	2	3	4	5	6	7
26.	Aligarh-Ghaziabad 3rd line	106.1	230.73	65	85.5	Land acquisition is in process. Earthwork and minor bridgeworks taken up. Target: 2008-09.
27.	Kanpur-Panki 3rd line	9	65.7	56.93	6	90% earthwork, minor bridges and ballast collections have been completed, track linking has started and substructure work of the major bridge has been completed and work is likely to be completed in 2007-08.
28.	Tikiapara-Santragachi IV line	5.6	46.79	7.51	22.5	Earthwork, bridgeworks taken up. Likely to be completed during 2007-08.
29.	Kharagpur-Bhubaneswar including Talcher-Paradeep Railway Electrification	540	406.51	359.85	35	Completed except Cuttack-Paradeep.
(c) The details of the projects which have not been taken up so far are given as under:—						
30.	Bhigwan-Gulbarga Doubling	225	694			Bankability study completed. The proposal is under process for seeking necessary approval.
31.	Pune-Guntakal Railway Electrification	641	465			The proposal is under process of approval within the Ministry.
32.	Bhopal-Bina 3rd line	143.92	240			Bankability study completed. The project proposal has been referred to the Ministry of Finance for sanction which is awaited.
33.	Panskura-Kharagpur 3rd line	45	136			Bankability study completed. The project proposal has been referred to the Ministry of Finance for sanction which is awaited.

*(English)***Air Services from Surat Airport**

2431. DR. VALLABHBHAI KATHIRIA:

SHRI KASHIRAM RANA:

SHRI VIKRAMBHAI ARJANBHAI MADAM:

SHRI JASHUBHAI DHANABHAI BARAD:

SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the operation of civil carrier Air Deccan has been stopped abruptly at Surat Airport since July, 2005;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken to provide air services of public/private airlines from Surat Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air Deccan has informed that they have suspended operations w.e.f. 21st July, 2005 due to cancellation of flights on account of poor visibility during winter, water logging in monsoon and non-availability of Nav aids. Air Deccan has informed that when the upgradation of airport work at Surat is completed, they have plans to reconsider Surat operations depending on the market conditions. The Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government.

Air Services to Karnataka

2432. SHRI G.M. SIDDESWARA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received proposals from the Government of Karnataka regarding expansion

and improvement of air services in view of the vast potential of development of industries and tourism in Karnataka; and

(b) if so, the details thereof and the action taken on these proposals?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The Government has received request from the State Government of Karnataka for starting air services between Mangalore and Middle East and also for the development and expansion of the airports at Mangalore, Hubli, Belgaum and Mysore. According to the State Government, some airlines have shown interest to start new services through these airports.

Works relating to expansion of facilities at Mangalore, Hubli Belgaum and Mysore airports have been initiated.

**Utilisation of Technologies
Developed by DRDO**

2433. SHRI REWATI RAMAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) the details of technologies developed by Defence Research and Development Organisation (DRDO) alongwith the details of technologies that have either been commercialised or put to use for defence purposes in the last few years;

(b) whether some of the technologies developed by DRDO have not been utilised;

(c) if so, the reasons therefor;

(d) whether the Government proposes to review its policy in this regard;

(e) if so, the details thereof; and

(f) the efforts being made by the Government to ensure that the technologies developed are put to use?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) Defence Research and Development Organisation (DRDO) undertakes projects in the areas of high technology and complex systems, like electronic warfare, radars, communication, missiles, combat aircrafts, combat

vehicles and engineering, naval systems, composite materials, etc., which are exclusively put to use for Defence Services. While technologies developed by DRDO in the field of food, medicines, water purification, insecticides, etc., are commercialised along with its use by Defence Services.

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) and (f) Does not arise.

12.00 hrs.

[English]

SHRI KHARABELA SWAIN (Balasore):*...

MR. SPEAKER: That is not to be recorded.

...(Interruptions)

MR. SPEAKER: I seek your protection.

...(Interruptions)

MR. SPEAKER: If your leaders come, I will show about every Question as to which Parties were allowed.

...(Interruptions)

MR. SPEAKER: I can reject this type of allegation with all the emphasis. This is too much.

...(Interruptions)

SHRI KHARABELA SWAIN (Balasore): Sir, we are not getting the opportunity...(Interruptions)

MR. SPEAKER: Nothing is to be recorded.

(Interruptions)**...

MR. SPEAKER: I will request your leader to come. I will show every Question.

...(Interruptions)

MR. SPEAKER: I invite the hon. Leader of the Opposition and the hon. Deputy Leader of the Opposition to come to me. I will show every Question as to how many Member have asked supplementaries.

...(Interruptions)

MD. SALIM (Calcutta-North East): Sir, this is disgraceful...(Interruptions)

MR. SPEAKER: I would like to have the response of the hon. Members to such allegations.

...(Interruptions)

MR. SPEAKER: I totally reject your allegation.

SHRI RUPCHAND PAL (Hooghly): Sir, what he is alleging is not correct...(Interruptions)

MR. SPEAKER: I cannot carry on like this.

...(Interruptions)

MR. SPEAKER: Silence please.

Now, Paper to be laid on the Table.

...(Interruptions)

12.02 hrs

PAPERS LAID ON THE TABLE

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-
 - (a) (i) Statement regarding Review by the Government of the working of the Bharat Dynamics Limited, Hyderabad, for the year 2005-2006.
 - (ii) Annual Report of the Bharat Dynamics Limited, Hyderabad, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5219/2006]

*Expunged as ordered by the Chair.

**Not recorded

- (b) (i) Statement regarding Review by the Government of the working of the Hindustan Aeronautics Limited, Bangalore, for the year 2005-2006.
- (ii) Annual Report of the Hindustan Aeronautics Limited, Bangalore, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5220/2006]

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under section 13 of the National Commission for Minorities Act, 1992:-
- (i) The Annual Report of the National Commission for Minorities, for the year 2002-2003.
- (ii) The action taken memorandum on the recommendations contained in the report for the year 2002-2003.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 5221/2006]

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

I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

- (1) Statement regarding Review by the Government of the working of the Bharat Heavy Electricals Limited, New Delhi, for the year 2005-2006.
- (2) Annual Report of the Bharat Heavy Electricals Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5222/2006]

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the South Central Zone Cultural Centre, Nagpur, for the year 2003-2004, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Central Zone Cultural Centre, Nagpur, for the year 2003-2004
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 5223/2006]

MR. SPEAKER: Shri Subodh Kant Sahay—not present.

This is very wrong. The hon. Minister should have been present.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:
- (a) (i) Review by the Government of the working of the Container Corporation of India Limited, New Delhi, for the year 2005-2006.
- (ii) Annual Report of the Container Corporation of India Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (b) (i) Review by the Government of the working of the Konkan Railway Corporation Limited, New Delhi, for the year 2005-2006.
- (ii) Annual Report of the Konkan Railway Corporation Limited, New Delhi, for the year

[Placed in Library. See No. LT 5225/2006]

[Shri Naranbhai Rathwa]

2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5226/2006]

- (c) (i) Review by the Government of the working of the Indian Railway Finance Corporation Limited, New Delhi, for the year 2005-2006.

- (ii) Annual Report of the Indian Railway Finance Corporation Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5227/2006]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Railway Sports Promotion Board, New Delhi, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Railway Sports Promotion Board, New Delhi, for the year 2005-2006.

[Placed in Library. See No. LT 5228/2006]

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956—

- (a) (i) Statement regarding Review by the Government of the working of the Engineering Projects (India) Limited, New Delhi, for the year 2005-2006,

- (ii) Annual Report of the Engineering Projects (India) Limited New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (iii) Statement (Hindi and English versions) on the comments on the Auditors and Comptroller and Auditor General of India on the Annual Report of the Engineering Project (India) Limited, New Delhi, for the year 2005-2006.

[Placed in Library. See No. LT 5229/2006]

- (b) (i) Review by the Government of the working of the Hindustan Paper Corporation Limited, Kolkata, and its subsidiaries for the year 2005-2006.

- (ii) Annual Report of the Hindustan Paper Corporation Limited, Kolkata, and its subsidiaries for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5230/2006]

- (c) (i) Statement regarding Review by the Government of the working of the Bharat Bhari Udyog Nigam Limited, Kolkata, and its subsidiaries for the year 2005-2006.

- (ii) Annual Report of the Bharat Bhari Udyog Nigam, Limited, Kolkata, and its subsidiaries for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5231/2006]

- (d) (i) Statement regarding Review by the Government of the working of the Instrumentation Limited, Kota, for the year 2005-2006.

- (ii) Annual Report of the Instrumentation Limited, Kota, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5232/2006]

- (e) (i) Statement regarding Review by the Government of the working of the Hindustan Cables Limited, Kolkata, for the year 2005-2006.

- (ii) Annual Report of the Hindustan Cables Limited, Kolkata, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5233/2006]

- (f) (i) A copy of the Review by the Government of the working of the National Bicycle Corporation of India Limited, Mumbai, for the year 2005-2006.

- (ii) Annual Report of the National Bicycle Corporation of India Limited, Mumbai, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5234/2006]

- (g) (i) Statement regarding Review by the Government of the working of the Cement Corporation of India Limited, New Delhi for the year 2005-2006.

- (ii) Annual Report of the Cement Corporation of India Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 5235/2006]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Automotive Research Association of India, Pune, for the year 2005-2006, along with Audited Accounts.

- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Automotive Research Association of India, Pune, for the year 2005-2006.

[Placed in Library. See No. LT 5236/2006]

12.03 hrs

MESSAGE FROM RAJYA SABHA

AND

BILL AS PASSED BY RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha—

"In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the English and Foreign Languages University Bill, 2006 which has been passed by the Rajya Sabha at its sitting held on the 5th December, 2006."

2. Sir, I lay on the Table the English and Foreign Languages University Bill, 2006, as passed by Rajya Sabha on the 5th December, 2006.

12.03½ hrs.

PUBLIC ACCOUNTS COMMITTEE

Thirty Third and Thirty Fifth Report

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South-Delhi): Sir, I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2006-2007):

- (1) Thirty-third Report (14th Lok Sabha) on "Injudicious Waiver of Demurrage Charges".
- (2) Thirty-fifth Report (14th Lok Sabha) on Action Taken on 12th Report of PAC (14th Lok Sabha) on "Allotment of Land to Private Hospitals and Dispensaries by Delhi Development Authority".

12.03¼ hrs.

COMMITTEE ON MEMBERS OF PARLIAMENT
LOCAL AREA DEVELOPMENT SCHEME

Thirteenth Report

[Translation]

SHRI PRASANNA ACHARYA (Sambhalpur): Sir, I beg to present the Thirteenth Report (Hindi and English versions) of the Committee on Members of Parliament Local Area Development Scheme (2006-2007).

12.04 hrs.

CALLING ATTENTION TO MATTER OF
URGENT PUBLIC IMPORTANCE

**Need for harmonious functioning of three organs of
the State i.e. Legislature, Judiciary and Executive**

[English]

SHRI GURUDAS DASGUPTA (Panskura): Sir, I call the attention of the Minister of Law and Justice to the following matter of urgent public importance and request that he may make a statement thereon:

"The need for harmonious functioning of three organs of the State i.e. Legislature, Judiciary and Executive."

*THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): Sir, the powers of the three organs of the State, i.e., the Executive, the Legislature and the Judiciary have been elaborately provided for in various provisions of the Constitution of India. Part V of the Constitution deals for the Union and Part VI deals for the States. The provisions have built-in checks and balances. The Constitution establishes parliamentary form of Government, in which the Executive is responsible to the elected Legislature. Subject to the fundamental rights, the Legislatures have all the legislative powers, including the amendment to the Constitution; which of course, is further limited by the principles of basic structure. The Judiciary interprets the Constitution and acts as its guardian by

keeping all authorities—legislature, executive, administration, judicial and quasi-judicial—within bounds. Each one of the organs is accountable in one form or the other. The checks and balances are functioning in harmony for the common goal of the good of the people, who are the framers of the Constitution.

After coming into force of the Constitution, all the three organs of the State have, by and large, functioned within their determined sphere demarcated by the Constitution. It is a matter of pride for all of us that our democracy is vibrant and alive.

SHRI GURUDAS DASGUPTA: Sir, I must confess that the hon. Minister has given a lame-duck statement. The problems that the country is facing, the problems and concerns which have been fully expressed in this House are not reflected in the statement or the submission that the hon. Minister of Law and Justice has given just now to the House.

Sir, with your kind permission, let me take a legalistic view of the issue 'harmonious functioning of Judiciary, Legislature and Executive'. A society is governed by law and the supremacy of law is well established if the law is treated to be an instrument for social change. When the Indian Constitution was being drafted, the Founding Fathers were confronted with the perspective of emancipating millions of people, crores of people who have been victims of illiteracy, injustice, hunger and underdevelopment during the British Rule. Dr. Ambedkar, the author of the Indian Constitution, had very categorically stated that political democracy is meaningless if social democracy and economic democracy are not there. Indian Constitution recognises the supremacy of people.

The centrality of the wheel of law is best expressed in the Preamble of the Indian Constitutions wherein it is stated that "We, the People of India,...do hereby adopt, enact, and give to ourselves this Constitution." Therefore, the Constitution recognises, rather is based upon the concept of sovereignty of the people and the primacy of the sovereignty of the people is beyond any doubt. Therefore, the three organs of the State should act and be guided by law and not act in an arbitrary way and unlawful way so that millions of people can obtain the protection of law and equity is there in their rights and duties.

Sir, Parliament, of which we are all dignified Members, is elected by the people. I have been talking of the sovereignty of the people. Members of Parliament are elected by the people and Parliament is having the most representative character. That is why, Parliament has been given the most pre-eminent position among the organs of the State. Let there be no doubt about that. Parliament enjoys the pre-eminent position in the power structure of the country, as the Founding Fathers had visualised. On the other hand, the Constitution is the organic law of the country and therefore, it is supposed to give direction to the three organs of the State for bringing about social and economic transformation. It is, again, the people who are in the centre stage.

Sir, I come to the issue. If any organ of the State is vested with excessive power, then the foundation of democracy is threatened and undermined. The hon. Minister of Parliamentary Affairs may kindly listen to us because it is under whose jurisdiction and whose guidance we seek in this House....*(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): I do not guide him....*(Interruptions)*

SHRI GURUDAS DASGUPTA: He guides us, not Parliament. Therefore, I seek his guidance....*(Interruptions)*

MR. SPEAKER: I think, the Minister is being guided by Prof. Malhotra!

...*(Interruptions)*

SHRI GURUDAS DASGUPTA: Prof. Malhotra, Deputy Leader of the Opposition has a more important role than us in the House to bring the House in proper perspective.

If excessive power is vested with any organs of the State, then, everybody would say that foundation of democracy is undermined. All of us would agree as to what is the remedy. Remedy is blending of checks and balances of different functions of the organs of the State. The concept of separation of power is the most effective safeguard against any anachronism that may crop up. Parliament being supreme in the making of law and being the supreme law-making body is called upon to initiate

and carry forward the process of social transformation. Parliament can do the job within the framework as delineated by Fundamental Rights and Directive Principles of State Policy, which are the two important chapters of the Constitution. The Constitution enjoins upon all the organs of the State—Judiciary, Legislature and Executive—to be sensitive towards the problems of the vulnerable sections of the country. This is the legal background.

What is the reality today? Let me refer to one of the most respected national figures in the country, the first Prime Minister of India, Jawaharlal Nehru. On 10th September, 1949, while speaking in the Constituent Assembly, he declared categorically—with your permission, I am reading out the speech—that we shall honour our pledge within limits, no Judge, no Supreme Court, no Judiciary can stand judgement over the sovereign will of Parliament representing the will of the entire community. If we go round here and there, it may be pointed out.

Many years later, after the historic speech of Jawaharlal Nehru in the Constituent Assembly, Justice Krishna Iyer, another eminent Justice had categorically stated that court cannot act as a third chamber. With your kind permission, let me look into the speech of the Learned Judge of Supreme Court, Shri Krishna Iyer, wherein he had stated—I am quoting—that answers to many socio-economic and political problems lie in Parliament. Problem of socio-economic nature and political nature lie in Parliament—I am quoting—not in the court room but in the polling booth. Hon. Minister of Law will kindly listen to it a little more attentively as to what Justice has further stated. He further stated that misplaced activism strains institutional resources of the court. Another Judge, Justice Katju said: I do not subscribe to the view that Judiciary is running the Government." I am only quoting from the judgements and the statements they had made.

Now, I come to the crux. Of late, there have been interventions; interventions are not limited to method of executive order, but interventions on issues of policy which are in the exclusive domain of the legislature; even they are brought under judicial scrutiny. There are instances when even the legislative intent or legislative intention is being subjected to judicial scrutiny.

MR. SPEAKER: I am sorry to interrupt you. The courts are entitled to find out the legislative intent while scrutinizing the law.

SHRI GURUDAS DASGUPTA: Let me finish. Sir, you are an esteemed lawyer. I will bow down my head in deference, but let me conclude.

MR. SPEAKER: It is a very very sensitive subject. I want it to be properly articulated.

SHRI GURUDAS DASGUPTA: I will not be going beyond the limit which is prescribed by the annals of parliamentary system and parliamentary conventions.

Again, I quote hon. Justice Krishna Iyer. He said:

"In the name of judicial activism, modern day judges in India have abandoned the traditional role of neutral referee and they have increasingly resorted to tipping scales of justice in the name of distributive justice. The legitimacy of such actions needs to be critically appraised at the level of judicial fraternity."

Fali Nariman, one of the most learned jurists of our time says:

"Under the constitutional scheme, social, economic and political aspects of justice are left to the law makers."

Now, I am referring to three judges. The Supreme Court has given the opinion that we can speak on judgement, but not on the judges; and I am taking recourse to that. The Lok Sabha, in its own wisdom, had taken action against a number of Members on the ground which Lok Sabha thought it to be proper.

MR. SPEAKER: But that is *sub judice*.

SHRI GURUDAS DASGUPTA: I am not going into that.

MR. SPEAKER: Please do not go into that.

SHRI GURUDAS DASGUPTA: But I am only pointing out one thing, that summons were against the Speaker; and we all know that.

PROF. VIJAY KUMAR MALHOTRA (South Delhi): No. There were no summons.

SHRI GURUDAS DASGUPTA: Secondly, in the recent case which you have raised, on sealing the commercial complexes in Delhi, what happened? The apex Court had appointed a Committee to oversee the execution of the judgment. I am again referring to a judicial opinion.

SHRI LAKSHMAN SINGH (Rajgarh): How much more time will you give him, Sir?

MR. SPEAKER: Another 2-3 minutes. Otherwise also, he is the only Member.

...(Interruptions)

SHRI GURUDAS DASGUPTA: Sir, let me conclude.
...(Interruptions)

MR. SPEAKER: He is right; you will get another 2-3 minutes.

SHRI GURUDAS DASGUPTA: Sir, it is universally accepted; it is a judicial maxim that the court should refrain from adjudicating issues or passing judgment that would involve superintendence by the court itself. Prof. Malhotra has raised this issue in the Parliament.

Thirdly, there was a case pending in a court, while workers and the Government employees in Tamil Nadu were on strike. There was a judgment. But while giving the judgement, a comment was made in general—not relating to the case at all—that there should not be strikes. It is to be informed that not a word was said about the lock outs. I am only saying that I refute the statement of the hon. Minister; there is lack of harmony in the functioning of the Judiciary, Legislative and the Executive. There is lack of harmony.

MR. SPEAKER: May I take the sense of the House please?

PROF. VIJAY KUMAR MALHOTRA: Before you take the sense of the House, we have to say something about it.

MR. SPEAKER: It is not on the merits; Prof. Malhotra, please listen to me; I want to take the sense of the House, not on the merits.

...(Interruptions)

MR. SPEAKER: Kindly listen to me. You are right.

...(Interruptions)

MR. SPEAKER: Hon. Members, please allow me to regulate. This is the trouble.

SHRI GURUDAS DASGUPTA: Sir, I will take just two minutes more.

MR. SPEAKER: I will give you later.

Only one hon. Member has given notice. Subsequently, I have got notices from another 11 hon. Members.

...(Interruptions)

MR. SPEAKER: If the House so wishes, can we convert this into a discussion under rule 193?

...(Interruptions)

SEVERAL HON. MEMBERS: Yes.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, everybody wants that a debate on this issue should be held...(Interruptions) Convert it into a discussion under Rule 193...(Interruptions)

[English]

PROF. VIJAY KUMAR MALHOTRA: Sir, I would like to make a request to you. This is a very sensitive matter. Before this matter is discussed in the House, the Prime Minister should call a meeting of leaders of all the parties, have a discussion and bring about some unanimous opinion about it, and then, a discussion can be held here.

MR. SPEAKER: It is a suggestion which you can make.

...(Interruptions)

MR. SPEAKER: It is very appropriate. So, I wanted to take a common consent of the House, in view of the importance of the subject.

PROF. VIJAY KUMAR MALHOTRA: This matter cannot be discussed under Calling Attention. It should be discussed in the House in a proper manner; and before that, the Prime Minister must call a meeting of leaders of all the parties.

MR. SPEAKER: That is why, I said that I wanted to have the sense of the House, which is about the procedure—whether it could be converted into a discussion under rule 193. After hearing the views now, we can have a full-fledged discussion later, and not now.

SHRI GURUDAS DASGUPTA: Let me conclude and then, you can do so.

MR. SPEAKER: Okay, you can conclude in another two minutes.

Shri Swain, I will call you. Shri Dasgupta, you will have an opportunity to put your views when we discuss it under rule 193.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): I have given a notice to discuss the very same subject under rule 193. Unfortunately, it was taken up under Calling Attention. It was on the very same subject. I have written to the hon. Speaker.

MR. SPEAKER: I have done it deliberately—you can make that complaint! I have done it with a deliberately motive! This is the fashion!

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: Sir, I do not know how it happened and the Calling Attention came up!

SHRI GURUDAS DASGUPTA: I am concluding.
...(Interruptions)

MR. SPEAKER: Prof. Malhotra, you are telling me this every day. Kindly sit here and decide. I will invite you to come and sit here.

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Against whom the complaint should be made.

MR. SPEAKER: It is done against me only.

SHRI GURUDAS DASGUPTA: We will register complaint with you.

[English]

MR. SPEAKER: This is what is happening in the House. The Chair is the target and there is no respect for the chair. If there is no respect for the Chair, will there be respect for the House?

SHRI GURUDAS DASGUPTA: Sir, may I suggest? Let the Deputy Leader of the Opposition champion the cause of all the under-privileged Members!

Sir, I am concluding.

MR. SPEAKER: You can do it when discuss it under rule 193.

SHRI GURUDAS DASGUPTA: Let me conclude in two minutes.

I am saying that I feel concerned and the Parliament should feel concerned at the growing trend; and I express that the House should discuss this issue. I feel concerned because due to a number of Public Interest Litigations, some problems are being created, which in my opinion, infringes upon the right of the Parliament, the sovereignty of the people and the right of this House of the People.

MR. SPEAKER: Okay, now, the sense of the House is that it should be converted into a discussion under rule 193. We shall do it later. In the next BAC meeting, we shall fix up the date for that.

SHRI GURUDAS DASGUPTA: Sir, I have the last sentence to make.

I am extremely concerned in the way judicial over-activism is taking place in the country.

MR. SPEAKER: Hon. Members, as I said, we will decide it in the next BAC meeting; by consensus, it is converted and treated as a discussion under rule 193; we will discuss it subsequently.

Now, there is another matter; item no. 6, Paper to be laid on the Table is to be taken up. The name of Shri Subodh Kant Sahay was called out earlier; he was not there; I have expressed my annoyance; he has tendered his apology to the House. Therefore, I call him to lay the paper now.

12.25 hrs.

PAPER LAID ON THE TABLE...Contd.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): Sir, I beg to lay on the Table:

- (1) A copy of the Annual Report (Hindi and English versions) of the Paddy Processing Research Centre, Thanjavur, for the year 2005-2006, alongwith Audited Accounts.
- (2) A copy of the Review (Hindi and English versions) by the Government of the working of the Paddy Processing Research Centre, Thanjavur, for the year 2005-2006.

[Placed in Library. See No. LT 5224/2006]

[English]

MR. SPEAKER: The names which have been given for this Calling Attention will be preserved for the sake of Discussion under Rule 193. Of course, Parties will be entitled to nominate their Members.

...(Interruptions)

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Speaker, Sir, through you, I would like to draw the attention of the Government towards the inhumanely atrocities being meted out to Hindus in various countries of the world, where they are in minority.

[English]

MR. SPEAKER: Let there be silence in the House, please.

...(Interruptions)

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, some days back, ISKCON temple was demolished in Kazakhstan.

The British Parliament passed a motion in this regard and the British Prime Minister also apprised the Kazakh President about the sentiments of Hindus. But it is unfortunate that neither the Parliament of India nor the Government gave any reaction...*(Interruptions)*

[English]

MR. SPEAKER: What is this going on? Let there be silence in the House.

...*(Interruptions)*

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, the second case is of Bhutan. Bhutan is a neighbouring country of India, and India has contributed a lot for the development of Bhutan...*(Interruptions)*

[English]

MR. SPEAKER: Hon. Member, please do not cross between the Chair and the Member who is speaking.

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, the situation in Bhutan is such that around 1.5 lakh Hindus of Indian and Nepali origin have been expatriated from Bhutan during the last 12-15 years. They are living in refugee camps of the UNO. They are being rapidly proselytized. Such news are also coming that the Governments of USA and Canada have formulated a scheme to rehabilitate them in their countries. The Government of India has not given any reaction in this regard.

Sir, third incident is related to Afghanistan. All these three incidents are interlinked. The news item in this regard was published in the daily 'Dainik Jagran' dated 24 November. When the US put an end to the Taliban rule in Afghanistan, India played a major role in the reconstruction of Afghanistan and that cooperation is continuing till date. But citizens of Indian origin, Hindus and Sikhs living over there are being meted out an inhuman treatment. The citizens are distressed over there, because it has become impossible for them to move freely on roads. Taliban miscreants have forcefully taken possession of their

houses and businesses, but it is very unfortunate that Government of India has not given any reaction in all these matters. Sir, through you, I would like to request that...*(Interruptions)*

[English]

MR. SPEAKER: It is a matter of Afghanistan. What can we do?

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Speaker, Sir, on the lines of the resolution passed by the British Parliament regarding the incident which occurred in Kazakhstan...*(Interruptions)*. Government should give their response in this matter...*(Interruptions)*

MR. SPEAKER: An hon. Member from your party is speaking. *[English]* He has mentioned it.

...*(Interruptions)*

MR. SPEAKER: Your party Member is speaking. I have allowed him.

...*(Interruptions)*

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, Government of India should clarify their stand and on the lines of the resolution passed by the British Government to express their reservations about the issues of Kazakhstan, Bhutan and Afghanistan, Parliament of India should also express its reservations by passing a similar resolution.

Sir, where do that leave the Hindus if similar kind of atrocities were committed on citizens of Indian origin and the Hindu minorities?

[English]

MR. SPEAKER: Thank you, Shri Aditya Nath Yogi for your kind cooperation.

[Translation]

The following hon. Members have associated themselves with this issue. Shri Ganesh Singh, Shri Rakesh Singh, Shri Virendra Kumar, Shrimati Karuna

[Mr. Speaker]

Shukla, Shri Pralhad Joshi, Shri Avinash Rai Khanna, Shri Krishna Murari Moghe, Shri Ramswaroop Koli.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, Government should give its response in this matter ...*(Interruptions)* [English] Sir, the Government can give its reaction ...*(Interruptions)*.

MR. SPEAKER: Not now.

12.26 hrs

SUBMISSIONS BY MEMBERS

(i) **Re: Recognition of Sikkim Manipal Institute of Medical Sciences by Medical Council of India (MCI)**

SHRI NAKUL DAS RAI (Sikkim): I would like to bring one important issue to the kind attention of the Government. Gross injustice is being meted to numerous prospective doctors and students of Sikkim Manipal Institute of Medical Sciences under the Sikkim Manipal University.

MR. SPEAKER: This is a matter I would like the Government to take note of.

SHRI NAKUL DAS RAI: Sir, all this is due to the irrational decision of the Medical Council of India in not recognizing the Institute, which was established in the year 2001. The Institute has made a number of submissions to the Union Ministry of Health as well as the Prime Minister, the Cabinet Secretary and the Health Minister. The Chief Minister of Sikkim had spoken to the Prime Minister twice on the issue. How can MCI not offer recognition to Sikkim Manipal Institute of Medical Sciences even after giving recommendation to the Centre allowing the Institute to admit students since 2001?

I want to bring to your kind notice the plight of the first batch (2001 batch) of the students of MBBS of Sikkim Manipal Institute of Medical Sciences. Till date, the MCI and the Union Ministry of Health have not recognized the MBBS degree issued by the Sikkim Manipal University

and not given provisional registration to the first batch of its medical graduates, who passed out in March 2006.

The Union Ministry of Development of North East Region and Director, Medical Education (Government of India) came to the rescue of the students by directing the MCI to visit the institute with regard to recognition and registration. The visit took place in the first week of September this year and Sikkim Manipal Institute of Medical Sciences and Government of Sikkim tried their level best to meet the requirement of the MCI.

Sikkim, being a small hilly State and sparsely populated, its patient load cannot be compared to any hospital of plain areas or bigger cities. Therefore, the present criterion of patient load by MCI should not be the yardstick for recognizing Sikkim Manipal Institute of Medical Sciences. However, if the MCI recognizes the MoU between Sir Thondup Namgyal Memorial (STNM) and Sikkim Manipal University, this issue of patient load is addressed, as the total number of patients.

The Union Health Ministry and the Government of Sikkim have recognized the MoU signed between STNM hospital and Sikkim Manipal University (for the patient load and faculty of the Medical Institute), which are primary criteria for recognition of a Medical College by MCI.

MR. SPEAKER: You have made your point.

SHRI NAKUL DAS RAI: Therefore, MCI should recognize Sikkim Manipal Institute of Medical Sciences at the earliest keeping in mind the future of the students as the institute fulfils all the criteria.

MR. SPEAKER: I have already requested the Government to take note of it.

SHRI NAKUL DAS RAI: This issue is important concerning the future of hundreds of students.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, I will bring the matter to the notice of the concerned Minister.

MR. SPEAKER: He has already responded.

12.32 hrs.

(H) Re: Shortage of fertilizers in the country

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Speaker, Sir, there is an extreme shortage of fertilizers in the country. At the very beginning of the session, an hon. Member of my party Shri Rewati Raman Singh had raised this issue in the House. Besides this, MPs from Rajasthan had also met Prime Minister and they had a discussion with him regarding the shortage of fertilizers in Rajasthan. Rabi Crops have been affected to a large extent by the crisis created by the shortage of fertilizers in the whole country. This time, an additional 17 per cent of wheat has been sown in the entire country. We often talk about the need to protect and encourage agriculture, it grieves me a lot to note that an approach of negligence is followed even in regard to materials required for production and there is no arrangement in place for it. We need their protection. This House is meant for resolving the issues of the people and there by providing relief to people. But even after repeatedly taking up the matter in the House, Government do not react in a manner as is expected of it. Fertilizer units are lying closed. In this very House, the Minister of Chemicals and Fertilizers Shri Ram Vilas Paswan had given an assurance that the steps would immediately be taken to reopen the said units. But it appears that Government is not serious about reviving them.

[English]

MR. SPEAKER: You only mention the matter. There cannot be a debate.

[Translation]

SHRI RAMJI LAL SUMAN: I will conclude in two minutes. The contribution of Uttar Pradesh is 35 percentage in the gross wheat production in India. 259.9 lakh metric tonnes Rabi foodgrains were produced during the year 2005-2006 and the target of 307.88 lakh metric tonnes production has been fixed for 2006-2007. What I mean is that compared to the last year there is a need for more fertilizers this time.

Mr. Speaker, Sir, in connection with the shortage of fertilizers, the Chief Secretary, Uttar Pradesh, Agriculture

Minister of Uttar Pradesh and the Chief Minister of Uttar Pradesh has repeatedly written to the Government of India stating that there is a crisis of fertilizers in U.P. and as a result of that the crops are getting affected. I am extremely sorry to say that despite regular letters from Government of Uttar Pradesh, Central Government has not taken any meaningful initiative in this direction, railway racks have not been provided. The hon. Minister of Chemicals and Fertilizers is present here. What are the steps being taken by the Central Government to resolve the shortage of fertilizers in Uttar Pradesh?

SHRI JASWANT SINGH BISHNOI (Jodhpur): Mr. Speaker, Sir, I associate myself with the urgent matter of public importance raised by hon. Shri Ramji Lal Suman.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Sir, I will send him the reply later.(Interruptions)

[Translation]

SHRI RAMJI LAL SUMAN: Mr. Speaker, Sir, the hon'ble Minister is ready to give reply.

[English]

MR. SPEAKER: He has said that he will send you the reply.

....(Interruptions)

MR. SPEAKER: If you do like this, I will adjourn the House and go away.

....(Interruptions)

MR. SPEAKER: Nothing will be recorded except that the Minister has agreed to supply him the information.

(Interruptions)*...

MR. SPEAKER: Shri M.P. Veerendra Kumar.

....(Interruptions)

*Not recorded

[Translation]

SHRI RAMJI LAL SUMAN: Mr. Speaker, Sir, the Minister Sir wants to speak.

MR. SPEAKER: He will not be allowed to speak now [English] There are 55 notices and every hon. Member wants a reply immediately. [Translation] A statement will be send to you, he himself has said so.

.....(Interruptions)

[English]

SHRI M.P. VEERENDRA KUMAR (Calicut): Sir, I would like to bring to the notice of the House that the harvest season for cardamom (August-January) and pepper (December-March) is on. Increased global production and clandestine imports from Guatemala caused average domestic price of cardamom to fall from Rs. 623 per kilogram in 2001-02 to Rs. 224 kilogram in 2005-06. Estimated cardamom production in 2006-07 would be around 10,000 metric tones which is 35 per cent decline compared to last year. Retail selling price is invariably about four times the value realized by farmers.

Pepper production has declined in the districts of Wayanad, Idukki and elsewhere due to disease and drought. Yield this year is expected to be around 50,000 metric tones compared to 70,000 metric tones last year. Both are now traded in the futures market subject to manipulation by speculators, stockists and processors. Pepper futures fell below international prices during October, 2006 even though market fundamentals were strong and there was tight supply position. As prices will fall during harvest season, such trading will further depress prices. To remedy this, alternate model of market intervention is necessary to secure remunerative prices for farmers.

The Government must announce a benchmark price prior to harvest which may be at least Rs. 150 per kilogram for pepper and Rs. 500, Rs. 400 and Rs. 350 per kilogram of cardamom for highest, second and average grades respectively.

Similar intervention is necessary in the interest of coffee and areca nut farmers also.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker, Sir, the wheat which is being sold through fair price foodgrain shops under the public distribution system in Rajasthan is not fit for consumption. The Roti made out of the said wheat has got no taste. The same wheat is being supplied through FCI for various schemes like mid-day-meal scheme, work for food scheme and drought relief schemes. This has made the people an aggrieved lot. Similar complaints are being received from other states of the country. On enquiring, it came to our knowledge that this rotten and decayed wheat lacking any nutrition has been imported by the Government of India from Australia and other countries. Through you, I urge the Government of India to conduct an effective scientific examination to find out whether it is fit for consumption or not before sending it to various States. Along with this, Central Government should supply wheat to the various States as per the demand made by them under the Public Distribution System. A little time back, quantity of wheat allotted for BPL and APL has been curtailed. Now owing to the price-rise, people want to purchase wheat through fair price food grain shops.

Therefore, my submission is that the Government should ensure that everyone gets adequate and good quality foodgrains.

[English]

SHRIMATI ARCHANA NAYAK (Kendrapara): Hon. Speaker, Sir, I would like to bring the following matter for the consideration of hon. Minister of Agriculture.

Our farmers have to pay a heavy price on account of destruction of their agriculture and livestock. Frequent floods and droughts have rendered our farmers helpless and clueless. It destroys their standing crops and the livestock.

In order to earn their livelihood by way of investing in agriculture, farmers take loans at heavy interest from whatever sources they can. But frequent loss of crops and livestock made the farmers helpless and unable to repay their loans to the moneylenders. Suicides amongst the farmers have become the order of the day. Farmers have not only been victimized by natural calamities but

also by the Government by not procuring their surplus produce.

I therefore, urge upon the Government to introduce an Agricultural Insurance Scheme to compensate the farmers during calamities. All crops should be covered under the Scheme instead of the present system of considering only selected crops. Similarly, instead of treating the block as a unit, panchayat should be treated as the basic unit for the purpose of insurance scheme. This step will go a long way in preventing the farmers from committing suicides.

SHRI REWATI RAMAN SINGH (Allahabad): Sir, this issue has been raised many a time in the House and you had drawn the attention of the Government towards it. It is quite unfortunate that the NDA Government, during its tenure, created the Ministry of Disinvestment. And since UPA Government has come to power, it is bent upon closing all the PSUs. Hindustan Cables has its factories at three places, namely Roop Narayanpur; Naini, Allahabad and at Hyderabad. To my utter surprise, the Government has not yet taken any decision for its revival, though it has been in power for the last three years. If UPA Government follows the policy of NDA Government, it would meet the same fate.

As many a PSUs have been merged, so I request for its merger either into Rail Tel or BSNL, the hon., Minister of Communication is sitting here....*

[English]

MR. SPEAKER: Please do not say that.

[Translation]

SHRI REWATI RAMAN SINGH: Sir, we are sorry.

[English]

MR. SPEAKER: That portions will be expunged.

[Translation]

SHRI REWATI RAMAN SINGH: We even met the hon. Prime Minister under the leadership of Shri Basu

Deb Acharia. He assured that if the proposal is received, the Government would revive it. I spoke to Kanta Singhji too. I had asked her to visit Allahabad. But, Sir, in this Government who has the time to go there.

Sir, Naini Optical Fibre is located in Allahabad. In this segment, it is the only public sector undertaking and there is a great demand for optical fibre cables. There are 210 employees in the said factory, who are in the age group of 35 to 40 years. For its transport department, water and power supply has been disconnected. How a security personnel can ensure security there? They are not being paid salary for the last three years, even transport allowance is not provided.

Sir, I would request the hon. Minister to make a statement on this issue urgently and initiate action for its revival.

[English]

MR. SPEAKER: Shri Basu Deb Acharia, you can only associate your name with him.

....(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): I want to associate with him....(Interruptions)

MR. SPEAKER: Only his name will be recorded.

....(Interruptions)

MR. SPEAKER: Nothing will be recorded.

(Interruptions)*...

MR. SPEAKER: All Ministers should listen to what is being said.

...(Interruptions)

SHRI BASU DEB ACHARIA: Shri Maran is sitting in the House. He knows the problem. So, he should respond.(Interruptions)

MR. SPEAKER: Will you please take your seat?

....(Interruptions)

[Translation]

SHRI REWATI RAMAN SINGH: Mr. Speaker, Sir, the hon. Minister should respond.

MR. SPEAKER: All the hon. Ministers are present here.

SHRI SUBODH MOHITE (Ramtek): Mr. Speaker, Sir, I would be thankful to the hon. Prime Minister who, with a view to check the incident of suicide by farmers gave a package to the farmers of Vidarbha region, though I would go into its details as all the details pertaining to it have been provided to me in the reply to my unstarred question replied day before yesterday. I would ask the hon. Prime Minister to review the package as the package has failed to meet its objective. He announced the package to check suicide by the farmers, but is got leaked and it failed to check suicide, rather it triggered its rate. It will have to be reviewed drastically.

My main demand was waving off of loans, which has not been done. First of all, I would request the Government to write off their loans.

Secondly how the hon. Prime Minister can segmentise a suicide torn area. 11 districts are affected by it, so, how can he announce package for only 6 districts? Farmers have committed suicide in remaining districts also. Has their life got no value? Remaining districts should also be included. They should be provided immediate relief, as their children are dying of hunger. Therefore, I urge the hon. Prime Minister to review the package and they should be provided foodgrains free of cost at least for five years.
...(Interruptions)

[English]

MR. SPEAKER: A number of 55 Members have given notices. You better decide whom to call.

...(Interruptions)

MR. SPEAKER: You decide yourself. I am trying to find out which are more important issues. That is why I have allowed three important matters.

...(Interruptions)

MR. SPEAKER: Shri Rajagopal, is raising a very important issue. It is about the disabled persons.

...(Interruptions)

SHRI L. RAJAGOPAL (Vijaywada): Sir, I would like to raise a very important matter....(Interruptions)

An instance of discrimination came to light. Shri Mani Ram Sharma, a successful civil service candidate, was denied the IAS cadre for the second time. The reason given is that he is completely deaf; hence, he cannot apply for the IAS. But his contention is that he can function just as well as any other hearing impaired person. He was also qualified in the Civil Services Exam in 2004 and ranked 227. It qualified him for a place in the Indian Revenue Service. But, as a disabled candidate, he was eligible for the IAS. He was not given IAS in 2004 saying that he was not eligible. Last year, in 2005, he cleared the Civil Services examination again. This time he ranked 378 and under the disabilities quota, he still qualifies for the IAS. This time also he was denied IAS. But instead, he got the Indian Post the Telegraph Accounts Service because of his hearing impairment. But, surprisingly, a person eight ranks lower than him has been given the IAS....(Interruptions)

MR. SPEAKER: It is a very important issue. The hon. Members have no patience to listen to him.

...(Interruptions)

[Translation]

MR. SPEAKER: The hon. Member is speaking about disabled persons. You listen to him.

SHRI L. RAJAGOPAL: The second example is that of Shri Sridhar from Tamil Nadu who has two arms but no legs. He got 400th rank in 2005 Civil Services Examination. Going by his rank and disability quota, he should get Indian Telecom Services. But he was not selected on the basis of functional classification. Functional classification is essentially the disability level permissible for a Service. In Sridhar's case, the functional level prescribed for the service he applied for is one arm and one leg. That is to say, if you have an arm and a leg, you are eligible for ITS cadre. This is the rule. But there is no logic behind this.
...(Interruptions)

Sir, in the disabled quota of each Service, there are different specifications in the functional classification. For instance, in IAS, the functional classification for locomotor disability is both arms, one leg, one arm, both legs, etc., meaning the service is open for people without both arms or with both arms affected, without one leg or arm or people suffering from muscular weakness. So, how a person who cannot use either arm is more eligible for IAS than a person without the use of both legs seems beyond immediate comprehension. At the same time, it is also beyond one's imagination how a person who has no legs, but can use both arms is less eligible for Group 'A' Accounts Service than for the far lesser Service.
 ...*(Interruptions)*

MR. SPEAKER: These are disabled people. You see as to how they are victimized.

...*(Interruptions)*

MR. SPEAKER: You have made your point. Please sit down.

...*(Interruptions)*

SHRI L. RAJAGOPAL: So, I request the Government to immediately standardize the functional classification which prescribes the disability level of a candidate opted for any cadre.

MR. SPEAKER: I am sure that this is matter the Government will take note of very seriously. It is a question of disabled persons.

SHRIMATI C.S. SUJATHA (Mavelikara): Sir, the Cashew Industry contributes significantly to the foreign exchange earnings of the country as well revenue from the internal trade.

This sector provides employment to about three lakh people, a majority being women from the economically backward sections. Seventy-five per cent of the total Cashew Industry is based in the State of Kerala.

Since the Cashew Industry is a vital sector for providing employment to the poor sections and also in generating revenue earnings for the nation, there is an urgent need to modernize the existing Industry in order to cater to the increased requirements.

Three-fourth of the Industry is being located in Kerala. So, it is imperative to have a Cashew Board based in the State to evolve comprehensive development schemes for the Industry and for the development of the sector. Hence, the Central Government should provide sufficient financial assistance to the tune of Rs. 200 crore to the State Government.

Therefore, I urge upon the Government to take urgent and favourable decisions in the above matter. Thank you.

SHRIMATI JAYAPRADA (Rampur): Mr. Speaker, Sir, I would thank you for giving me this chance to speak.

I would like to draw the attention of the hon. Members and the Government should also react to this. This is a very serious matter. This is about the problems being faced by the workers working abroad. Thousands of workers are going abroad to work there in order to earn money to support the families, to make the livelihood, to improve their condition. The condition, the scenario abroad is totally different. A majority of the workers who are going abroad is the poorest of the poor. Particularly, thousands of people are going to the Gulf countries with so much hope of getting a better job so that they can support the families in India. They are leaving the family, children and everybody. They are going there and working. After going there, they are harassed by the employers. The recruiting agents are giving the assurance that they are going to give jobs there. The agents in India are coming out with the names of bogus companies. So, many people are suffering. Once they reach abroad, there is no job and, in fact, no such companies are available there. So, the people who are there are in a panic condition. They have to compromise with the working condition. They are going for low wages also. I think the Government has not done any survey regarding how many people are going there from here? How many bogus companies have been identified so far? Once they are going, the harassment is more, the work load is more and the compulsion is more. The employers are increasing the working hours but they are not paying a single pie. This information is in the print media.

During the past 8-9 months, about 250 Indians died there. But there is no information in what circumstances they died. They are showing very unusual, very unnatural

[Shrimati Jayaprada]

reasons. What is the reason for the deaths? So, I would request the Government to react to this.

It is not only this. About the extension of the social security package with the Belgium and the European countries, what have they done about the agreement? I want a clarification from the Government. Are they going to have a similar kind of a package or agreement with the Gulf countries also? If it is so, when are they going to come out with the agreement? What is the time frame? Further, when people collapse or die abroad, in the Gulf countries, bringing the bodies becomes very difficult. The families are in agony. The system is very difficult to bring the bodies also. So, that has to be simplified.

Then, I would request only one thing. The Indian Embassy has to act as a functionary or custodian. In the UAE, the High Commissioner should also act as a custodian and things should be simplified. The Government should give security to the people who are working abroad, who are going from India.

Sir, I want some assurance and some reaction from the Government. Thank you.

MR. SPEAKER: It is not immediate. Shri P. Karunakaran to associate with this matter.

....(Interruptions)

SHRI K. FRANCIS GEORGE (Idukki): Sir, my name may be associated with this matter....(Interruptions)

MR. SPEAKER: Do you want to associate with it? All right. Dr. Arun Kumar Sarma.

....(Interruptions)

DR. ARUN KUMAR SARMA (Lakhimpur): Sir, though you, I want to draw the attention of the hon. Minister of Communications who is also present here....(Interruptions)

SHRI P. KARUNAKARAN (Kasargod): Mr. Speaker, Sir, I associate myself with this matter. The main issue which has come to my notice is the problem being faced by the passengers who are coming from the Gulf countries. The recent hike in air fares of Air India and India Airlines has affected them most. So, it should be reduced.

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Speaker, Sir, I would like to associate myself with this matter.

SHRI P.C. THOMAS (Muvattupuzha): Mr. Speaker, Sir, I would also like to associate myself with this matter.

DR. ARUN KUMAR SARMA: Mr. Speaker, Sir, through you, I would like to draw the attention of the hon. Minister of Communications, who is present here, to a serious problem of cross connection in the mobile telephone network in Assam.

Sir, we have heard about the problem of cross connection in landline telephone. But we have never heard of the problem of cross connection in the mobile telephone network from any part of the world. In Assam we are now facing this problem of cross connection in mobile telephones. It is a terrorist affected area and so the Government should have been very cautious about this problem. On the advice of the hon. Minister of Communications, top officers of BSNL visited Assam and they have discussed this problem with Members of Parliament also in Guwahati two years ago, but this problem has not been solved till date. In certain remote areas like Lakhimpur and Dhemaji districts of Assam, BSNL's mobile telephone signal is not available continuously for two to three days.

MR. SPEAKER: We have lost all sense of brevity.

DR. ARUN KUMAR SARMA: So, I would request the hon. Minister of Communications to have a special review meeting only for this problem in Assam and other parts of North Eastern Region so that this problem can be solved.

MR. SPEAKER: Hon. Members, it was decided by all the leaders that we will take up only five matters now. I have already taken up at least 15 matters. You want every matter to be taken up. Everyone has given notice to raise important matters. So, they will be taken up at the end of the day.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): The patients suffering from incurable diseases come to Delhi for treatment. AIIMS is their definite destination for treatment.

[English]

MR. SPEAKER: You raised this matter during the last session also and I allowed a Calling Attention on this very subject.

[Translation]

You tell in one line that you want an AIIMS type hospital in Patna.

SHRI PRABHUNATH SINGH: I will say so in one line, but you ask the Government to say that it will allocate the funds tomorrow. Otherwise, I will have to prepare a background.

MR. SPEAKER: Please be brief.

SHRI PRABHUNATH SINGH: I was saying that people come to Delhi for treatment of incurable diseases. It is because AIIMS provides treatment for such kind of ailments. The number of patients has increased with increase in population. Excessive use of chemicals give rise to new kind of diseases. Spread of Dengue in Delhi is one such example. Delhi based AIIMS ws flooded with dengue patients. And patients had to sleep in varandas and large number of patients died of dengue. The then NDA Government, in view of alarming increase in number of patients, decided that it would open 6 new hospital in various states on the lines of AIIMS. One such hospital was proposed to be opened in Bihar's capital Patna. The present Government of Bihar is fully prepared to cooperate with the Central Government. The State Government has allotted land also. Union Minister of Health had visited Bihar and said that the work would be started soon. It's foundation stone has been laid twice. First time it was done while NDA Government was in power and second time when Dr. Man Mohan Singh ji assumed the office of Prime Minister. I would like to ask Shri Dasmunsiji, who is sitting here, as to when the sequence of laying of foundation stone will come to an end and when it would be inaugurated. By when the Government propose to allocate funds so that a hospital can be constructed so that the people of poor state of Bihar can derive benefit from it. The Chief Minister of Bihar is known as number one chief minister of this country. The time by which he will get a hospital constructed on the lines of AIIMS in Bihar by providing funds?

Mr. Speaker, Sir, kindly do not only listen to me but also ask him to nod in the affirmative or in the negative.(Interruptions)

Then only I shall have the satisfaction that something is being done.

MR. SPEAKER: I do not only listen, I take action as well.

[English]

Medical students are suffering for no fault. I have taken up another such matter about disabled people.

[Translation]

Where I think, it is imperative, I do take some action there. I believe in taking action and not harping on it.

SHRI PRABHUNATH SINGH: I mean to say whether the Government gives it any consideration or not.

MR. SPEAKER: You have raised a very important issue. I certify it.

13.00 hrs.

CHAUDHARY LAL SINGH (Udhampur): Mr. Speaker, Sir, with your permission I would like to raise an important issue. This issue is concerned with the Ministry of Defence. A training firing range has been set up in my constituency where the army does training and it is 30-40 years old and falls in Ratanpur-Sarara-Hiranagar, Kathwa district. The problem is that there have been cracks in the walls of the houses there owing to the intensity of the firing sound and the houses in the hilly areas have started collapsing as a result there of. The animals are not allowed to graze in the open. No animal can go out in the forest. Neither any arrangement for the grazing of animals has been made nor any fodder is provided to them. They have not even received any compensation for it.....(Interruptions)

MR. SPEAKER: Please speak slowly.

CHAUDHARY LAL SINGH: I mean to say that firing range should be shifted from there as people in my constituency have become deaf due to the daily firing drills.(Interruptions) [English] This is must suggestion. It must be shifted for the safety of humans, animals and natural habitation.

[Translation]

SHRI GANESH SINGH (Satna): Mr. Speaker, I have also given notice.....(Interruptions)

MR. SPEAKER: I will not allow you. You have given notice for train timings. Shri Suresh Kurup.

....(Interruptions)

[English]

MR. SPEAKER: You are not Mr. Suresh Kurup.

ADV. SURESH KURUP (Kottayam): Sir, recently the Bharat Petroleum Corporation management has decided to give production linked incentives to its officers and workers. While the officers were given huge amount of money, workers were given a paltry amount.

In a public sector undertaking like this, no criteria was applied, no criteria was used. When the workers protested and went on a strike against this for two days, their eight days' wages were cut, which is quite unprecedented. Now, again the workers have given a notice for a strike.

I would request the Government to immediately intervene in this and find a solution to this and some sort of criteria should be used. How this production linked incentive was given, what criteria was used, this House should know.

SHRI P.C. THOMAS (Muvattupuzha): Sir, organic farming is something which is being encouraged. But there is no national institute or a national centre which can provide for helping the farmers, giving inputs as well as giving the technical aid. There should be some kind of standards also to be fixed. These are all the things which can be fixed, if there is a national centre or a national institute.

I would suggest that in Kerala, where organic farming has been given a lot of thrust, a national centre can be thought of in Kerala. The Government of Kerala has requested that a centre of that nature can be put up in Kerala. I would submit that if it is possible to think of a national institute in any part of India, preferably in Kerala, say, Cochin or anywhere, I would urge upon the hon. Minister to consider this request and take some immediate action in this regard.

Sir, the Swaminathan Commission report has also given a thrust on this matter. I am sure, the whole report will take a lot of time, but a very important aspect such as this can be given a special importance. I would also like to submit that the farmers who are in doldrums can also be helped by this because they can fetch better money for their produce and consumers also will be helped by the organic farming and produce.

MR. SPEAKER: Shri Madhusudan Mistry. You have to satisfy me that it is a Central subject.

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, I would like to draw the attention of the House and the Central Government on the recent report submitted by the Forensic Science Independent Laboratory in a court. This relates to the human remains and skeletons found in a village called Pandarwara. These are the remains and skeletons of people who were massacred in 2002 riots. Out of these skeletons, 20 were of the missing people who were listed in the missing list of the Government of Gujarat. There are 228 innocent people who have been missing.

I demand that this report of the Forensic Science Laboratory, which is being given to the Gujarat High Court at the behest of the investigating agency should be made public.*...

MR. SPEAKER: That will be deleted. I am deleting it. I have deleted it myself.

....(Interruptions)

MR. SPEAKER: You need not do so.

....(Interruptions)

MR. SPEAKER: Please do not do that. It is not right.

SHRI MADHUSUDAN MISTRY: I am not insisting you. But at the same time, this report is very useful. It will throw light on the missing people; there are 228 such people who are missing.....(Interruptions)

MR. SPEAKER: Please do not mention it. Why are you creating tensions on this issue?

....(Interruptions)

SHRI MADHUSUDAN MISTRY: The list is provided to the Government. I ask the Government of India and the Home Ministry that they should, in fact, pressurize the State Government to find out where these 228 missing people are. Their relatives, in fact, can do a better and a dignified burials of all of them. All the cases which are instituted against those people who have, in fact, dug out the skeletons should be withdrawn.....(Interruptions)

SHRI BASU DEB ACHARIA: Sir, I have a point to make(Interruptions)

MR. SPEAKER: You associate with that.

....(Interruptions)

SHRI BASU DEB ACHARIA: I am on a different point. ... (Interruptions)

SHRI MADHUSUDAN MISTRY: I just told the Union Government that I will be very happy if they can make out a factual statement on the situation arising out of this. This is my demand.....(Interruptions)

MR. SPEAKER: Mr. Basu Deb Acharia is associating himself.

....(Interruptions)

SHRI BASU DEB ACHARIA: We have pointed out that people would not get justice in the State of Gujarat. ... (Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): I will bring it to the notice of the Home Minister. ... (Interruptions)

MR. SPEAKER: He has already responded. No, sorry.

....(Interruptions)

MR. SPEAKER: Shri Anant Geete, please sit down.

....(Interruptions)

SHRI BASU DEB ACHARIA: This is a very important matter relating to Gujarat.

MR. SPEAKER: That is why I have allowed it.

....(Interruptions)

MR. SPEAKER: Basudeb babu, please cooperate.

....(Interruptions)

SHRI BASU DEB ACHARIA: Let me say on record; I am on a different point. I have given notice. When we visited Gujarat.....(Interruptions)

MR. SPEAKER: Do not mention anything about the State Government.

....(Interruptions)

SHRI BASU DEB ACHARIA: I will not mention about the State Government. A number of times, the people would not get justice in the State of Gujarat.....(Interruptions)

MR. SPEAKER: Other matters will be taken up at the end of the day. Your matter will also be taken up.

The House Stands adjourned to meet again at 2 p.m.

13.07 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.

14.03 hrs.

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.

(MR. DEPUTY-SPEAKER *in the Chair*)

[English]

MATTERS UNDER RULE 377

MR. DEPUTY-SPEAKER: Now, we will take up item no. 13—Matters under Rule 377. I think, the Matters under Rule 377 listed for today may be laid on the Table of the House.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Deputy-Speaker, please allow me to read it out.

MR. DEPUTY-SPEAKER: All right. Shri Chandra Shekhar Dubey.

- (i) **Need to conduct a CBI inquiry into reported large scale bungling in various welfare schemes for retired army men and their widows**

SHRI CHANDRA SHEKHAR DUBEY (Dhanbad): Sir, through you, I would like to draw the attention of the Government towards the Directorate General of Rehabilitation set up for the ex-servicemen and their widows which has launched several welfare schemes for the ex-servicemen and their widows, but has not been able to render them proper benefits thereof. An example of it is the news telecast from the television channel I.B.N. 7 in which a scam involving billions of rupees in the S.E.C.L. Coal company has thrown a challenge before the Government. This unearthing clearly manifests the monopoly of mafias on a large scale operating in the name of these ex-servicemen and their widows. Billions of rupees has been siphoned off by giving paltry benefits to the ex-servicemen and their widows. It has been learnt that the Iron coal company is exploiting its workers by not giving them proper wages.

Therefore, the Government is requested to conduct a CBI inquiry in this regard and take proper action against the guilty officers.

[English]

MR. DEPUTY-SPEAKER: Only the approved text will go on record. Beyond that, nothing is going on record. This is not going on record.

(Interruptions)*...

- (ii) **Need to execute the demarcation of High Tide Line in Daman and Diu**

SHRI DAHYABHAI VALLABHBHAI PATEL (Daman and Diu): The UT administration of Daman and Diu had allocated Rs. 30 lakhs for the demarcation of High Tide Line (HTL) and preparation of Coastal Zone Management Plan in the UT of Daman and Diu in the year 1997. The map was prepared in the year 1998. But the demarcation

of HTL has not been executed in the UT so far, and the map has remained unsigned till date. As a result of this uncertain situation, the people of Daman and Diu have been facing great difficulties.

As such the Government is requested to issue immediate instructions to the UT administration to execute the demarcation of HTL without any further delay.

MR. DEPUTY-SPEAKER: I would like to make a request to the hon. Members that the statement which you have already given to the Table Office can only be read out, and nothing else.

Shri L. Rajagopal—Not present.

- (iii) **Need to rescind the order allowing SEZ to private sugar units in Karnataka**

SHRI BALASAHEB VIKHE PATIL (Kopergaon): The decision of the Government to allow SEZ for private sugar unit namely Renuka Sugar Group in Karnataka and ethanol power products has made the sugar industry panicky. Sugar has always been a political subject in this country. Acres of agricultural land will be acquired rendering thousands of farmers landless.

Only one company having the freedom to export sugar and duty free import machinery and material would benefit by creation of SEZs causing serious concern. There is shortage of sugar and we are importing it. On the contrary, if the SEZ produces sugar without paying duties and taxes, this will be disastrous and will obviously destroy the price mechanism evolved by the Government. They will enjoy total freedom, including freedom from domestic sugar release mechanism. Also, there will be total tax holiday for them. The result will be awful and catastrophic as they could use the advantage of lower costs due to non-levy on sugar causing concern to the whole sugar industry.

Further, they are likely to be exempted from labour laws. This may generate labour unrest. One would not be surprised if the situation leads from bad to worse. Sugar is an essential commodity item. The Government should be very careful. I request the hon. Minister of Commerce, through you, Sir, to hold back this decision. As per the report, this decision is taken by the Commerce Ministry, looking to the economic side and PDS. Policy should be announced publicly and public reaction should be invited

or alternatively all the existing sugar units should be converted into SEZs.

- (iv) Need to provide a financial package for setting up of industries in Punjab with a view of generate employment in the region**

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Deputy-Speaker, Sir, Punjab is a border state which has faced terrorism for years together. It makes highest contribution to the foodgrain stock of the country. However, today, farming has no longer remained a remunerative occupation and lacks the capacity to generate more and more employment opportunities. Failing to find a job the young people of Punjab are drifting towards addiction.

I urge upon the Government to provide a financial package to Punjab for setting up an industry and also to provide adequate assistance to the existing small and big industries so that Punjab could be saved.

- (v) Need for proper maintenance of National Highway No. 3 between Gwalior and Dewas in Madhya Pradesh**

[English]

SHRI LAKSHMAN SINGH (Rajgarh): Sir, the stretch of National Highway No. 3 between Guna and Dewas of which major portion runs through my constituency Rajgarh in Madhya Pradesh has been damaged very badly by the excessive rain. The people living in the area are facing lot of difficulties, especially, patients who have to be shifted from rural areas to bigger hospitals which are mostly in Indore and Bhopal. I had written several letters in this connection to the hon. Minister for Road Transport and National highway but no action has been taken.

I, therefore, request the Government to look into the matter and issue necessary instructions for repair for national Highway No. 3 between Gwalior and Dewas in Madhya Pradesh. Thank you.

- (vi) Need to confer Bharat Ratna Award on late Veer Savarkar.**

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Deputy-

Speaker, Sir, the name of Veer Savarkar will be remembered for long in the annals of history of India's freedom struggle for giving a new dimension to the freedom movement by sheer dint of his charisma and deeds. He was the first Indian student who was rusticated from the hostel by the British Government just because he had raised a voice against their atrocities. He was one of the freedom fighters who put on fire the foreign clothes in 1906 to invoke patriotism among the people. He was the first Indian leader who celebrated the 50th anniversary of the revolt of 1857 publicly. He was the first Indian to protest against Britishers in their own land—London. He was the only freedom fighter who was awarded rigorous punishment of two life sentences i.e. of 50 years. He was a poet, writer, philosopher and a revolutionary.

History is witness to the fact that no one had to bear the torture and inhuman treatment to the extent to which Savarkar had. Rajgopalchari had rightly said that Savarkar was a rational hero, an epitome of courage, a great valiant patriot and a pioneer of our long struggle for freedom.

Sir, I request the Government to confer Bharat Ratna on this great patriot and revolutionay.

- (vii) Need to review the Employees Pension Scheme, 1995**

[English]

DR. K.S. MANOJ (Alleppey): Sir, the Employees Pension Scheme (EPF Pension Scheme) was introduced on 16th November, 1995. The pension scheme was considered to be a blessing for the workers who retired at the age of 58. But of late, instead of giving more benefits to the pensioners, P.F. authorities have curtailed the existing benefits to the pensioners. More than 1.5 crore workers are getting pension under P.F. Pension Scheme. Since the provision of DA is not prevalent in EPF, 1995, a relief was given to the pensioners annually to neutralize the effect of inflation. The pensioners were given a relief of 17.5 per cent for the period from November, 1995 to March, 2000. But no relief was given for the last six years. A minimum pension of Rs. 500 per month had been given to the pensioners in 1995 but now the minimum pension is reduced to Rs. 265 per month without any reasons. Despite the voluminous amount of funds in EPFO, pensions' genuine demands are not met for.

[Dr. K.S. Manoj]

Therefore, I urge upon the Government to streamline the EPF Pension Scheme, by enhancing the minimum pension to Rs. 2,500 per month, payment of consumer price index linked dearness relief, release of adhoc relief and upward revision of the interest rate on the Employees Pension Corpus Fund and the investments.

(viii) Need to bring forth a comprehensive legislation to govern the working and living conditions of employees in the I.T. sector

SHRI SANTASRI CHATTERJEE (Serampore): Sir, the development of I.T. sector in India is a welcome step since it provides job opportunities to a section of our unemployed youth. It has also helped in development of some ancillary jobs. But formation of trade unions in the I.T. sector has got mixed reactions in the country. While the Indian Constitution guarantees formation of unions/associations/ political parties, denial of formation of Trade Unions in the I.T. sector amounts to flagrant violation of the laws of the land. A survey conducted by the National Labour Institute has thrown some light on the shocking conditions prevalent in the I.T. sector industry where there is neither any security of service nor there is any protection of elementary rights.

I would request the hon. Minister of Labour to prepare a comprehensive Bill to govern the working and living conditions of the I.T. sector employees.

(ix) Need to accord permission and start construction work of Panchnanda Dam, Uttar Pradesh

[Translation]

SHRI RAGHURAJ SINGH SHAKYA (Etawah): Mr. Deputy-Speaker, Sir, through you, I would like to attract the attention of the hon'ble Minister of Water Resources towards the need for proposed construction of Panchnanda Dam in my parliamentary constituency, Etawah located on the borders of Uttar Pradesh, Madhya Pradesh and Rajasthan.

[English]

MR. DEPUTY-SPEAKER: You can only read out the

statement which you have already given to the Parliament Notice Office and not anything else.

[Translation]

SHRI RAGHURAJ SINGH SHAKYA: There is a confluence of five rivers like Chambal, Yamuna etc. in Etawah. The construction of this dam will benefit lakhs of people of these three states. It will facilitate power generation also alongwith solving the long standing irrigation problem of the farmers.

Therefore, through you, I would request the hon'ble Minister of Water Resource to accord permission to the proposed Panchnanda Dam and start work thereon so that the problem of lakhs of people of these states could be solved.

[English]

MR. DEPUTY-SPEAKER: You are only supposed to read out here. The statement you have given in the notice office.

[Translation]

Nothing else will go on record.

(x) Need to make the provision for use of Hindi and regional languages in the Supreme Court and High Courts as per the provision of Article 348 of the Constitution

SHRI HARIKEWAL PRASAD (Salempur): Mr. Deputy-Speaker, Sir, 56 years have passed since the Constitution of our country came into force. However, the dreams of the farmers of our constitution have not been realized. The framers of our constitution had made a provision that in place of English, Hindi language would be made the official language within 14 years, instead the use of English language has increased manifold now-a-days. It has been mentioned in Section (1) of Article 348 of our Constitution that English would be used in High Courts till the Parliament makes a provision by law to replace English by any regional language. But the Government has not implemented the provision of this Article.

Unfortunately, there are several states where the regional language has not been made as the official

language in High Courts. Common people do not understand the work done in English language. In a state the regional language spoken by more than 50% people should be made the official language of the High Court of that state.

I request the Government that while honouring the Constitution of our country a provision should be made immediately to use Hindi and regional language in the Supreme Court and High Courts as per the provisions of Article 348 of the constitution.

(xi) Need to start electrification work under Rajiv Gandhi Rural Electrification Scheme in Samastipur, Bihar

SHRI ALOK KUMAR MEHTA (Samstipur): Mr. Deputy-Speaker, Sir, Rajiv Gandhi Rural Electrification Scheme is an important, ambitious and development oriented scheme of UPA Government under which electricity would be provided to each Panchayat, each village and finally to each house in a phased manner and in time bound period.

However, it is a sorry state of affairs that the work has not yet started in Samastipur district of Bihar. Bihar State Electricity Board was to work as an agency. In such a situation what will happen to the scheme of electrifying each and every house of that area by 2013 when the scheme has not taken off even after completion of 2½ years of UPA Government.

Therefore, I request the Government to take immediate action to start the work and to clear the backlog rapidly.

(xii) Need to Set up a Bench of Patna High Court at Bhagalpur

[English]

SHRI RABINDER KUMAR RANA (Khagria): Sir, for the people living in the northeastern region of Bihar, traveling to and from Patna, the principal seat of High Court Patna is difficult, time-consuming and expensive. The litigant public faces tremendous hardship in instituting, prosecuting and defending their cases in case of urgency in the far away seat of the high Court at Patna and as such they do not enjoy equal opportunity.

I, therefore, urge the Central Government to consider setting up of Bench of Patna High Court at Bhagalpur to mitigate the hardship being faced by the people of northeastern region of Bihar.

(xiii) Need to Announce Special Incentive Package for Development of Industries in KBK Region of Orissa

SHRI PRASANNA ACHARYA (Sambhalpur): Sir, Government of India have in the past announced special incentive packages for development of industries in backward areas and special category States, namely, the North-East Industrial Policy of December 1997, the Sikkim Industrial Policy of 2002, Jammu and Kashmir Industrial Policy of 2002, and Uttaranchal and Himachal Pradesh Industrial Policy of 2003. The KBK region of Orissa is amongst the most backward regions in the country with a very high concentration of SC and ST population and people below poverty line. Therefore, a special industrial incentive policy is required to be announced by Government of India for development of Industrial infrastructure and industries in this region on the lines of the North-East Industrial Policy and other such policies. The policy should contain specific incentives for the region like:

1. Hundred per cent grant for setting up of growth centres and industrial infrastructure development centres up to the tune of Rs. 15 crore and Rs. 5 crore per centre respectively;
2. The growth centres and IID centres set up in the KBK region should be declared as a total tax free zone for at least ten years thereby making all industrial activities in these centres income-tax and excise duty free for a period of 10 years from the commencement of commercial production;
3. Capital investment subsidy at the rate of 15 per cent of investment in plant and machinery should be provided; and
4. PMRY norms should be relaxed in terms of upper age limit and the subsidy component of project cost should also be enhanced.

[Shri Prasanna Acharya]

The Government of Orissa has been requesting the Central Government in this regard and a memorandum has also been submitted to the hon. Prime Minister during his last visit to the State. I urge upon the hon. Prime Minister to give a serious consideration to this proposal in view of the acute backward condition of the KBK region of Orissa. I further demand that the Bargarh District in Orissa which is also adjacent to the KBK Districts and is also under-developed, should also be included in the KBK Scheme.

MR. DEPUTY-SPEAKER: Dr. P.P. Koya—Not present.

Shri M. Shivanna—Not present.

(xiv) Need to bring a specific plan for making National Waterways-II navigable for commercial use

DR. ARUN KUMAR SARMA (Lakhimpur): Sir, I would like to draw the attention of the Government regarding urgent necessity of taking up a specific plan to make National Waterways-II navigable for commercial use. After taking over the Brahmaputra route as National Waterways-II, almost 25 years back no significant improvement of its navigability is visible. Rather it has far deteriorated from the original navigable status due to extensive silting and change of behaviour of Brahmaputra River. The Inland Waterways Authority of India (IWAI) under the Ministry of Shipping though claimed to have taken a number of steps during several Plan periods have not achieved even 10 per cent of the target specifically in the sector between Sadia and Tezpur. Not to speak of having any establishment or any activity, the IWAI is not even visible for conducting hydrographic survey in this sector during the last couple of years. As a result, no action as to the bandalling, channel marking, port development was conducted and also the depth maintenance is lower than one meter in lean season.

I, therefore, urge upon the Ministry of Shipping to immediately review the matter and come out with a proactive mechanism to ensure execution of its mandated assignment for NW-II in collaboration with Government of Assam.

(xv) Need to fix quota in all the formal sector of jobs for the people living in militancy areas of Kashmir

SHRI ABDUL RASHID SHAHEEN (Baramulla): Sir, traumatic experience of blood letting violence in Kashmir has emaciated the economy of this deficit State to the alarming levels. Almost all the chances of employment are ceased due to the prevalence of long drawn insecurity within the Valley. Flight of the promoters of handicrafts and the patrons of village industries from the Valley, have completely dried the basin of jobs in tiny sector. The new entrants into the job market are looking into nothing, hopelessly, since there is no possibility of direct foreign investment in the near future. So, private sector has nothing to offer to the technocrats and other qualified class of young job seekers, keeping in view all such constraints in the growth of jobs in Kashmir; it seems to be imperative on the Government to fix a quota for the militancy affected areas of Kashmir in all the formal sector of the jobs including Army, paramilitary, defence and security agencies, nationalized banks and the communication areas also should not be outside the purview of such reservation. This measure can integrate the new generation of Kashmir into the mainstream of nation's development even if this measure be adopted for the period till peace returns to the Valley.

(xvi) Need to obtain the approval of Planning Commission for modernization of Railway workshops at Hubli, Karnataka and make budgetary allocation for the same during the year 2006-07

SHRI PRALHAD JOSHI (Dharwad North): Sir, it is really encouraging that the Railway Board is set to modernize 10 workshops all over the country, Hubli workshop being one of them. Hubli workshop under SWR is one of the oldest workshops already having celebrated its centenary. It has become an inseparable part of thousands of people here whose families have rendered yeoman service in its functioning. The Railway Board has already agreed for its modernization at a cost of Rs. 156 crore, and asked concerned GMs to send their detailed estimates and works to be carried out for integrated modernization. The SWR is understood to have sent its estimates of Rs. 195 crore with the details of the works

and now the Railway Board is to send the proposals for in principle approval of Planning Commission. I would like to urge upon this Government to get the approval of Planning Commission and make the budgetary allocation in 2007-08.

14.28 hrs.

DISCUSSION UNDER RULE 193

Re: Problems being faced by unorganized labour in the country

[English]

MR. DEPUTY-SPEAKER: Now, we shall take up Item No. 17—Discussion under Rule 193 on unorganized labour.

The time allotted is four hours. Now, Shri D.P. Yadav.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Deputy-Speaker, Sir, it is for the first time that the discussion on problems being faced by unorganized labour in the country is being held, under Rule 193 in the House. I express my gratitude to you and the hon'ble Mr. Speaker for allowing me to speak on the problems being faced by the labour for years together. It is an extremely important issue since the discussion is being held in regard to that section of society which is among the most hard working and people belonging to which, though being the wealth creators of the country, ironically remain hungry themselves, deprived of the basic amenities. That is why even after 58 years of independence there is no social security network for the unorganized labour. So much so that there has been no legislation on unorganized labour. Labour Commissions were set up several times and certain laws and priority was also fixed by the Ministry of Urban Development. The reports of National Commission of Labour, and Arjun Sen Gupta Commission are eating dust. The unorganized labour include the road-stone labour and those who work in soil, in the fields, on animal hide, fish, iron, ironsmiths and those who work in forests or are engaged in collecting tendu leaves for making bidis, daily wagers, contract labour, fruit vegetable vendors,

hawkers or those engaged in construction work, carpenters, plumbers, autorickshaw drivers, painters including the rickshaw pullers who according to Gandhiji were the most unprivileged of people in the social ladder. The total population of these rickshaw pullers in the country is one crore. Only 7 per cent labour out of total labour is in the organized sector, the remaining 93 per cent are in the unorganized sector. There are approximately 37 crore unorganized labour out of which 22 crore are landless labourers and one crore are rickshaw pullers. I would like to draw the attention of the Government towards the problems being faced by these rickshaw pullers. Today all the labourers in the unorganized sector are in trouble be it bidi workers, daily wagers, tendu leaf pickers, or fruit vendors. Rickshaw pullers and pull cart drivers who carry heavy loads of people number 4 lakh only the capital. If the entire country is taken into account their number would reach one crore. If a family is considered to be a unit of five members then approximately five crore people are dependent upon them. A family of five members including children, wife, brother is dependent upon one rickshaw puller today. I would like to draw the attention of the Government towards the fact that basic amenities have not been provided to the labour of the unorganized sector. Provident fund and other facilities are available for the labourer of the organized sector whereas no facilities like medical, provident fund, pension or other basic amenities are available for the labourers of the unorganized sector. That is why I have come forth with this motion and urge upon all the hon. Members to hold a discussion on this issue and come out with a result since facilities like health, education, drinking water etc. are not available for the labourers of the unorganized sector. Through you I would like to draw the attention of the Government towards this issue. The UPA Government has taken an initiative for the labourers of the unorganized sector in the form of National Rural Employment Assurance Scheme which is a very noble programme. Under the National Rural Employment Assurance Scheme 100 days employment is assured to the labourers. There is a provision that even if the labourers do not work for 100 days, they would get an allowance. They will be paid an allowance on the basis of the fixed minimum wages in that state varying from state to state. For example if Rs. 62 is fixed as a minimum wage in a state than Rs. 6200 would be paid to a labourer for 100 days in a year under the National Rural Guarantee Scheme.

[Shri Devendra Prasad Yadav]

Approximately 10 lakh cycle rickshaw pullers and pull cart drivers live here, who are being banned. See the contradiction between the two laws. Under one law landless labourers sitting idle would be paid 100 days allowance and on the other hand those who are self employed are being restricted. So, these are two mutually contradictory propositions. On the one hand there are four-five lakhs rickshaw pullers in Delhi who have the onus of feeding a family. It is their source of income. They are proposed to be banned. I would like to quote a line from a memorandum of MCD.

[English]

"All the arterial roads of Delhi in MCD area should be strictly prohibited for the lining of cycle-rickshaws on the pattern of NDMC and strict legal action should be taken by MCD under Municipal bylaws against the violator."

[Translation]

It is extremely unfortunate that even after 58 years of independence those who generate for themselves and take guarantee to earn money for themselves are being banned. Rickshaw pullers and pull cart drivers pay approximately 21 per cent tax to the Government. They have to renew their licenses every year and in return they pay Rs. 500 to Rs. 700 tax to the Government every year. The Government earns revenue from them while they do not take a penny from the Government. This is the condition of unorganized sector today.

The people migrate from villages of northern India like Bihar, Uttar Pradesh, West Bengal, Orissa and even Punjab to Delhi for employment since they do not get any in their native place. They feed their families by constructing roads, building, flyovers etc. I would like to draw the attention of the House towards these ten lakh people. I shall raise other points later on.

Rickshaw pulling is a form of self employment. They provide food, house and clothes to their family from this employment and do not take anything from the Government. Besides they also pay tax to the Government in the form of license for pulling rickshaws and pulicarts.

I would like to high light as to what the Government does in turn for them? Hon. Minister of Labour is present here. MCD is also concerned with him. A survey has been conducted in approximately 20 cities of the world, according to which rickshaws are now being operated by giving licenses. The Governments there believe that it would save some petrol and diesel. This is also being felt in our country that only national level efforts would help in saving oil. How oil would be saved if we shall ban rickshaws and promote cars. Rickshaws are pollution and smoke free whereas the Government is launching movement in order to check the felling of trees. The rickshaws neither affect environment nor cause accidents. Big vehicles cause pollution and accidents which also result in several deaths. Rickshaw is pollution free, accidents free besides saving petrol and diesel too. Today, why we are raising this question also has some reason. I would like to quote the Municipal Corporation of Delhi how they harass rickshaw pullers. A rickshaw puller is fined Rs. 325 to Rs. 500 under the Municipal Corporation of Delhi Act, 1960 in case of violation if he driver in the main road.

Sir, a car is fined Rs. 100 in case of violation of rules whereas a rickshaw puller is fined Rs. 325. What an injustice?

What sort of law is this? The British empire is no more but their laws are still in vogue in MCD. ...*(Interruptions)*. Shri Jhaji is right in saying that the people who own vehicles worth lakhs of rupees are imposed a fine of mere hundred rupees for the violation of rules whereas the fine as hefty as 10 per cent of the cost of the rickshaws is charged on the rickshaw pullers. The price of a rickshaw ranges between Rs. 3000 to Rs. 3500, a fine of Rs. 350 is imposed on them and on each passing day an additional Rs. 50 is added to the said amount. If the poor rickshaw puller is unable to pay the fine on a particular day and goes to pay the fine on the next day then he has to shell out an additional 50 rupees. Similarly, if he fails to redeem the claim within the notice period of fifteen days, these rickshaws are sold off as junk items after cutting them into various pieces. For the last 25 years MCD officers have been selling these rickshaws as junk items after cutting them into many pieces and Rs. 35 lakh is shown in the budget as yearly revenue from it. What is going on in this country?

The Employment Guarantee Scheme is a very good one but if all of us are serious enough on this issue, let the whole House ponder over it and enact a law to see as to why these poor people are subject to injustice. I would like to speak about the repression going on in the country. On the excuse of violating the Section 66(A) of the Delhi Police Act, the tyres of the rickshaws parked in stations or metro-stations are punched. Whatever the hon. Member Shri Raghunath Jha Ji was saying was very much correct. Fast moving vehicles cause more number of accidents but rickshaws generate revenues and at the same time they do not even cause pollution. As there is no consumption of fuels while plying rickshaws, it helps in saving National energy. The Government celebrate 'Save Oil Fortnight', but it is unfortunate that they are banning the use of cycle rickshaws which help in saving oils. To ban the plying of cycle-rickshaws along the roads of Chandni Chowk area in Delhi is just like robbing the labourers of the unorganised sector of their livelihood. People are being prevented from taking up self-employment. One should go through all the reports published regarding the said subject. We should see what the Ministry of Urban Development, Government of India, National Urban Transport Policy say in this regard and what is the actual practice out there. In am reading out from page number 13—

[English]

"The Central Government would give priority to take construction of cycle tracks and pedestrian paths in all cities under the National Urban Renewal Mission (NURM) to enhance safety and thereby enhance use of non-motorized modes."

[Translation]

They should be given priority in Urban Development Plan. The policy says something whereas the ground reality is something else....(Interruptions). Not only this, they have seen published the photos of the rickshaws in the report. This is quoted from National Urban Transport Policy, a Government of India publication which was published in April, 2006. It has been stated in that—

[English]

"Non-motorized modes are environment-friendly and

have to be given their due share in the transport system of the city. The problems being faced by them would have to be mitigated.

[Translation]

What is going on here? It further states that—

[English]

"The safety concern of cyclists and pedestrian have to be addressed by encouraging them".

[Translation]

Policy says something and its implementation is being done in an opposite manner. Moreover in page number 11 it is stated that one should give [English] Priority to non-motorized transport [Translation] in actual practice priority means to sell them off as junk items after cutting them into pieces and destroying them.

[English]

It says:

"With increasing income level, non-motorised transport has lost its importance. Statistics show that share of bicycle mode in Delhi has declined from 70 per cent in 1980 to 17 per cent in 1994.

[Translation]

Policy says that there is a decline in the type of transportation. Moreover, a ban on rickshaws is a sort of violation of all the existing laws, Article 41 and 19 (G) of the Constitution of India say that anybody can take up self-employment. We have provided right to work in our Constitution. This is an unconstitutional move, those who are engaged in self-employment should not be banned. I am not going into the details so as to state what is in Article 41 and 19 (G). As per article 20 of the [English] Delhi Control of Vehicular and other Traffic on Road and street Regulation 1980. [Translation] plying of cycle rickshaws on roads has been banned, according to the said article there is a ban on the animal driven and hand pulled vehicles, but a ban has been imposed on the cycle-rickshaw puller. It is a violation of the existing laws. I have drawn attention to this matter as this is a question of

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livelihood of rickshaw pullers. I have already had a discussion regarding the rural development schemes meant for economic development. With your permission, I would like to present the date. I have got evidence to support my views. See this receipt, a fine of Rs. 500 has been imposed on the rickshaw-pullers in Delhi. The same is happening in every area, I have details to prove it. I have got receipts of fine ranging from Rs. 325 to Rs. 500.

I would like to present here a glimpse of the contribution of rickshaw-pullers to the Indian economy. A rickshaw-puller earns Rs. 100 on an average. If we talk only about Delhi, five lakh rickshaws are plying on the roads. On this account, cycle-rickshaws earn five crores per month on an average and they contribute Rs. 1500 crore yearly on an average to the Indian economy. If we take into account the whole country, rickshaw-pullers contribute Rs. 15000 crore to the Indian economy. In spite of this, we never appreciate the contribution of cycle-rickshaw pullers in India. The Government instead of encouraging them, are putting a ban on these people. These people help us to significantly reduce our import bill on oil. A rickshaw puller covers about 20 to 25 kilometer daily. On this account, five lakh rickshaws cover one crore kilometers. If we ban the cycle rickshaws, the motor vehicles will have to cover this distance. How can the poor people afford to travel in motor vehicles? If we talk about the expenditure incurred on fuels used in the vehicles, in order to cover 15 kilometers distance on an average every motor vehicle has to consume one litre petrol. On this account about 7 lakh litre fuel will be required daily costing an expenditure of Rs. 3 crore 15 lakh. If the Government ban the rickshaws, it has to spend an additional amount of Rs. 9.45 billion on fuels. That's why I raised this issue, Sir, it is a very painful situation. It will be a difficult task for the Government to create employment opportunities for lakhs of people. In Delhi, there are 81 lakh rickshaw puller and there are about one crore rickshaw pullers in the whole country. Even if we leave these people, there are 15 to 20 lakh people working as rickshaw mechanics and selling spare parts. If we view from this angle, almost one crore people are directly or indirectly engaged in this profession who without any assistance from the Government side successfully manage their profession. Despite all these facts, if they ban cycle-

rickshaws in Delhi, it will have repercussion in other parts of the country and we will have to confront the issues of the employment and displacement of one crore people.

If the Government wish to set up any industry or small-scale industry for creating employment opportunity for that much number of persons, I would like to say that it will have to invest somewhere between one lakh crore to one and a half lakh crore rupees. There is only a provision for Rs. 17500 crore in the budget under the Bharat Nirman Scheme. I would like to say that Bharat Nirman Scheme is a very good scheme and the name also sounds good but after banning rickshaws whether they will be able to provide for the livelihood for the five crore families in the Bharat Nirman Scheme. They have made a provision for Rs. 17500 crore for the amelioration of the condition of farm labourers, unorganised labourers and agricultural labourers. What is the job security for them? It is an era of globalizations when job opportunities are shrinking or rather disappearing. What will be the situation in the country if the job opportunities in private sector become non-existent? There will be a big turmoil in the country. I am extremely pained to say that if there is an incident of killing in Delhi or anywhere in the country, attention of the Government is drawn to it, however, nobody cares whether a poor person is able to earn his or her livelihood. So, there is a need to change the present bureaucratic system prevailing in the country that creates hindrance in the way of earning livelihood. What to say of balanced diet, rickshaw pullers and cart pullers are not able to earn enough money even to meet their minimum requirement. That is why, I said that if there is an incident of killing there is much uproar, however, nobody cares for the two square meals for the poor people. So, I would like that the hon'ble Minister should seriously ponder over the system creating hindrance for the livelihood of the poor people, so that they may get sufficient food.

The matter is concerned with national production. As I said in the beginning, that they are the people who generate wealth. They are not dependents but they are the earning members of the society. The time of the House is wasted discussing other issues, however, the basic problem of 38 crore labourers in unorganized sector is confronting the nation. That is why I have made this request. The average life expectancy in the country is 65 to 70 years, however, a rickshaw puller who labour hard

dies after 45 years of age. What is the wealth of our country? Labour and employment is the real wealth of our country and we feel proud of it. It is the labourers who will increase agricultural production. These days there is decline in agriculture production. What are the reasons responsible for this? Now there is shortfall of twenty to thirty lakh tonnes in the production of wheat. What is the reason behind this? The reason behind this is that 50 per cent of the poor people of this country do not attain average age and die early due to malnutrition. So, through you, I would like to submit that thirty-seven crore population have come under this category about whom we are holding discussion. If look at this picture in totality, it is evident that half of the population of this country do not attain even the average age. If they fail to attain average age, then it will adversely affect the national production. Thus agriculture production will decline and it may affect other construction activities as well. So, there is a need to enact legislation in this regard. That is why, through you, I had raised this issue in the House. I would like to add one thing more about what is going on. Where will the rickshaw pullers of unauthorized colonies go because they sleep on the roadside pavements? There are 1562 unauthorized colonies in Delhi which are inhabited by the people from Poorvanchal, Bihar, Uttar Pradesh and the people coming from the west. Ten to fourteen lakh people live in these colonies. You say that one-lakh houses will be constructed and some colonies are being regularized. But they do not have any basic facilities as neither they have drinking water nor power. Are they not the citizens of this country? The citizens of any of the states of the country have right to live and get employment in the national capital region of the country. But they are discriminated all over the country including this territory. How balance will be maintained in this country? During olden times rich people used to keep elephants. It was status symbol for them. But the common people cannot afford this luxury. He has modest stature. If anyone becomes rich he gets elevated in social hierarchy. However, today it is on account of this huge economic disparity in the society that some of the affluent sections travel in planes; they should certainly travel by air. Some persons can afford to any of this facility. However, are common people not entitled to their basic need of two square meals? Will the basic facilities be not provided to them? Their basic needs will be fulfilled if a legislation is enacted in the House and schemes are formulated. I would

like to say this on record that if there is huge economic disparity in the world, crime rate will increase. No power of the earth can check it. AK 47 will be used by the criminals. Unless social oppression and social disparity is abolished, nobody can check the criminal activities and naxalism, extremism and fundamentalists will raise their heads.

Mr. Deputy-Speaker, Sir, I would also like to refer to some Government documents....(*Interruptions*)

[*English*]

MR. DEPUTY-SPEAKER: Please do not disturb. The hon. Member from your party is on his leg. Please listen to him.

[*Translation*]

SHRI DEVENDRA PRASAD YADAV: Sir, this Labour Commission....(*Interruptions*) How can one, who has not experienced poverty alleviate it? Those who have not seen or witnessed poverty can neither speak about it nor can make plan. Let me speak. I am speaking with the permission of the hon'ble Deputy Speaker.

[*English*]

"Umbrella Legislation for the workers in the unorganized sector. Ministry of Labour, Government of India, National Commission on Labour, 2002".

[*Translation*]

Umbrella Legislation was presented in the year 2001. The report is gathering dust. Then, it gathered dust during N.D.A. government. Now UPA is in power. Shri Oscar Fernandes is a good Minister, you should also say something. What do you say about enacting legislation, and unorganized labour.

[*English*]

"Most of the workers in the unorganized sector do not get the benefits of the existing social security benefits. All the workers who are not covered by the existing Social Security Laws like ESI Act, EPF and the Miscellaneous Provisions Act, PGA and Maternity Benefit Act can be considered as part of the

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unorganized sector or for any reason, who do not get the benefits of the Social Security Laws. Hence the new Legislation."

[Translation]

The Commission is urging to bring legislation. The Parliament has power to enact a new law. The hon'ble Minister should bring this legislation. Who will oppose it? I am confident that whatever legislation will be brought forward for unorganized sector, the entire House will unanimously support it.

Second thing is—

[English]

"For the effective protection of the rights of the unorganized sector workers and implementation of the provisions in this regard, a statutory body "Unorganized Sector Workers' Board" with substantial powers shall be set up. The Board shall be a statutory executive authority deriving its powers from the Act.

Unorganized Workers' Board is a comprehensive three-tier structure consisting of Union, State and the District level Boards. The Board consists of various constituent elements and they are:"

15.00 hrs.

[Translation]

Mr. Deputy-Speaker, Sir, with your permission I have mentioned about it and with your permission I would like to lay a document of Lok Sabha. It is the report of the Committee on Petition of 14th Lok Sabha. It was laid on the Table of Lok Sabha on 23rd August, 2006. It has been mentioned in it that the Committee on Petitions, after going through it, submitted the report that comprehensive legislation should be brought for protecting the interest of unorganized labour. The Labour Commissioner has given its recommendations. The Second Law Commission has given its recommendations. 75 per cent population is dependent on agriculture so, a separate law should be enacted for this sector on the lines of the law enacted for this purpose in Kerala. The Committee on Petitions in its

report has also said that wages should be fixed for the work. It has also mentioned about the sexual harassment of women. The Labour Commissioner has stated that a comprehensive bill would be brought for unorganized labourers and they are pondering over it. I do not understand as to how long Labour Ministry will continue consultation in this regard. The new Labour Minister is sitting here. I would like to know from him whether the consultation will go on indefinitely.

I would like that a comprehensive Bill should be brought urgently with a time bound programme.

Mr. Deputy-Speaker, Sir, discussions are going on around the world for making a law. In a developing country like India, the number of rickshaw pullers is around one crore and here license to a rickshaw puller is given by a veterinarian. In earlier times, during British period rickshaw, tongas were pulled by either man or horses. This law was made in 1937 and MCD is persisting with this law even today that only a veterinary doctor should recommend for rickshaw pulling. It is so inhuman? We are going to celebrate Human Rights Day on 14th December. Mr. Deputy-Speaker, Sir, we should find out a solution in a democratic way. This law should be changed. A human being is human being, not a horse. Will a veterinary doctor examine a human being? This law was formulated in British period, it needs to be changed. I demand that this old law should be repealed.

Mr. Deputy-Speaker, Sir, when unorganised labourers are unable to find any way then they will revolt. We have the right of freedom, right of speech. Hence on 11th of this month, rickshaw pullers, hawkers and unorganised labourers are coming for a march to Parliament House. I request that this matter should be looked into and the Government should immediately consider about bringing in a comprehensive bill so that livelihood of these people can be secured. I am raising this issue because it's a national problem. Though I have taken 30-35 minutes with your permission, hence I would like to bring into your notice that in our country the proportion of population is alarming. Unemployment is constantly increasing in the country. Poverty is due to unemployment. The day unemployment is removed, poverty will itself meet an end. This is a very common problem. The number of unemployed persons is constantly

increasing. Various Government Offices are adopting policies for retrenchment of staff. In the era of globalisation, liberalisation and privatisation and new economic policy, attempts are being made to reduce opportunities of employment. In government undertakings voluntary retirement scheme is being implemented which is also known as VRS. In the Government sector, retrenchment is taking place and if retrenchment takes place even in private sector then what will be the condition of this country? Now ban is being imposed on rickshaws, which generates self-employment. Rickshaw pullers take no help from the government but give revenue to the government. Apart from this, this mode of transportation is pollution free, saves oil and provides cheap service to the poor. Will ban be imposed on this also? What is Court? Who pays tax on road? I am not insulting the hon. Court but I would like to say that road should be divided so that rich people can drive their cars besides the rickshaws. If their share is 16 per cent then 16 per cent of the roads should be given to big cars. On remaining 84 per cent, rickshaws, Tongas should be permitted on a separate lane of road, or a rickshaw metro track should be constructed on the lines of metro track. Have the poor people in this country the right to live or not? The million dollar question in front of the country is whether the people whom Gandhiji mentioned as standing on the lowest rung of the society have a right to live or not? Will those people survive or not, will they be able to find self-employment or not? Even today rickshaws stands are not there. Rickshaw are carried away and the owners are told to get it released. They are seized and released later but the stands do not exist. There is no workshop for them. How will rickshaws run? It takes Rs. 3500 to buy a rickshaw and through this rickshaw only the rickshaw puller earns the same amount in a months time. Will the Government name any such industry in which input value comes back in a months time. Hence I would like to say that it must be given the status of an industry. What is the condition of agricultural labourers in unorganised sector? Agricultural labourers keep migrating. Mr. Munshi is sitting here. Some people have settled in West Bengal and some are working here also. They are skilled and experienced people. These people work here also. These agricultural labourers are from Bihar and Uttar Pradesh. Labourers go from these places to Punjab also for harvesting of paddy and there are more than 10 lakh migrant labourers in Mumbai. In

Delhi, their number is more than 40 lakh. In Ludhiana and Chandigarh combinedly their number is around five lakh. There are migrant labourers in Karnataka also. All of them are migrant labourers. A migration act was formulated for them in 1971, which is not being implemented. These people live in clusters in cities. They do not have basic facilities, including water and electricity. Arjun Sengupta Commission was constituted under UPA Government under article 21. It says that—

[English]

"The National Commission for Enterprises in unorganised sector, set up by the UPA Government in September 2004 with Arjun Sen Gupta as Chairman has presented its report on social security for unorganised workers on May 16, 2006 to the Prime Minister."

[Translation]

This report has not been presented before the House. It has only been sent to the hon. Prime Minister.

[English]

"The contents of the report, however, demanded careful indepth scrutiny."

[Translation]

It's scrutiny is taking place. I would not like to mention it because it has not been laid in the House. It has been sent to the hon. Prime Minister on 16th May, 2006.

I feel that on the basis of Arjun Sen Gupta Commission report on unorganised labour, a central legislation should be brought in Parliament because in order to finish unemployment and provide basic facilities to the labourers in the unorganised sector, self-employment is the only way. It requires money and everybody does not possess it. Some citizens earn their livelihood by pulling rickshaws or by hawking or selling things or by repairing vehicles, cycles and shoes on roadside but most of them are being harassed by local police or employees of municipality. The police keeps on harassing them. They carry away articles from there stalls. Police and municipality officers take bribes from them to let them there. They have to live in an environment of fear.

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Wherever there are unorganised labourers, be it in brick kilns, or in the business of wood or iron all of them live in an environment of fear. They feel insecure.

Hence, I would like to request that the poor class and the unorganised labourers should have complete freedom for earning their livelihood. I demand that a Central legislation may be brought to ensure that there is no interference in their profession by local authorities.

[English]

MR. DEPUTY-SPEAKER: Before, I request the next hon. Member, I would like to make a submission here. Shri C. Kuppusami has requested that he wanted to take part in the discussion on this important issue but due to bad throat it is not possible for him to take part in this discussion. So, he wants to lay his written speech on the Table of the House. As a special case, I allow him.

Shri Kuppusami can lay his speech on the Table of the House.

*SHRI C. KUPPUSAMI (Madras North): Mr. Deputy-Speaker, Sir, I thank you very much for giving me an opportunity on behalf of my Party, DMK to participate in the Short Duration Discussion on the problems being faced by unorganized labour in the country. As the House is well aware, labour community is the backbone of our Indian economy. Nowhere in the world you will find cheap labour, committed labour and motivated labour. Our country's workforce comprises nearly 70 per cent in the unorganized segment, with the entire farm sector falling under the informal category, while cottage industry, tiny industry and small scale industry also fall under the unorganized sector. In other words, I would say that bulk of India's workforce is unorganized in nature. Therefore, it is very much necessary for the Government which is called a welfare state to provide coverage of social security scheme among economically and socially vulnerable sections of the workforce. Under this category comes street vendors, rickshaw pullers, shoe polishers and hawkers.

Keeping in view a large number of workforce in the informal and unorganised sector, the Government of Tamil Nadu under the leadership of Dr. Kalaingar have brought forward a progressive legislation for providing social

security and welfare measures to these workers. They have listed out various categories of workers numbering to 60, which are in the cottage industry, household industry like coir work, mat work, laundry including washing of clothes, pappad preparations, commercial cooking, collection of forest products, cashewnut processing, distribution of LPG cylinders, cycle rickshaw pullers, crackers industry, footwear industry, gold smith and silver smith, handloom weaving and silk yarn weaving, Agarbathi Incense making, printing press, street vendors, kullad and pot makers, workers, employed in retail shops, domestic workers, sculpting works, handicraft workers, beedi workers, cigar workers, painters, video and photographers, electricians, carpenters, etc.

Under the scheme of the legislation, the unorganised workers employed in these categories can register themselves with the Tamil Nadu Workers Social Security and Welfare Board to get various benefits available under the legislation. Insurance claim is given up to Rs. one lakh in case of unfortunate accidental death; varying amount of compensation depending on the disability, Rs. 15,000 grant is given to next of kin in case of natural death of a registered worker.

Apart from compensation and grants given to the workers, grants are given to their children for their education. For example, an amount of Rs. 1000 is given to girl child of a worker studying in the 10th class. Similarly, an amount of Rs. 1500 is given to a girl child in her 12th class. For higher education also like graduation and technical studies, an amount ranging from Rs. 1,750 to Rs. 6,000 is given to the children of these workers.

Sir, not only providing assistance in education, but our State Government has gone a step further to provide social security measures and our leader, Dr. Kalaingar has become a friend, guide and philosopher and Santa Clause for the workers, as the Government under his leadership is distributing colour TVs, LPG stoves, land pattas to poor people. Now, for the workers in the unorganised sector, at the time of marriage, an amount of Rs. 2,000 is distributed to them for meeting part of expenses. Similarly, at the time of child birth, Rs. 6,000 is given to female worker for meeting the expenses and to compensate the loss of wages during that period. A very important feature of this scheme is that our leader

*The speech was laid on the Table.

Dr. Kalaingar has exempted any fee for registration of a worker for this purpose. It means, any eligible worker can get himself registered with the Labour Welfare Department without depositing any fee. Similarly, for renewal of registration also, no fee is levied.

One more scheme has been brought to the welfare of these workers, namely those workers who are above 60 years and have registered as a member under the scheme for more than 5 years would get a retirement ex-gratia amount of Rs. 300 for his life. So, this is the first progressive State which has introduced pension for the workers in the unorganised sector, without collecting a single pie from the worker.

These are all the progressive measures introduced for the first time in the country, for the welfare of workers in the unorganised sector. In the age of globalisation and liberalisation, where workers are exploited, ignored and left to the mercy of God. Where outsourcing has become the order of the day, even regular workers are getting done through contract labour by unscrupulous employers, this labour welfare legislation is a boon for these unfortunate workers.

I would therefore, urge upon the Hon'ble Labour Minister and the Central Government under the leadership of Dr. Manmohan Singh and the UPA Chairperson, Thirumati Sonia Ammaiyar to take urgent measures to bring forward a similar type of legislation before Parliament for implementing these welfare measures for the benefit of workers engaged in the unorganised sector in various categories, through out the country. The workers Facilitations centres should be set up at various places where there is concentration of unorganised sector workers so that they would be given a forum, for adressing these grievances and to provide relief and help. The Government alone cannot take care of such big chunk of labour force in the unorganised sector. Therefore, NGOs and trade unions should be involved in these gigantic efforts.

With these words, I once again request the Central Government to bring forward urgent legislation on the pattern of Legislation passed in the State of Tamil Nadu for the welfare of workers in the unorganised sector throughout the country.

15.13 hrs.

(DR. LAXMINARAYAN PANDEY *in the Chair*)

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur): Mr. Speaker, Sir, hon. Devendra Prasad Yadav has raised a pertinent issue in the House regarding the problem of unorganised labourers. Through you, he has drawn the attention of the House to many points in this regard. My effort will be to escape from repetition. By the way, I agree with the points that has been raised by him.

Mr. Chairman, Sir, the discussion is being held in the House regarding the one-third labourers working in unorganised sectors. The main subject of today's discussion is the problems faced by those labourers. Hon'ble Devendra Prasad ji has drawn the attention of the House towards many points. I would like to draw the attention of the House towards a very basic thing. In comparison to capital, the importance of labour in the country is negligible and that is the main reason of exploitation of workers in the unorganised sector. We are all aware of this fact and we also discuss that labour and capital both are equally important for production but the benefit of production goes to capital investors. If the capital investor earns Rs. 100, the labourers whose labour makes the production possible get hardly Rs. 10-20 or 25. It is on account of this that there are many problems being faced by the labourers working in this sector all over the country. If we discuss their problem, first of all our attention is drawn to the fact that there is no relevant laws for the workers working in the unorganised sector and if there are some sort of laws, there is no proper system of implementation of those laws.

Now, it is extremely essential to formulate such laws. On earlier occasions as well it was recommended to formulate such laws. Whether it is the first Labour Commission, the Second Labour Commission or the Arjun Sengupta Commission or the report submitted by the Standing Committee on labour or the advice of the various experts submitted to the House from time to time, they all admitted that there should be proper and well formulated laws and there should also be some agency to enforce those laws and that should be from Panchayat level to the Patwari level.

[Shri Thawar Chand Gehlot]

Sir, another problem is related to the payment of minimum wages to them. Normally, time to time State Governments fix minimum wage for labourers working in this sector. The Central Government have also expressed its opinion regarding the minimum wages and have decided that daily at least Rs. 66 should be paid to the workers working in the unorganised sector. But even that much is not paid to them. I have visited not one but many places and found that somewhere labourers are getting Rs. 20 and somewhere Rs. 25 or 35 as daily wages. Where minimum wages have been fixed normally by the State Governments, even then Rs. 52 to 55 are paid to unskilled labourers and Rs. 110 to 125 for skilled labourers. However, if one sees the actual position, he finds it otherwise.

Sir, I am not seeing those leftist colleague who usually sit on the first row and always talk about the issue of labourers. I am understanding the reason. Those two-three Members who sit on the front now and always talk about the interest of workers are aware that in their State West Bengal too Rs. 25 to 30 are paid as daily wages to the labourers working in the unorganised sector.

SHRI AJAY CHAKRABORTY (Basirhat): It is not correct.

SHRI THAWAR CHAND GEHLOT: It is absolutely correct. I am also the Member of the Parliamentary Committee on Labour and as a Member of the Committee I have visited several places to know the facts and on the basis of those facts I am saying that Rs. 25 to 30 are paid as daily wages to them. It is a matter of concern. There is maximum unemployment in West Bengal, Orissa and Bihar. Along with that the incidents of violation of laws related to minimum wage are also maximum in those States. It is a matter of concern.

Sir, there is no system of social security for the laboureres working in the unorganised sector. Neither there is EPF nor GPF and ESI or any other health facilities available to them. There is no protection against sun from them at their work place. There are no drinking water facilities for them. In case of women workers having small children, their children face extremely inhuman conditions and the women have no option but to work in such conditions. Despite that they do not get even minimum wages.

Sir, I am very much impressed by hon. Oscar Fernandes ji who has recently become the Minister of Labour. He is a good person. If he is given free hand, I feel that he will perform well. The former Minister of Labour did not seem to be Labour Minister at all. He did not carry out his responsibility as the Minister of Labour. Neither he attended Parliament nor called the meeting of the Labour Ministry. He left the post by tendering his resignation. The hon. Ex-Minister could explain as to why did he leave the post. Today once again he has won the election to represent his constituency. If he comes here, we will welcome him. However, what I feel is that either he did not fulfill his duties or was not allowed to do so. Now the Central Government have implemented National Rural Employment Guarantee Scheme and under this scheme, it has been decided that a minimum of Rs. 66 will be paid as daily wages but it has been observed that in reality they are paid at task rate. They are hired on contract basis and are paid say for the square feet or square metre of soil that they dig. They work for whole day and in the evening when they go to collect their wages, it is Rs. 35-40 or Rs. 45-50 that they get. The Government fix minimum wages but it is not executed on the ground and there is no monitoring system in the country, to ensure that minimum wages are paid. I would once again like to submit that there is a need to put in place a system to ensure smooth implementation of minimum wage system up to the Patwari or Panchayat units.

I referred to the provident fund. There is a need to provide facilities of Provident Fund to the people working in this sector. After all, it is also the responsibility of the employer under whom they work. A system could be chalked out that some contribution be given by the employees of unorganised sector and some by the employers. Several times provisions for GPF, EPF or provident fund are incorporated in the law. As per the rule if somebody works for 30 days he or she will be entitled to get this facility. Similarly, if somebody works for only 10 days he will be eligible for this much. But no such record is kept and the facilities provided in law are not given. It is also on account of this that there is a need to do much in this regard by the Government.

Another thing is new pension scheme. They work but they do not have sufficient facility. Those workers who work as labourers engaged in gravel making do not have hand gloves and goggles. Sometimes they become blind

due to eye injuries caused by strayed stone particles at the time of braking up of stones. In such conditions they do not have any compensation facility. After the completion of the day, employer only pays the wage to the workers and gets rid of his responsibility. If he loses vision he does not have sufficient means to get it treated. I would like to recommend that provision should be made to provide the facility of accident insurance and life insurance not only to the workers working in hazardous places but it should be extended to all the workers of the unorganised sector. The recommendations that I am giving has also been given time to time by the Commission. There is a need to implement those recommendations. The Government and the hon. Prime Minister have also said in this regard that they will formulate laws for those working in the unorganised sector and the Bill in this regard is lying pending with the Government from the year 2004. There is an urgent need to enact a law, therefore, attention should be paid towards it. I have stated that there is not provision or workman compensation so provision should also be made for this. If there is no provision for paying compensation then it should also be ensured. There is an Employees Insurance Scheme for the workers of organised sector in which different amount of compensation has been fixed for different types of injuries, infirmity and for death. Such provisions should also be made for the workers of unorganised sector. The biggest problem in this connection is that even actual figures of such workers are not available. He may work as a construction labour for two days and then will be out of work.

A provision for keeping the records of workers engaged in the unorganised sector should be made in the entire country. The figures which show that around one third of population is engaged in such sector, have been worked out on the basis of average of the workmen engaged in the miscellaneous work, but their figures are less than actual. Only the Government can give the actual figures in this regard and I would like to ask the Government and hon. Fernandes that if more than 35 crore workers are engaged in the unorganised sector then out of these 35 crore workers how many workers are getting the said facilities. If you have official figures then apprise the house in this regard so that we as well as the people of the country may be aware of the fact that Government is doing something for them. If not in the

current session then at least in the next session you should make a statement giving the information regarding what is being done for them.

Sir, there is another problem of bonded labour. The condition of bonded labour is alarming. Several times, the incidents of bonded labour do not come to light and they do not get even minimum wages. They are exploited in this manner. There is a need to start a special campaign to free them from such types of exploitation so that the practice of bonded labour can be completely abolished as a result of strict action.

I would also like to request that bonus should also be given to the workers engaged in unorganised sector. If there is a provision of bonus to the workers of organised sector then why this facility cannot be extended to these worker? If a workman continuously work for fifteen, twenty, thirty or more than ten days under a contractor, he is entitled to get bonus, in the same way, there is a need to make such a provision that if a workman works continuously for more than fifteen days or a month in unorganised sector, he should also be given the facility of bonus.

The Labour Commission and the Standing Committee on Labour have from time to time submitted their reports in this regard. It would be appropriate if immediate action is taken keeping in view those reports.

Finally, I would like to state that as you have assured, there is an urgent need to enact a detailed legislation in this regard to solve all these problems. You have given such an assurance in this house in reply to a question. You have stated that the Government propose to enact a law to solve such types of problems. Therefore, I request that you should make efforts to enact such a law by next session.

Shri Moti Lal Vohra ji asked a question No. 2308 on 23rd December, 2004 in Rajya Sabha. In reply to the above question, the Minister of labour had replied that from 'a to c', the Government are making efforts to enact the Unorganised Sector Workmen Bill, 2004 for making statutory provision to provide social security to the women and workmen engaged in the unorganised sector of the country. Something more has been written further, I hope that you yourself will pay attention to it. Arjun Sen Gupta

[Shri Thawar Chand Gehlot]

has also made some recommendations and if those recommendations are implemented in toto then I think all the problems of workmen of the unorganised sector could be resolved. But the condition is that they should be implemented in true spirit. I hope that you will take necessary steps in this direction.

With these words, I conclude my speech.

[English]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Thank you very much, Sir, for giving me this opportunity. I am quite privileged to speak after a long time on the very subject for which I have devoted quite a number of years of my life. Before I start, let me just divide my speech into two-three parts. First, I will deal with the scenario and secondly I will mention about the state of the legislation and its implementation and thirdly what the Government can do to ameliorate the plight of the millions and millions of the labours working in the unorganized sector.

[Translation]

I am speaking on behalf of crores of agriculture labourers. There are around 7.3 million forest labourers who are engaged in the work of planting and guarding the trees in the forest departments of different States. In addition, there are other labourers who collect minor forest produces.

[English]

There is no other legislation to protect them. They are not covered under any of the labour laws. Most of them are regulated by the Forest Development Corporation as such.

[Translation]

I would like to talk of millions of construction labourers whose nature of work is migratory [English] They migrate from one State to another, from second State to third State and so on and they are the most exploited lot in this country. [Translation] There are casual labourers who work in mines. They are associated with these mines. There is no legislation to cover the labourers working at kilns. There

are many labourers who search the work in the market on day to day basis. [English] Since I come from that community, I would like to tell that my entire community goes on the road every day in the morning. [Translation] Sometimes people take them to their homes to get the work done and sometimes they have to go back to their homes without any work. There is no regulation to cover the labourers engaged in some miscellaneous work in the urban areas. They are also the labourers and people hire their services. They are self employed labourers. There is no legislation in the country to cover them. I would like to tell the hon. Minister that entire unorganised sector is functioning this way. I would like to know as to how many legislations have been enacted to regulate the working conditions, the wages of this category of labourers and to ensure proper implementation of the provisions of Minimum Wages Act. They migrate from one State to other. The Migrants Workers Act, Workmen Compensation Act and Equal Remuneration Act have been enacted for them to ensure equal wages for men and women. Such acts have also been enacted.

[English]

We have set up a labour machinery for them. There are Labour Commissioners in almost every State. Those labourers who have been hired by somebody and are working in certain occupations which are regulated by law and if they fall within that scheduled employment, then they are regulated by those laws and there is a machinery to get those laws implemented to regulate their work conditions and other things.

[Translation]

Other labourers are those [English] whose employer is not fixed. Every day they change from one employer to second, third, fourth and so on. [Translation] Due to this reason, the question related to their social security, benefits to them and old age problems are raised from time to time. If they meet with an accident, no one is prepare to take their responsibility. The labourer class belongs to such category of people.

[English]

What is the national scenario about all this? First, I will talk about their plight. I worked with the forest workers

and the minor forest produce collectors. I tell you that I had an uphill task in convincing the Labour Department that plantation activity is an industrial activity and it does not come under agriculture. The Labour Department was so reluctant to register a trade union under the Trade Unions Act. The moment they register a trade union, they have to file a case, go for inspection and attend the complaints. It has to be done by Labour Officers at district level and other levels.

I am talking about the entire country; I am not talking about a particular State. There are certain Departments which feel that they are all above the labour laws and labour laws do not apply to them, and the Forest Department is one of them. When we brought them to the Trade Union Officers and to the labour machinery, they said that they were not being governed by this. We had to file cases against all the Forest Officers for violating the labour laws.

[Translation]

I would like to tell that such an environment is created in which [English] you cannot file cases for compensation and other things simply because the person or the employer happens to be another Government Department.

You have to seek the permission of the Labour Department of the respective State which you never get. It takes days for adjudication. If you file a case in Labour Court you will never get the permission. As a result, the worst sufferer is the labour. These labourers are not static again. They keep changing repeatedly. [Translation] If a labour, who gets Rs. 37-38, Rs. 50-55 or Rs. 80-90 gets Rs. 50, he is unable to claim the balance amount. [English] He is not capable of going to court. Since the labour is non static, it is very difficult to form a union of such labour. As a result, in most of the cases the Department goes unpunished. As a result, a number of Departments continue to violate the labour laws.

This is one section that I am talking about. Take the implementation of the minimum wages. It is another area. The condition is so awful especially in the scenario of liberalization of economy. Some people now feel that it is not their responsibility to strictly adhere to and implement the provisions of the Minimum Wages Act. Besides that, the Minimum Wage Inspectors are not keen to get it

implemented. In a State like the one I come from and in a number of other States, they feel that this will create an agrarian tension between the person who engaged people as farm labour and other people. As a result, they feel that it will create disharmony among people in the village and it will create bloodshed and so on and so forth. So, they feel that it is much better to go in for a settlement.

My State at one stage boasted of having a separate Agriculture Labour Commission. The Government of India since then has been citing that it is the first time that an Agricultural Labour Commission has been set up. However, retired people, or those people who are on the verge of retirement, those who are not interested in work are being sent there to work as Commissioner and Deputy Commissioners. They are not interested in their work at all because it is not a remunerative Department. In any case, they are not being taken much note of by the people. So, the very law which is there to get the minimum wage implemented is not being implemented at all.

I am coming to the issue of the minimum wage at this stage. However, whatever wage is fixed by the Government as the minimum wage is also not being implemented. That is partly because the respective Governments do not have the political will to implement it for a number of reasons. The reasons may be political. The reasons may be that they do not want to annoy the farmers. Maybe the administrative machinery is not keen on implementing them. Maybe it is because of the relationship and so on and so forth. As a result the state of enforcement of the minimum wages for the unorganized sector labour—be it contract labour, be it forest labour, be it agricultural labour—is dismal. If you look at the chart of the cases being filed against individuals or against the Department, it is not commensurate with the labour force which has been employed.

Before I go further, I must also mention that this labour has to be taken note of by important Ministries mainly the Planning Ministry, the Finance Ministry and others. You said in the report here that out of 39 crore labourers in the country nearly 36 crore labourers are in the unorganized sector. This is CSO data, not my data. The CSO data says that the unorganized workforce in the country contributes about 60 per cent to the GDP. This may be noted. They contribute 50 per cent to the savings

[Shri Madhusudan Mistry]

of the country. This is no small amount. And yet, where are we?

Year after year I analyse the Union Budget. I have the data with me of the last ten year's Budget of the Labour Ministry. I was just looking at the budget data of previous years of the Department of Labour, Demand by Demand.

I will come to the Heading 'Bidi Workers'—110; 'Social Security' and so on and so forth. I can very well mention that the kind of allocation of funds other Departments are getting for carrying out their programmes *vis a vis* the programmes of the Labour Department literally contradict. I think, we do not require any more scheme for the implementation of minimum wages in the country, which would enhance the income in the unorganized sector like anything. Why are we not implementing the Minimum Wages Act? One of the reasons is that there are hardly any people who can enforce it. There is paucity of people. One Inspector of a Labour Department inspects under the Agricultural Minimum Wages Act; he also inspects under the Migration workers' Act; he also inspects under the Workmen Compensation Act. So also under the Child Labour Abolition Act. There are nearly 30 Acts under which a single person visits and inspects. It is out of his reach to get it enforced. This has diluted the very enforcement of the Acts which is meant for the welfare of the downtrodden of these classes of society as a result we must recognize the contribution of the unorganized labour force in the country and in the economy.

Hence, I demand that the Labour Department in this country must get a major share from the allocation of funds both at the Central level and at the State level. It may be on the research, data or employment or for starting of new ITIs, or setting up of the labour machinery and so on.

Look at the state of Labour Courts and Industrial Courts. I mean to say that they are in such shambles. So also the entire legal machinery meant for the enforcement of labour laws. Once they were having their own importance but now it seems they have lost it partly because it looks as if we losing our target. They must get the importance back and come out of the present situation...*(Interruptions)*

MR. CHAIRMAN: Shri Mistry, kindly be as brief as possible.

SHRI MADHUSUDAN MISTRY: I will be brief but you have to give me time. I am giving very detailed information and suggestions.

Secondly, when were the minimum wages revised? There are a number of States where the minimum wages are not revised for the last five or eight years. There is no pressure group. Here, most of the people talk about the organized sectors, interest rates, etc. But it is very unfortunate that even the basic minimum wages are not revised. I am not going on the fixation of the minimum wages as per the ILO Convention. We have ratified the ILO Convention on the minimum wages. Forget about the fair wages; forget even about the new basket. It is time to come out with a new basket; forget about linking the minimum wages of the unorganized sector with the Index of the Minimum Wages. We could not even fix the National Minimum Wage so far for any of the trade. There are a number of States where we have minimum wages for trade and other sectors, which are far below the minimum wages under the National Rural Employment Guarantee Act. In some States, labour is working on the National Rural Employment Guarantee Act where they get ranging from Rs. 80 to Rs.110. Yet there are some States where the agricultural minimum wage is taken as the basis and the Rural Employment Guarantee Act as a measure, where they get between Rs. 50 and Rs. 60 and so on. Even the minimum wage of Rs. 50 has not been revised.

I would request the hon. Minister that there should have been some kind of mechanism by which minimum wages could be revised periodically. In the Minimum Wages Act, again, there is a clause where there is a difference between the time rate and the piece rate.

Now, they do not have the piece rate; it has to be fixed in such a way as the person works. After eight hours of work, he has to earn a minimum wages on time rate. That is never happening because piece rate is fixed in such a way because time and other studies which no one can quantify and no one has the time to do that. As a result of that, although minimum wage is fixed, the labours are earning Rs. 38 or Rs. 40 or Rs. 41 or Rs. 42.

The third part is this. Thanks to the National Rural

Employment Guarantee Act—I congratulate our Chairperson as well as the Prime Minister of this country as also this House for passing that Bill—at least it has given some employment to the people in the unorganized sector. But still, there is a section 26 (1). That section says that the Government at any time, can come out with a notification saying that for particular schedule of employment, the Act can be suspended. If the Act is suspended with the help of a notification, during the period of scarcity or drought, one cannot file any case against any employer who has been violating the labour laws or for non-payment of minimum wages. This is grossly misused by a number of States in order to pay less amount than what is the minimum wage. I demand that this provision must be scrapped forthwith from the Minimum Wages Act.

I also say that in order to strengthen that, there was a provision earlier saying that the Government can appoint any person, any institution as an inspector under the Act, not necessarily that he should be a person who is working in the Government. We should exploit that and we should try to find out honest and good persons to monitor this.

I would also like to say something about the construction workers. The law is passed, but many State Governments have not implemented and there is no Board for them; they are not very keen to have them. The plight of the construction labour is one of the worst. There is intra-State migration and we do not have any law to protect these workers because they are not inter-State, but intra-State, which is from one district to another, etc. They sleep on the roads; there is hardly any facility for them; they are subjected to harassment by the police and others. There are no identity cards for them; there are no ration cards; there are no schools and nothing of that sort. There is a need now to come up with an Intra-State Migrant Workers Act, whereby the labourers can be protected.

The contract labourers are subject to all kinds of accidents.

MR. CHAIRMAN: You are speaking relevantly on the subject; but I am requesting you to wind up because there are five more hon. Members from your Party to speak.

SHRI MADHUSUDAN MISTRY: I do not think, they

will take any objection if I take some more time. I will just plead with them.

MR. CHAIRMAN: Please wind up.

SHRI MADHUSUDAN MISTRY: What I am speaking is relevant and demanding.

MR. CHAIRMAN: I am not saying that they are not relevant. But there are five more hon. Members to speak from your side.

SHRI MADHUSUDAN MISTRY: I do not know.

There is a trend now and that trend is the one which makes me feel unhappy. It is to have less concentration of enforcement of law and to have more on social security. People talk a lot about social security as such. It is fine, but social security is for those who are not being hired or who are self-employed, etc. But there should be certainly a labour legislation for that. There are two Bills which are in circulation already. We do not know at what stage they are in now. But certainly they are not introduced in Parliament and not discussed with the people. People have been enquiring from me as to what is their status, which are for the unorganized sector. I said, "I do not know".

I do not know who has prepared the Bill and where is it now. I would request the Minister of Labour that before finalizing the draft he should call a meeting of those who are interested in the welfare and unionization of unorganized labour, certainly those belonging to Indian National Trade Union Congress, to look at the provisions. We have Labour Conference every year but unfortunately there is hardly any representative of the unorganised labour. Most of the labour or trade unions are from the organized sector. Those who are supposed to talk about the unorganized sector just confine themselves about the organized labour only. They do not talk about the unorganised labour. Hence, I request that in the forthcoming Labour Conference, all those people who are working in the unorganized sector should also be called.

MR. CHAIRMAN: Please conclude.

SHRI MADHUSUDAN MISTRY: I would rather sit down because I do not think that I would be able to complete it. I am sorry, Sir. I have told you that I will convince my Party Members.

MR. CHAIRMAN: I am only requesting you to conclude because there are still five more Members from your Party who wish to speak.

SHRI MADHUSUDAN MISTRY: Sir, I have two or three more points to speak on. I have hardly spoken.

MR. CHAIRMAN: You have taken 22 minutes.

SHRI MADHUSUDAN MISTRY: It makes me feel as if I am speaking irrelevant things.

I also would draw the attention of the Minister to the fact that when this Bill is drafted, pension it to be taken very seriously for the entire labour force. There is old age insecurity of the labourers. At the time of accidents there is again insecurity. As has been said rightly, the worker dies at an early age and his widow has no one to support her. Especially among the artisans you will find more number of widows than the total population because they do hard work and as a result they are always deficit in calories.

MR. CHAIRMAN: Thank you. Please cooperate.

The next speaker is Shri Tarit Baran Topdar.

SHRI MADHUSUDAN MISTRY: All right, I will sit down.

SHRI TARIT BARAN TOPDAR (Barrackpore): Thank you for giving me a chance to speak on these points. I am sorry to say that the earlier Member has not completed his speech and I have to rise and speak before his completing the speech.

I am afraid that the entire work force will be under hire and fire because of that fact that from 1991 onwards the hire and fire theory was floated by the Congress Party and after that BJP as successfully tried to implement the hire and fire policy which has the cascading effects now at this point of time when we are discussing this issue.

[Translation]

Everyone is aware of the fact that during last 10 years, Bill regarding unorganized labour has been drafted atleast 5 times in our country. Every effort was made and now this bill would again be introduced. I don't know as to what would be its consequences. Even I don't know anything about its concept.

We have discussed many points here, therefore, I don't want to repeat those points.

[English]

We have enacted hundreds of laws but with no effect.

[Translation]

There is a plethora of provident fund laws. However, not a single is applicable to unorganized labour. It seems as if there are number of laws for the security of unorganized labour but the hon'ble Minister should reply as to how many of these are actually implemented. I would like to know as to what punishment is awarded to the guilty persons or the institution. Today a major part of organized industry is becoming unorganized and as I have mentioned, hire and fire system was floated and is now being implemented in the name of all kinds of reforms. Transport worker, rickshaw pullers, agriculture labour, home based labour, hawkers, territorial hawkers, railway hawkers, roadside shop labour, street hawkers are employed in the same industry.

[English]

Hundreds of sectors are there where unorganized workers are working under somebody else or as a self employed person.

[Translation]

But alongwith this I would like to add one more thing that today the number of unorganized labourers in organized industry has surpassed the organized labourers.

[English]

One the same machine two persons are working. One is employed in the pre-globalisation days and he is earning Rs. 6000 to Rs. 7000 per month. The post globalisation employee is getting Rs. 2500 per month. This is happening in all the factories.

[Translation]

I can show you the actual situation and would like to say that this is happening with the patronage of the Government. You have accepted the theory; all this is happening with your support. The newspapers will tell you

that a particular industry earned this much profit—it may be a thousand or two or three thousand crore or even more than that. It is strongly supported in the country and gets wider publicity.

[English]

What has happened to the workers? At what cost all this has happened? This has happened at the cost of monopoly practices and at the cost of labour or both.

[Translation]

No research is conducted in this regard and no information is given to people through media. A man working in the IT industry gets salary upto 60 to 70 lakh rupees, but the poor man who salutes him at the gate gets only a paltry amount of Rs. 1200 per month. There is no protection for him.

[English]

He is working in an organized sector and earning Rs. 1 lakh per month and this poor and hapless person who is working as unorganized labour is earning Rs. 1200 per month.

[Translation]

Organised workers, organised labour and organized officers etc. all are working in the same organization.

16.00 hrs.

Similarly unorganized labourers are also working there. Therefore same attitude should be adopted in respect of them.

[English]

What philosophy is the Government going to adopt on this issue? I will come to it later on.

[Translation]

The unorganized labour makes major contribution in G.D.P., which is 60%.

[English]

Ninety six per cent of the work force at one point of time was in the unorganized sector. Now it has come

down to 93 per cent according to the Report. It was 96 per cent during the eighties. After the lapse of 20 years, it has come down to 93 per cent. These 93 per cent of the unorganized workers contribute 60 per cent of the G.D.P. But the Budgetary allocation for these hapless people is almost zero.

[Translation]

Unorganised labour force, mostly, consists of agricultural labourers.

[English]

They are gradually being dragged to somewhere else. They are becoming bonded labourers.

[Translation]

This particular section has been feeling the maximum pressure for their conversion as bonded labourers.

[English]

In our economy, there is a centripetal force which is dragging the entire labour force to be bonded labourers.

[Translation]

Today the working class is not enjoying the same rights which they had been enjoying for the last 100-150 years. With regard to globalisation, only debate could be held among the intellectuals.

[English]

It can be said that globalisation is a process. You have to have a policy to engage yourself in the globalised scenario.

[Translation]

Anything could be said but what does the labourer feel? He feels that his rights, which he had been enjoying for the last 100 years have been snatched away. I would like to cite an example related to Shri Bankim Chandra Chatterjee who had sung Vande Mataram. He mentioned that India has made progress in various fields. For example within hours of receiving the news through the telegram, one can be at his father's side and take care of him. But I tell you the fate of Hashim Sheik and Ramadev Brata.

[Shri Tarit Baran Topdar]

[English]

Globalisation has got the worst meaning for the working force.

[Translation]

I have seen the actual face of globalisation in a factory. I went to a factory and found that 2 persons working on the same machine are getting different wages. One is getting Rs. 6000 and the other is getting Rs. 2500. Therefore, the Government should adopt same attitude. The UPA Government supported by left front has been in power today and the entire world is singing in praise of the leftists. Be it BJP or Congress, be it any party, be it myself, who is chevez, he will raise his voice against American imperialism and will stand by the poor. This is the image of the leftists.

[English]

It is what the left parties have done by their movement throughout the country.

[Translation]

This is a hundred year old movement, especially the good name earned by working in the interests of the labourers against imperialism during the second world war. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wind up.

SHRI TARIT BARAN TOPDAR: Sir, I am concluding.

[Translation]

Therefore today it is clear that in globalisation the things which were given a go by;

[English]

One is vayaktivad and the other is welfare concept. Welfare concept was given a go by and now because of the left support to the UPA Government, some kind of welfare concept has to come back.

[Translation]

I request the Government to adopt the programme in consonance with the national spirit. The law for the organized labour should be enacted on the lines of National Employment Guarantee Scheme. The number of unorganized labourers is more in villages. Though, law is there, still many people are owners of 10 to 40 thousand acres of land. It is a matter of regret that here, the members talk about the plight of farmers....*(Interruptions)*

[English]

MR. CHAIRMAN: Please conclude.

SHRI TARIT BARAN TOPDAR: Sir, I am concluding. This is the last point.

[Translation]

A farmer is a person who does farming. However, I am sorry to say that persons owing 1000 acres of land are also farmers.

[English]

We are talking about tillers. We are talking about agricultural labourers. We are talking about small and marginal farmers and we are talking about share croppers.

[Translation]

An agitation "Land to tillers" had taken place in West Bengal. Members of Congress and BJP are with zamindars and capitalists. People launched the agitation against those zamindars and capitalists and snatched their land from them. The law was made in this regard when the Left Front Government came to power in West Bengal. Therefore, I request that keeping in view the plight of labour class, this bill should be enacted....*(Interruptions)*

[English]

MR. CHAIRMAN: Please conclude.

SHRI TARIT BARAN TOPDAR: Therefore, all the Members should come out with a pledge that throughout the country we shall implement that excess land will be taken from the people who have excess land and that will be distributed to the landless farmers....*(Interruptions)*

MR. CHAIRMAN: Shri Topdar, you have taken the whole time of your Party. So, I will not give chance to any other Member of your Party.

[Translation]

SHRI TARIT BARAN TOPDAR: We took back our land from zamindars. This bill will be meaningful only if we stand together in this struggle. The Government has enacted dozen of laws in this regard but nothing is going to be changed. The country will progress only when the Government pays attention towards it. This agitation is 100 years old and one should not bother about any false propaganda. While reminding this, I conclude my speech.

SHRI SHAILENDRA KUMAR (Chail): Mr. Chairman Sir, I associate myself with Shri Devendra Prasad Yadav and Dr. Sujan Chakarvarti who have given a notice for discussion under Rule 193 regarding the problems being faced by the labour in the unorganized sector.

Mr. Chairman, Sir, I also welcome the new Minister of Labour.

Today the hon'ble Members from both the sides treasury as well as opposition benches are expressing their views on the 36.20 crore labourers of unorganized sector. This unorganized labour sector can be classified into agricultural labourers, forest labourers, rickshaw pullers, street vendors, labourers who work from their homes, domestic labourers, construction workers, safai karamcharies, rag-pickers etc. including the labourers working at shops and trade centres.

We deliberating the issue here in the highest elected body in Delhi—the capital of the country but the fact is that 44 lakh unorganized labourers are working in Delhi itself. As Devendraji has stated mostly the labourers from Uttar Pradesh, Bihar, Maharashtra and other poor states which have failed to get any financial package from the Union Government migrate to Delhi in search of employment. In context of the ongoing discussion. I would like to mention that 296 lakh labourers in West Bengal are working in unorganized sector. They belong to the same category of the labourers who migrate from other states. PF facility has not been provided to them. Despite a lot of rhetoric, we have failed to make arrangements for their pension, gratuity etc. From time to time the

Government reaffirms its commitment for poverty alleviation and employment generation and many a schemes in this regard like Swarn Jayanti Gram Swarojgar Yojna, Sampooran Gramin Rojgar Yojna, Swarnjayanti Shahri Rojgar Yojna and Rashtriya Shahri Rojgar Guarantee Yojna etc. have also been initiated. The Hon'ble Members may not be even aware of the details and the implementation of that schemes. Being a Member of the Committee related to the Ministry of Rural Development, I something managed to get the schemes implemented in my constituency. At the same time, the "Janshree Bima Yojna" implemented by the Government for labourers is a welcome step.

So far as the National Commission for unorganized labourers is concerned, many steps have been taken for the workers of the unorganized sector. Through you, I would like to urge the hon'ble Minister that there is a need to encourage the large number of rural unorganized labourers working in small scale industries. In this category the Government has taken a few steps for Bidi workers, the labourers other than coalmines and labourers working in cinemas. However, the problems related to health services, education and drinking water have not been solved to the desired extent. While going through the figures furnished by him, I came to know that 44 lakh bidi workers, 63 thousand cinema workers and 74 thousand labourers working in coal mine have been benefitted. However, the actual number of unorganized labourers is 37 crores. We have included a very few labourers under this category. Today there is a need to identify more and more such labourers throughout the country and to provide them maximum facilities. Almost all the members have mentioned that India comes at 74th place out of 90 countries indexed in terms of providing social security. Shri Arjun Sen Gupta commission has submitted its report to the hon'ble Prime Minister in this regard. There is a need to work expeditiously on that report. Even today 30 thousand unorganized labourers sleep on footpaths alone in Delhi where they devoured by death. We have not made housing arrangements for them. 22 night shelters have been set up in Delhi where Rs. 6 are being charged per night while it should not be charged. They earn money with great difficulties, therefore, this charge should be waived off. They should be provided with all types of facilities. Government should arrange health check-ups

[Shri Shailendr Kumar]

for them from time to time. On the other hand, a large number of women labourers in unorganized sector are facing a very big problem. I am living in M.S. Flat and some construction work is going on there. I have seen two-three young women labourers whose children use to play in the lawns. There is a need that contractor should make arrangements to provide education and creche facility to the children of unorganized labourers. Unorganized labourers are so poor that they cannot afford to keep their children in creches. The contractor should be made responsible to make arrangements for the health, education and creche facility for their children.

There are approx. 2 lakh scrap dealers in the national capital Delhi. Most of them child labourers. We must have seen them holding sacks and picking up from the scarps. I would like to mention about them. We should think about them also. These rag-pickers get a square meal with great difficulty. On the other hand rich people treat them like untouchables. But they are also human beings. They are also the creatures with flesh and blood. However, it has been seen that we treat our pet dog with more affection but neither these labourers nor their children are taken care of. The House should think why such an inequality and untouchability is prevailing here. I have already mentioned about it, therefore, I would not like to go into details, however, it should be made compulsory for the contractor to provide creche facility for the children of women labourers if any at construction site. If the contractor fails to provide this facility, he should be black-listed. Only then we would be able to protect the unorganized labourers. ...*(Interruptions)* The National Commission has made a recommendation....*(Interruptions)* Life insurance is there. The Committee has recommended to give them pension alongwith some other recommendation. A cover of Rs. 15000 has been given to a member of a family for treatment in hospitals though it is a very meagre amount. A person suffering from a serious disease cannot be treated with Rs. 15 thousand. A provision of Rs. 1000 has been made for maternity benefit. This is also a very meagre amount. A provision of Rs. 15000 and 25000 has been made for life insurance and accidental insurance respectively under which Rs. 1 will be contributed both by the Government and the labourer. After 60 years, a pension of Rs. 200 per month will be given to them. We had

discussed the issue of price rise in the House. Therefore, in the present situation of rising prices, this negligible amount needs to be increased. I would like to thank the hon'ble Chief Minister of Uttar Pradesh Shri Mulayam Singh for he has waived off the fee charged from the rickshaw pullers. Now they have become the owner of their rickshaws. Alongwith providing this facility, the Government has also started unemployment allowance. Dr. Ram Manohar Lohia had said that unemployment should either be given jobs or should be provided with unemployment allowance. This has been done in Uttar Pradesh by none other than the hon'ble Shri Mulayam Singh Ji. I would like to congratulate him for it.
...*(Interruptions)*

In 1930, Mahatma Gandhi had written in "Young India" that I do not want to hurt the self esteem of the poor by giving them clothes for they do not need clothes, rather they need employment. They can arrange food, cloth and shelter by themselves after getting employment.

Mr. Chairman, Sir, so far as farm labourers are concerned, detailed discussion has taken place here on them. Even today they are migrating from villages to cities which need to be checked.

Sir, the most serious matter which I had also raised during 'Zero Hour', is regarding the exploitation of 41 Indian labourers in Afganistan. That has been reported in newspaper and referred to by my friend Shri Ravi Prakash.

Their term of agreement in that country has expired and they are over staying there but they are not allowed to return to their own country. They are neither allowed to return to India nor are wages being paid to them—instead they are being threatened that they would be tortured to death. There is a need to pay attention to the plight of those labourers of our country who are working abroad and ponder over their problems. The people of our country who go abroad in search of employment are being exploited and harassed. There is a need to protect them.

Sir, there is one Sardar Tarsem Singh in Lakhimpur Khiri who works in Kuwait. His agreement of two and half years has expired. Three years have already elapsed. His mother is ailing. He is not allowed to return to India. So, through you, I would like to request the hon'ble Minister that there is a need to pay attention to our labourers who

are working abroad so that they are not subject to exploitation and other atrocities. I thank you for giving me an opportunity to speak.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman Sir...*(Interruptions)*

MR. CHAIRMAN: Yadav Ji, I would like to inform you that the time allotted to your party is almost over. So please conclude within five minutes only.

SHRI RAM KRIPAL YADAV: Mr. Chairman Sir, it is my misfortune that whenever I rise to speak the Chair directs me to conclude even before I start speaking and I get derailed.

MR. CHAIRMAN: There is nothing unfortunate in it. I am only seeking your cooperation. Shri Devendra Prasad Yadav of your party has already spoken for 43 minutes.

SHRI RAM KRIPAL YADAV: I will try to finish my speech within the time stipulated by you. However, if I take a couple of minutes more, please do not interrupt me, otherwise the flow of my thought will get disturbed.

Mr. Chairman Sir, first of all I would like to express my thanks to you for giving me an opportunity to speak on this important issue. I am also thankful to hon'ble Devendra Prasad Yadav Ji who initiated the discussion regarding unorganized labourers and several hon'ble Members who participated in the debate. We have been discussing about the organized labourers however, we seldom discuss about labourers in the unorganized sector. Nearly 70 per cent population of this country is comprised of farmers and labourers. Out of that the population of the unorganized labourers is nearly 37 crore. Even today, 37 crore population of our country is leading a poor and miserable life. 75 per cent of the total labourers of the country are agricultural labourers who do not get employment throughout the year. During lean period they migrate to cities in search of employment. Beedi workers, tempo drivers, plumbers, watch repairing workers and those employed in small mills and factories come under the category of unorganized labourers who somehow manage to earn their livelihood by taking up petty vocations. A large number of such labourers work in the four metropolitan cities of this country. They are Mumbai, Delhi, Chennai and Bangalore. These are the major cities

of the country. Poor people go to these cities to earn their livelihood.

Sir, through you, I would like to bring to the notice of the House that there are four such states where farmers are committing suicides and on several occasions it has been discussed in the House. However, there are a large number of people, who remain neglected and nobody is there to raise their voice. They are the unorganized labourers who are losing their lives every day. But nobody takes notice of them. It is a matter of concern. The House should express its concern about unorganized labourers. Through you, I would like to draw the attention of the hon'ble Minister towards the plight of the unorganized labourers who are the largest class of the country.

It is unfortunate that the unorganized labourers construct houses, repair shoes and stitch clothes and make different tools and implements, however even after 58 years of independence, the labourers who construct houses do not have a house to live in. They live on foot paths. Those who make shoes and slippers remain barefooted and those who stitch clothes have no sufficient clothes to wear—this is the situation after 58 years of our independence. What happened to that dream of Gandhiji who had said that once the country gets independence every one will get equal rights, every one will get the means of livelihood and every one will get education and health facilities. Have they got it today? Even today a large number of unorganized labourers who are rickshaw pullers, cart puller, tempo drivers live under the open sky along with their families and die on footpaths owing to lack of resources as has been mentioned here by the hon'ble Members. The Government has not done anything for them nor does it seem to be concerned. Our hon'ble Member Shri Shailendra Ji has rightly said that today there are two types of social set ups in the country. In one set up even the dogs for rich men travel in cars, eat biscuits, bread, cake and cream and sleep beside them on soft mattresses. Their dogs accompany them wherever they go even in five star hotels. On the other hand there are people who toil hard for the nation building. What is in store for them—they sleep hungry. There are many such settlements where labourers work in the fields, pull rickshaw and carts and work hard the whole day but are not able to feed their children. If such disparity continues, the country will not progress. The Government has not

[Shri Ram Kripal Yadav]

made any arrangement for their education. The UPA Government is committed, and we are a partner in the Government. Through you, I would like to submit to the hon'ble Minister that the Government is committed to solve the problems of the unorganised labourers but are we able to do so. Half of the term of our Government is now over. Have we taken any significant steps? Yes, they had indeed set up the commission. A reference was made to Shri Shaheen here. They have constituted a commission under the chairmanship of Shri Shaheen. Shri Shaheen has submitted the commission's report to the hon. Prime Minister, but it should not be confined to the Prime Minister's office alone. It should be brought before the House so that the common people may know about it. The suggestions made by him, which were discussed, all these should be brought before the House. They will try to implement the suggestions made in the report like Life Insurance Scheme, health scheme for the un-organised labourers, educational facilities and other significant suggestions made for them. If they do not do so, till that time a large class of our society remains discontented, Hindustan will continue to grieve. I would like to talk about the recent developments. Sealing is being carried out on a very large scale. It is quite normal that building-shops are being sealed, but even shanties are being sealed, Rickshaws are being banned—what sort of law is this? If laws pose any kind of impediment, the hon. Minister of Home Affairs is not present here. I would request him to amend the rules, the laws so that the people who have become jobless due to the sealing, get some kind of relief. The twin maladies of unemployment and starvation are very rampant in this country. Nobody pays attention to the basic problem. People are migrating from the villages to the cities today. They should give priority to the development of the villages. But, mere paying attention to the prosperity of villages will not serve the purpose. There are no roads, there is no supply of electricity. Yes, they have definitely implemented some schemes. I convey my gratitude to the hon. Prime Minister for he has taken a decision. He has made rules and regulations. He has provided opportunities of employment to the poor people under the Rozgar Guarantee Yojana.

Sir, I am expressing my sentiments, please grant me some more time to express my views.

MR. CHAIRMAN: You have already taken 10 minutes, please conclude quickly.

SHRI RAM KRIPAL YADAV: I would like to submit that some concrete steps should be taken for them. I do not want to go into the statistic. How long shall they continue to be exploited? I am calling a spade a spade in the House. When will they realise the dreams of Gandhiji? Even after so many years since independence we still continue to garner votes in the name of Gandhiji. Everybody talks about the poor but when there is a need of taking some concrete steps for the welfare of the poor, though all these things have been listed in the common minimum programme of the UPA Government, will they make some efforts to turn it into a reality or confine the discussion to paper alone? Our Government is engaged in slum removal campaign. Shailendraji was saying that Samajwadi Party Government headed by Shri Mulayam Singh Yadavji is making efforts for their resettlement. When we were in power, we constructed concrete buildings for their resettlement. My Parliamentary constituency, Patna has one and a half lakh slum dwellers. Slum dwellers are being evicted from there. The Government is not doing any constructive work, instead they are engaged in the uprooting campaign. Nowadays mall system is becoming popular, build malls by destroying buildings, build big multiplexes, evict the poor and house the big guns—the Government is engaged in this work. We have to change this mentality. Be it a big city or a small city, we can find the poor everywhere. The Government should take some concrete schemes and measures for these people.

I think the hon. Minister has genuine feelings for the poor in his mind. He has recently become the labour Minister, and I hope that he will definitely take some concrete measures, strict laws will be made based on the recommendations given here. He will take some concrete steps for 37 crore unorganised labourers who are very poor and leading a miserable life and are unable even to make both ends meet, who are not getting any health facilities and there is no arrangement in place for the education of their children.

With these few words, I express my gratitude to him and I hope that he will not only make some declarations but steps will also be taken by him to improve their lot. The farm labourers and the unorganised labourers are

facing many hardships. They are in a miserable condition. We should resolve the problems faced by them. They should pay attention towards the slums, then only the nation can become strong.

SHRI MITRASEN YADAV (Faizabad): Sir, I am very grateful to you for providing me an opportunity to speak on this important issue and would also like to thank the hon. Members who have brought this motion. This is the first country in the world which has made the people poor through 'samskaras'. The social set up of the country is such that certain people have been told that it is their fate to serve others. Unless we bring radical changes in the social set up and its mindset, it will not be easy to redeem the people from such Samskaras. Whatever we may discuss in the Parliament or whatever commissions we may set up, whatever reforms we may make, the situation would go from bad to worse. Things have come to such a passe that men are sold like cattle. Until now one came across animal market, however, if now one visits any city, market or city square of the country, one would come across market of human trafficking having thousands of people ready to sell themselves. Those who are presentable are bought of affluent people of the city. They are assigned all kinds of jobs, some are assigned the task of cleaning drains, shops, some are engaged for carrying night soil etc. Animals like pig, goat, hen, fish, used to be tamed. These were not kept for any commercial gains, however, when they grow fat they are butchered for meat shops.

Goat, pig, hen, fish are such animals whose meat is sold. Today even human beings are being sold in the market in the same manner. Those who are healthy and fit for work are bought. India is such a country where all the children inherit the father's property after his death. India is such a country where all the births are not registered. Some are born in royal families, some as capitalist and some in poor families. It is such a striking contrast that some are born with a silver spoon in their mouth. Some people have so many sources of income that it becomes difficult for them to manage and some people do not have any means to earn a living. If the biggest country of the world is replete with such glaring human contrasts and disparities then there can be no better criticism. Our heads should hung in shame. There may not be any other country in the world where only by

virtue of manmade disparities, a human is looked down upon by another human as an animal. This is the culture of India only. Today, we should all ponder over to change the fact of human being looked down upon as lesser human beings and the changes will come through legislation and we all shall have to think that basically they are our brothers and how we can redeem and uplift them.

We tried to provide them with facilities like reservation but it was also opposed. What did reservation mean? It meant that three brothers out of four could shell out some portion of their best share so that the fourth one could be helped. It meant that the part of society which was in state of penury, ruin and degeneration could be made at par with others from the share of rich and affluent people. All these principles are there in India. But when all these principles were implemented on poor, it was seen that the distance and the gap was increasing, it was not mitigating. After all where the fault lies. It lies only with us. The result would be that a "Bhibhukshita kim na karoti papam", a desperate man does all things. Where are we now. There is uproar in the House daily that mafias are reigning in terrorists are increasing, hooliganism is increasing, dacoits are increasing, trains are being looted, houses are being looted, murders are taking place daily—what else will happen if not murders. When there would be economic disparity in the society what else would take place. Legislations would not deter crimes, system would deter it. Unless we streamline the system, legislations alone would not help in checking crimes. What is the culture of our country? Our culture is that a man tries to amass all wealth for his posterity. A Minister or an officer would try to make his family prosperous. This country does not have a tendency to generate intelligence. If the person is intelligent wealth would come to him on its own and if he is not intelligent then even if he is sitting on a gold mine he would lose it. Here men do not inherit intelligence but wealth. The thinking of people is different.

In other countries however, where people have only one child, they bequeath him intelligence they would give their child proper education and make him capable of using it. Whereas in our country people would amass wealth for their only child. We have divided our society at all levels, socially, financially and at a human level too, which is the main cause of its poverty. So we will have to

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formulate a legislation for those people who are deprived of any wealth or any means which would provide them employment. Unless we frame a legislation, however hard we may cry our lungs out, set up commissions or receive recommendations from the Commissions for 37 crore labourers of the unorganised sector there would be no solution to his problem. We shall have to work out a solution for them in real terms. I associate my self with my leftist colleagues that those who till the soil and shed blood and sweat to give us yield, do not own a piece of land. On the other hand those who have never toiled hard or undergone any physical labour own lakhs of acres of land and have become big farmers. A country where there is so much disparity if the labour of the unorganised sector revolt under the leadership of leftist, there would be no harm, it is need of the hour.

SHRI SURESH PRABHAKAR PRABHU (Rajapur):
Sir, today after a long time we are holding discussion on this issue that more than 40 per cent of our population is engaged in such occupations that they enjoy any protection and security. I have seen that the politicians pay attention towards those who are more vociferous in making demands. The Government makes efforts to fulfill the demands of the more vociferous of the people, however it does not pay attention to the needs of the people who are less organised and vociferous. Today we are discussing as to the measures we should take for that section of the society which has remained completely deprived of these needs. As per the list of business we were to discuss the Five Year Plan but incidentally we are discussing this issue in regard to the people belonging to this section of society which would not have got any mention per.aps in the plan process, at least we shall have some room to discuss in that regard.

We have 600 districts in the country out of which 140 districts are Naxalite infested. As my colleagues were saying one can not count on the number of crimes which were registerod as their numbers may vary since [English] you can prove anything by any figure. [Translation] However, in reality if we go far from a city, we can sense that some resentment is brewing up in the country. The reason is that unfortunately there are many people in our country who are not participating in the progress of the

country and it is good that we are discussing those people in the house, today. I come from Maharashtra and there is a popular saying that nearer the church farther from the heaven. One may find that the labourers constructing houses do not have a house of their own, those who work in the fields are landless labourers. Those who work to serve guests in hotels themselves go to bed hungry. That is why this proverb holds good here that nearer the church farther from heaven. This is the condition of labourers from the unorganized sector. Whenever we refer to labourers, it is always from the organized sector. Labourers from the organized. We know that if we raise their issues then they will give us Votes and funds too, however labourers of the unorganized sector would neither be angry nor give any funds that is why we do not listen to them. However, I am glad that today we are discussing those people. I would like to submit that we should not only talk about them but should take some action too.

I would like to make two-third points in this regard. The Government has been drafting a bill since 2004. Its draft has been circulated to various people. I would like to urge upon the hon. Minister that if that drafts has been circulated amongst others, it should be circulated among the Members too since we have not received it as on date. Perhaps it may not have been given to us thinking that it will be introduced for discussion and passage by Lok Sabha subsequently. I would request him to circulate the draft among the Members also, so that we could give some suggestion to the Standing Committee afre studying it.

There is a plethora of laws in the country in this regard but it is a classic case of legislation which does not find a parallel in the world. Now whether we should pay attention to the problem or to formulation of law since legislation alone would not solve the problem. I have seen that there are 30-40 crore labourers in the unorganized sector, we are formulating laws for them but before that we will have to fix minimum wages, pension and even compensation for them in case of an accident. Is there any law which would help in resolving their problem. If the Government has any such law it should be effectively implemented. So, we shall have to think about it in innovative way. I am not saying that I have a suggestion which may help resolve the problem but we should think over it collectively that enacting a law would help resolve

the problem. If not, then we will have to pay attention as to how to do away with it. There is a provision of pension. There are 64 per cent labourers in the unorganized sector who are working in the fields and five per cent of them are construction workers. Their situation is such that they move to other construction site once a building is complete. Now where one would go to give them pension since they have finished work at one place and moved to another. So whether one would go to look for them. That is why I would like to urge upon the Government that if they wish to implement it then they should first seek some money from the employer so as to create a fund. If this is not done, the fund would not be created and where we would go in search of labourers. Therefore there is a need to pay attention toward this aspect lest the proposed social benefit should remain only on papers. Therefore, we will have to pay attention to the implementation aspect that how a legislation would be implemented after enactment. If we shall not do it then the biggest problem will remain.

Second point is of minimum wages. If we actually have to give relief to the labourers, then minimum wages will have to be increased. Pension will be given after retirement, by that time God knows only whether the person would be alive or not after 20-30 years. Here, the average life of labourers of the unorganized sector is very low. Though the average natural life expectancy is increasing. The life expectancy of the workers of the unorganized sector is decreasing. A sample study was conducted in this regard as per which the life expectancy of unorganized labourer is very low. That is why, their minimum wage should be increased.

One must have witnessed it in Shanghai in China that two-third of the world's construction cranes are there in China and two-third of it are in Shanghai. One would not find any jhuggis near construction site. Once our construction is complete then jhuggi-jhopris are not necessary but those who are engaged for work should be given some house. First the labourers should be given a house then the Government should allow the construction work to be started. We should have a similar provision in our country. For a house which is sold for Rs. 80,000 in Mumbai, the cost of construction is not more than Rs. 1000 and labour is not more than Rs. 100. When the house can be sold for Rs. 80,000 then what is the problem in giving Rs. 40 to the labourer that is why attention should

be paid towards it. I know that our hon. Minister of Labour is very sensitive and considerate towards the problems of labourers and he would be able to understand it better. He has done a lot to resolve the problem of the North-East region.

The expanding network of underworld is posing a threat to the country and we are increasing the strength of police and the army and modernizing them to tackle that problem but if this problem is to be resolved, good wages should be paid to the labourers of the unorganized sector so that even the problem of anti-social elements would be tackled. That is why I want that the Government should also pay attention to this aspect while drafting this comprehensive Bill. The Government should not come out with the excuse that there are no funds for this purpose. It is requested that when we are spending so much on the police and the army we should also spend some funds on them so that the expenditure on police and army could be curtailed.

[English]

SHRIMATI ARCHANA NAYAK (Kendrapara): Thank you, Sir, for giving me an opportunity to participate in the discussion on problems being faced by the unorganized labour in the country.

Unorganised sector is a big ocean. Agricultural workers, contract workers, home-based workers, vendors, rag pickers, rickshaw pullers, construction workers, etc., come under the unorganized sector. The problems of the unorganized labour are many. It is the low wage earning sector in general.

Women and children constitute an important section of workers in the unorganized sector. They are less paid in comparison with the male workers for the same work. They do not any guarantee of employment. They do not have any organization of their own to fight for their cause. Debt burden is very common in the unorganized sector. Generally they do not have access to get loans from banks and depend upon the local money lenders. Health hazards exist in a majority of occupations. After that the conventional labour laws do not recognize most of them as workers because the principal employer is unidentifiable in most of the sectors. As per a survey carried out by the National Sample Survey Organisation in 1999-2000, the

[Shrimati Archana Nayak]

total employment in both organized and unorganized sectors in the country was of the order of 39.7 crore. Out of that, about 2.8 crore were in the organized sector and the balance 36.9 crore in the unorganized sector.

Out of 36.9 crore workers in the unorganized sector, 23.7 crore workers were employed in agriculture sector; 1.7 crore in construction; 4.1 crore in manufacturing activities; and 3.7 crore in trade services.

The following social security measures should be taken by the Government for the unorganized workers; health care; maternity and early childcare; provident fund benefits; family benefits; housing, drinking water and sanitation facilities; compensation or injury benefits; retirement and post-retirement benefits; and monsoon allowance.

The people in the unorganized sector accounts for more than 90 per cent of the country's workforce, who have been denied for long their basic entitlement. Social security is the key to success of reforms and any legislation proposed for the unorganized sector should reflect this aspect. Insurance coverage should be extended to the unorganized sector. Pension scheme should be introduced for the unorganized sector.

Therefore, I urge upon the Government to bring in a comprehensive legislation to protect the welfare of the unorganized sector workers of the country at the earliest.

SHRI AJOY CHAKRABORTY (Basirhat): Thank you, Mr. Chairman, Sir, I am very much grateful to the hon. Speaker who was kind enough to give us the opportunity to discuss the problem of the most downtrodden people of the country, that is, people belonging to the unorganized sector. Thanks to our distinguished colleague, Shri Devendra Yadav, who has initiated this discussion under Rule 193. As I said, he has chosen a very important subject for discussion. Our distinguished colleagues of different Parties have expressed their views and have referred to the plights and the problems belonging to the unorganized sector. Most of the people belonging to the unorganized sector are rickshaw pullers, construction workers, motor garage workers, of trucks, auto and many other workers also who are doing different jobs belong to the unorganized sector.

Another part of this unorganized sector is agriculture day labourers, who are the most downtrodden people of our country. They are suffering from irreparable loss or injury. They cover 37 per cent of the total population of our country. I am sorry to say that after the lapse of many years of India's Independence, no comprehensive welfare scheme or Act or legislation ure has been brought forward by any Government, either this Government or the erstwhile Government or passed by this House. During the regime of the United Front Government, the then Agriculture Minister, Shri Chaturanan Misra had prepared a Bill but in the meantime, the Congress Party withdrew the support to the United Front Government and the Government was collapsed with the result and after that no comprehensive legislation has been brought forward in this House for the comprehensive welfare of the people belonging to the unorganized sector, including the agricultural workers. We know that we are representing the people of that category. We are the representatives of the people who are suffering from irreparable loss and injury. These workers of the unorganised sector have no coverage under the ESI Scheme.

17.00 hrs.

In the unorganized sector, during the period of his work, if a worker succumbs to the injuries, there is no compensation provided to the next of kin. While they work, they suffer injuries, but no compensation is provided for their recovery. No benefit is rendered by any authority for the treatment cost, etc. Most of the agricultural workers belong to the SCs and STs. There is a difference in their wages also. Male and female workers are not getting the same wages. They are also not getting jobs throughout the year. My learned and distinguished friend Shri Topdar referred to this. This problem cannot be solved unless and until proper law is implemented throughout the country or at least the problem of agricultural workers cannot be solved in this way.

Barring West Bengal, Kerala and Tripura, no land reform is done by any other State. There is a Bill passed in the Parliament, but that is not implemented. Some people in Punjab, Haryana, Western UP and other States are getting the usufructs of the land. They never go to the land site. They are enjoying on thousands the thousands of bighas of land. It is the duty of the State Government

or the Union Government to implement properly the land reforms and distribute land to the tillers of the soil and to the agricultural workers so that they are benefited.

Another aspect is what was brought forward by our distinguished colleague just now. We are discussing internal security. Our Home Minister while replying in this House said that we were providing arms and ammunition, paramilitary forces, etc. to the State Government to combat the naxalite activities. I can tell you now—I have told earlier also—that no arms and ammunitions nor AK-47s will solve the problem of the naxal movement. Some people got frustrated in not getting jobs or the lands and so, they started this movement with arms. So, arms and ammunition will not solve the problem. It can be solved only if land is given to the tillers. That is the main task of the Government, whether it is the State Government or the Union Government.

We can talk about the problems to the workers in the unorganized sector. They raise slogans and they start the movements. But the people in the organized sector like LIC or GIC and others have the capacity to bargain with the Government and they have the capacity to bargain with the employer, but the people belonging to unorganized sector have no capacity to bargain with their employers. That is the reality of this country. That is already mentioned by my distinguished colleagues.

The Government closes the units in the names of sick PSUs; some private sector units have already been closed down; and thousands and thousands of workers have been deprived of their jobs. They are living under blue skies and they are retrenched. They are becoming unorganized sector workers. They become hawkers in the railway stations, in the markets etc. The hawkers have now become the unorganized sector workers.

It is a question of discussion. We are privileged to discuss their problem. That is their consolation. It is the consolation for the people belonging to unorganized sector or the agricultural workers that their problems are being discussed in the highest authority of the Government and also in the highest Panchayat. After elapse of so many years of our Independence no fruitful result has come for the welfare or improvement of the workers of unorganized sector.

On 23rd November this year, lakhs and lakhs of

agricultural workers and other unorganized workers assembled in Delhi and demonstrated under the banner of AITUC, BKU. Their representatives also met with the hon. Prime Minister and gave him a Memorandum requesting him to bring a comprehensive legislation for the welfare of the workers of the unorganized sector or the *Khetihar mazdoors*, who are the most down-trodden people of our country. It is our duty to uplift them. It is our duty to formulate welfare schemes for them and develop their fate. There is no welfare scheme for them. The Government is not helping their children in going to schools or colleges. No scholarship benefit is being given to the sons and daughters of the agricultural workers. We can at least provide scholarships to the children of those unorganized sector workers or agricultural workers who are below the poverty line. National Rural Development scheme has been unanimously passed by this House. I have the least of doubt that if the UPA Government is confident to bring the Bill for the welfare of workers in the unorganised is sector, it will be passed unanimously. I may remind the hon. Minister that it has been incorporated in the Common Minimum Programme of the UPA Government, that the Government should bring a comprehensive legislation for the welfare of the unorganized workers and agricultural workers. I would urge the Government to bring this legislation at the earliest. I hope it will come in this Session itself. If this Bill comes before the House, cutting across Party lines, we shall wholeheartedly support it; we shall raise our hands in support of a Bill which is meant for the welfare of the unorganized workers of the country.

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Chairman, Sir, actually this is a very vast issue. A wide screen appears before us when we refer to the workers of the unorganized sector. Only twelve to fifteen per cent labourers come under the purview of the organized sector while rest of the labour class, be it farm labourers, bidi, workers, construction workers, fall under the category of unorganized workers which constitute this wider spectrum. We talk about them, although several laws have been enacted, be it the Minimum Wages Act, the Maternity Benefit Act or the Contract Labourer Act, however some of these Acts can be applied to the unorganized sector as well.

[Shrimati Sumitra Mahajan]

17.09 hrs.

(SHRI DEVENDRA PRASAD *in the Chair*)

I would like to refer to the labourers working at different levels. We find many women labourers working in the unorganized sector. At the outset, I would refer to the farm labourers who go to different villages in search of work. When they migrate to other villages to make out a living on crop harvesting they live under the open sky. They face the problem of not even getting minimum wages. They do not get whatever minimum wages we may fix for them sitting here. There is nobody to ensure that they are paid the minimum wages. However, the gravest part of the problem is that most of them are women labourers who live away from their home for six months altogether under the bare sky. The biggest problem faced by them is that of upkeep of their small children, since they do not have any kindergartens around to keep their children while on job. Out of compulsion they keep their children under the trees. However, the kids who are a little grown up and have actually attained the age of school going children cannot be kept anywhere. Those women have to take such children along with them. When they stay away from their home for six months, they miss their school. This way the problem of their education crops up. Although, I have tried to evaluate their problem, Shri Nanaji Deshmukh is a person who has rendered great service after very minutely analyzing their problem. He has set up various institutions and I have personally visited the one near Ahmednagar. He has established an Ashram on the lines of a school. The Ashram people keep the children of the villages in the Ashram school when the latter leave the village for six months to work at different places and also send them to school. They make full preparations to send these children to schools on the condition that the children would go back to their parents after they return. This way their schooling remains intact. He has made efforts to resolve this problem to quite an extent. However, we shall have to bear this problem in mind while enacting a law and make such provisions which will help shape their future.

Besides, we can never think of providing for the maternity leave for women who work in these sectors. Although I have seen it several times that private

companies in the organized sector are relevant to engage women employees since they will have to give them leave. I am concentrating on women in particular since other hon. Members have already spoken in general. If this is, at times, the mindset of the organized sector, then who would bother for them in the unorganized sector. We shall have to ponder over how we can give them maximum facilities.

Mr. Chairman, Sir, when I was a Minister of Women and Child Development, an issue came up before me that it is actually imperative to provide women friendly tools and other facilities like wages to women who work in the fields in gardens and do other petty work. These are technical points. However, we should make amendment in the provisions so that while working with women friendly tools, their pace of work increases and they are able to work with more ease. I would like to cite a small example to bring home the point that we need to broaden our thinking. This is also a vast subject. I visited a place when I was a Minister. Many women came to meet me and said that they had a problem. I asked them about their problem and they told me that they do not have any means to carry the goods and vegetables prepared at home. When I asked them whether there was no bus available. They told me that buses were there but they could not keep their baskets inside the bus. So they need someone's help to lift that basket upto the roof top of the bus and this problem cannot be expressed in words. They requested that they needed a kind of open bus so that they would be able to keep their load inside the bus. These are very small issues yet they widen the screen of thinking if we start pondering over them.

Mr. Chairman, Sir, in the end I would like to submit that when the N.D.A. Government was in power, a mindset was developed in regard to social security bill. E.P.F. Scheme was implemented. That is why I can suggest as to how this scheme can be implemented. It was conceived by the previous Government. God knows why the U.P.A. Government ignored that Bill. This Government constituted the Sengupta Committee which submitted its report. A lot of recommendations have been made in this report about how E.P.F. scheme can be implemented for contract labourers or construction workers? It is easier said than done. That time 50 such nodal agencies were formed on the pattern National Employment Guarantee Scheme has

been formulated now. Since I am concentrating more on the problems of women, I would like to add that in 1996 a scheme named Shramik Bhavan Nirman and Sangh was formulated which should be given wide consideration. We announce minimum wages for women. Perhaps the hon. Prime Minister said that it should be at least Rs. 50. However, our Madhya Pradesh Government has fixed it at Rs. 100. More announcements can't serve the purpose. We should actually find out if these are implemented on the ground. For this purpose there should be a machinery to monitor it.

Mr. Chairman, Sir, we frame laws here, however, the workers of the unorganized sector do not know that any law has been enacted in their interest. We can take the help of social organizations in this regard. Help can be sought from organizations engaged in the education of children. Not less than 80 per cent people are working in this unorganized sector. Their number may be more than that. We should think about them. Not that we close this chapter after holding discussion for two-four hours. It is not such an issue. The number of women in the unorganized sector is very large. Whenever we make any provisions or Act for these women the suggestions made and points raised by me should be kept in mind. We should think of the women folk as a whole and for their entire future since she is the symbol of strength for the entire family and that is something very important.

SHRI SANDEEP DIKSHIT (East Delhi): Mr. Chairman, Sir, I express my thanks to you for giving me the opportunity to speak and discuss on this important issue. Earlier speakers have told that they have not been given sufficient time to discuss the issue which can be discussed in detail. I would raise such points before you.

Mr. Chairman, Sir, it was discussed that a new comprehensive Bill is being brought for the people of unorganized sector. Some people have got the draft of Bill and some people could not get it. As honourable Member Shri Suresh Prabhu has said that we should pay attention towards the feasibility of the Bill. I doubt as to whether the Ministry of Labour would be able to address these problems in view of the feasibility of the Bill. It is my submission to the honourable Minister to insert various provisions dealing with different problems being faced by the workers or various unorganized sectors.

Mr. Chairman, Sir, I have had an opportunity to work in mines of Sawai Madhopur and Bharatpur region some years ago. I went there with a friend where red stones were being cut in mines. It was 11 'O' AM when I saw there some women working under terror, it reminded me of the feudal age which is sometimes used to be depicted in Hindi films. I was accompanied by a friend who was working for many years in that region. He was capable to work with them when I tried to talk to the labourers, fear was visit large on their faces. These workers were from unorganized sector. I tried to live among them for seven-eight days. It is very difficult to explain in words the horrible situation under which these labourers live. These people were not provided with any safety measures while working with those tools in dust and stones in the months of May-June. What to talk about these safety measures, the workers are deprived of even their self respect even or a citizen's basic right—the human rights. I cite another example. I got an opportunity to work at a place in Kishangarhbas in Alwar. I was working in a village there. Whenever we used to go there by cycle people fled away from there. They were afraid as if we were an officer. I am talking 14-15 years ago. We were surprised to see that whenever we went there by cycle, Workers of unorganized sector used to flee away from there. Then I came to know that they were harassed under some or the other rule and regulations because they belonged to remote and lower hilly areas. The people working there were afraid that some or the other excise or tax officer will harass them. I did cite a small example to you when I was working in Reewa, I saw people of unorganized sector in remote villages of Kaimur plateau and I have seen example of this in Narsinghpur, Mandala and Jabalpur also. Rather farming in Narsinghpur and Mandala is very good. At least 10-15 per cent people of each village were from unorganized sector and they were working as semi-bonded labourers. If you go to any village, you will see that at least 50-100 persons of remote areas go there to work for four-six months. Some people have attached themselves with some or the other family for the last 15-20 years. They are called Mahindari at some places and in Madhya Pradesh. They are called Harwahi. They are called by different names in different states. I wanted to cite three-four examples because their class of people is seen everywhere. Whether it is minig sector or agriculture sector or bidi work who do not get even their fundamental rights.

[Shri Sandeep Dikshit]

These people are unnoticed. They do not come in light anywhere in Government or Government machinery. If a political or social worker comes into their contact then only their rights are discussed. I submit to honourable Minister through you that there are 106 jobs which come in unorganized sector but I think it is more than that. Pulses and regulations have been framed for all sectors in some or the other form and they must be brought. In practical, whatever form it may take but I would request you that existing laws of all sectors should be reviewed and we should include all the aspects relating to public welfare, development of unorganized sectors or the issue of minimum wages.

Now-a-days a concern is expressed that a corridor is developing between Tirupati to Pashupati where naxalites or maoist are spreading. It is the region where agriculture labourers of India live in maximum number. It is not a coincidence. But a result of those representative set up. Today in India the ratio of minimum agriculture labourers to total labourers is to the tune of 25-30 per cent and it is 40-45 per cent are in this whole belt. That's why it is deserved that naxalites and maoist are on the rise is that area. You will also see here that average pendency of credit is lowest in this region. It is not necessary to bring any new law in credit system rather only those persons should be covered in this credit system who do not have any land, house and who are only self employed. I mean to say to the honorable Minister that no scheme can be effective in itself until 93 per cent labour are covered under it.

We have seen the formation of SEZ's across the whole country and hue and cry as a result thereof. When they were in power, they were able to understand and now Government also understands the possibility of some welfare aspect in it. I have no objection even if ninety or hundred SEZ's have been set up. Today a number of clashes are going on over land of Singur in West Bengal. There may be some welfare aspects also and it is also possible that public of West Bengal could get benefit ultimately but there is another aspect towards which I would like to draw attention of the Government. Twenty years ago 'Delhi Haat' was developed in an area of 3-4 acres of land in where people of unorganized sector could sell their products. A small efforts made in Delhi resulted

in positive effect on artisans of India. Every body has seen that if any body get a small space for fifteen days in Delhi Haat, he can earn his livelihood for the whole year. I have to just say that wonderful impact has been seen after giving four acres of land to unorganized sector people. We have provided thousands and crores of acres of land for SEZ's but whether any Government has taken step to reserve 500 or 200 or 100 acres of land for poor people also. I would like to say one thing that for the Government should think for the welfare of labours in unorganized sector in the same vein as does for the companies and for setting up of SEZ's. I mention about an officially allotted place, or land. Allocation of such land is not difficult. You may allocate hundred acre area at four places in Delhi and provide facilities for marketing of products made by unorganized sector. It can be done in Mumbai, Kolkata or Patna. You may create hundreds of Singurs but land in Kolkata should be allocated for workers. You may create one hundred SEZs in Maharashtra, but they should be allocated land in Mumbai, Pune and Nagpur also. The poor should be given their legitimate rights in every scheme of the government and that too in concrete terms not in slogans only. This is the issue which I want to emphasize.

[English]

SHRI P. RAJENDRAN (Quilon): Mr. Chairman, Sir I would like to thank you for giving me this opportunity to speak on the discussion initiated by Shri Devendra Prasad Yadav on the problems being faced by the unorganized workers in the country.

I do support the points made by him to protect the unorganized workers. It is the largest sector in the field of production be in the field of agriculture or non-agriculture, construction workers, artisan workers, beedi workers, Khadi and Village Industries workers, small-scale and tiny industries, traditional industries like fisheries, cashew, handloom and forest workers, auto rickshaw drivers, rickshaw pullers etc. So, in several fields, these workers are working.

Sir, according to the National Sample Survey Organization, 2000, their number may be about 37 crores which is more than 93 per cent of the workforce all over India and the most unfortunate fact is that hitherto they are rather neglected.

Sir, the large chunk of these workers belong to women folk. Even children are widely engaged in these activities. Even the women are denied the rights of maternity benefits. In several sectors when women are getting married, they are mercilessly thrown out of employment.

Sir, ours is a democracy. We are proud of celebrating the 60th Anniversary of our Freedom. But democracy and freedom for these crores of workers are the right to starve and the right to suicide. It is high time to think over the plight of these crores of workers.

We have so many labour laws to protect the minimum wages, the Provident Fund, the health facilities and so on. But contrary to the natural laws, the lion's share of our workforce is denied the pleasures of these labour laws. Most of the laws are more often violated than being implemented. I would request and urge upon the Central Government and our new Labour Minister to motivate our employers to implement these labour laws.

In this connection, I would also urge upon the Government of India and the Labour Ministry to enunciate and bring a comprehensive legislation to protect the interests of the crores of workers engaged in the unorganized sector. We must provide them with an atmosphere and facility to get the minimum wages, health-care, Provident Fund, pensionary benefits and other welfare and social security measures including housing and educational facilities.

In this era of liberalization and policies like hire and fire as also the Special Economic Zones, the declared destination of violation of not only the labour laws but also the natural justice, we must strive to save crores of workers from unemployment and hazardous employment.

In States like Kerala, several welfare measures are being implemented. I would request the Government of India to take this as a model and extend the financial assistance to these workers. The Government must ensure implementation of such measures. In regard to these welfare measures, the Panchayats may be treated as the centres of registration of these workers to extend all the economic and health assistance to them. The District-level Monitoring Committees may be constituted giving representation to the people's elected representatives.

Finally, I would like to say that the UPA Government, as enshrined in the Common Minimum Programme, should enunciate the legislation. It is high time to do it. I would, therefore, request the hon. Labour Minister to enunciate a comprehensive legislation for these unorganized sector workers. Thank you.

[Translation]

SHRI RAVI PRAKASH VERMA (Kheri): I am grateful to the Chair for allowing me to speak on the issue raised in the House under Rule 193. Sixty years have passed since we became independent. Everyone got the right to vote after Independence and that was a good thing. It is by virtue of that right that the present discussions is taking place; otherwise it would not have been possible. We have been discussing this issue for the past 60 years, but even now there are 36 crore poor people who are working as labourers in unorganized sector in the country. We hold a lot of discussion about the poor and the ways and means to wipe out poverty. But, their poverty is still there. This section find some attention at the time of elections when the workers and leaders of various parties visit them with their colourfully packaged promises. They are assured that their poverty will be alleviated and their economic upliftment will take place. But, all these promises turn into daydreams after the election process is over. They have remained poor for the last 60 years and it is a matter of concern for the country.

I am talking about those people whose misfortune is that they were born in poor families where scarcity was prevalent but constitutionally they had all the rights of a citizen. In India, it is a very long tradition that the insecure, weak and hapless people should be treated with compassion. But in fact, this class is the most exploited one and presently we are discussing their condition.

It is being proclaimed that the GDP growth rate of the country is about nine per cent, which is equivalent to adding 700 billion dollars to the economy. But, it is proving beneficial for the service sector only and not to the labourers in unorganized sector, the villagers or the urban populace who are at the lowest rung of social, economic or political system of our country. They are unorganized even today and are facing all sorts of problems.

[SHRI RAVI PRAKASH VERMA]

I would like to remind the House through the Chair that this House stands witness to the throwing of a bomb by Sardar Bhagat Singh in the year 1927. He also threw a pamphlet in which it was mentioned that the people wanted freedom both from the English and from hunger, helplessness, illness, illiteracy and tyrannical system which instigates one person to exploit his fellow brethren. We have to introspect on this issue, as it is a very important matter. Because of the tickling effect of our economy, the people are compelled to live a torturous life. He toils from morning till evening and becomes a living example of the poem-'Woh Torti Patther'. He does not get enough wages to get bread and butter for his entire family. His children have to go to work without any breakfast. Whether the tickling effect of economy will remain intact in future also? I think the whole issue needs to be looked at with a wholistic approach because the above-mentioned people hold the real power to govern this country as they cast their votes to form government and give fiscal powers to the government. I think it is the right time when the government should realize that they need 'sharing' in governance and economy, not any charity or pity.

In the Report of Human Development Indicator of U.N.D.P., India ranks 127 in the ladder of nations. Much work has been done and a lot is being promised. I firmly believe that if hunger, and helplessness prevail; if a girl is sold because of poverty, then these acts should be considered as the acts of human rights violation and these things should be viewed in that manner. A system should be created in which a citizen should get his share as his legitimate right in a democratic state. It should not be given to him as charity. One very important point raised while discussing this matter is whether the so called 'poor' are really poor or merely under productive. It is a matter of surprise that the prevailing system has not given them the opportunity to become productive. I would like to inform you that the migrant 'girmita' labourers of India, who went to Fiji and Mauritius or Guana have become 'human beings' in the right sense of the term. They have formed India at those places. But, what about the people who could not go there? Why did not they go there? As they were un-educated, they have no access to the resources because the Government didn't pay any attention towards them.

The attention of the people who do not have to suffer the problem of hunger and poverty never shifted to the problems of their poor brothers and lost in the media glitter they started to identify themselves with 'Kaun Banega Crorepati' and Priyanka Chopra which have become the ultimate truth of our life. They do not proud over the problems of poors and their helplessness where they and their daughters have become saleable commodities. There is no viewership for such programmes. I feel that you have given us an opportunity to make a pledge that in the coming days we have to transform everybody into a productive personality. Today's economy is a market driven one. This economy's progress is based on the markets and who are the people left behind in this economy? The most helpless people are the ones who were left behind. They are not getting any help. Banks also demand security if one needs loan from them, but the Government has made some efforts to ensure that they get loans without any security, but this is also a fact that the number of such people are very limited and only those with high recommendations and contacts manage to avail these facilities. This is a very serious issue. Unprotected class labourers are in rural areas, in agricultural sector and they work in other sector also. In cities also there are domestic labourers, junk-dealers, rickshaw pullers, daily wagers who construct buildings and are engaged in other works. Their number is very large and they constitute one third of this country's population. I would like to level the accusation in unambiguous terms that our nation remained indifferent towards these people. There is a need to increase their purchasing power. Charity will not serve the purpose anymore, there is a need to make productive and meaningful efforts to assist them in every possible manner. The most glaring injustice meted out to the unorganized labourers is that till now we haven't got any mechanism to authenticate the transformation of unskilled labourers to semi-skilled labourers and semi-skilled labourers into skilled labourers. We have seen that many children spend their entire lives preparing food in other's houses or cleaning utensils, even after working all through the life their earning is zilch. There is no certification for them. People who work on the road or construct the buildings, there is no authentication for them. After five, ten or fifteen years, at some point of time....(Interruptions)

MR. CHAIRMAN: You are speaking very well but the

time allotted to you is over, so please quickly conclude your speech.

SHRI RAVI PRAKASH VERMA: On one hand, the Government is taking steps to effect labour reforms. I feel that it is quite a paradoxical situation that in order to ensure the progress of the industries, the interests of the labourers are being sacrificed. On the other hand, today we are deliberating about how to protect them, this is quite a paradoxical situation. There is no mechanism available with us to certify the skill upgradation. What should we do? I have already taken up this issue in the House and now the time is ripe for the Government to appreciate this fact. 95% of the people all over the world have access to professional and vocational education, but in India the situation is entirely different. In our country not even five per cent people have access to the said type of education. It is our responsibility that the children who are born and educated in India, should get one minimum level of vocational skill and we should send them to overseas countries after making them world class professionals and this should form part of our foreign policy. This will generate resources. A Commission has been set up and it is headed by Sen Saheb. He has given some recommendations. I am afraid that it also smacks of an attitude of charity and gifting. The statements like the one that weak should be transformed this way or that way were made. I feel that rising above all these things, some serious steps needed to be taken. What we call labour laws today, should be called the employee's laws. It should be applicable to the employees. The most painful thing is that for the labourers of the unorganized sectors, it is a compulsion to work. If they do not work, they will perish. In many cases we have seen people upto the age of 80 working. This is a very painful situation. They have got no savings, they have not got any education, their women folks don't have any maternity provisions. The most tragic scenario one has witnessed is that financial constraints have forced our sisters and daughters to don the garb of commercial sex workers in large numbers. Today Government of India have very limited resources for the rehabilitation. They should take note when we talk of the unorganized society, our sisters about whom I mentioned above and children are very integral components of our system. What are the resources available with us for their welfare?

I would like to submit that during the Question Hour that day, the issue of child labour was not seriously addressed. It took about 30-40 years to issue its notification. The issue of child labour should be comprehensively dealt with in co-ordination with the Ministry of Human Resources and every child should be provided with the right to education and social security.

I would like to say only this much that now the time is ripe ...*(Interruptions)* I will conclude in just one minute. I have talked about sharing. They should contemplate about the sharing aspect if the Government provide Rs. 50 as subsidy to our labourer-brethrens at the unorganized sector who earn Rs. 50 daily, then it will increase their purchasing power. I feel that now the time has come for direct funding. If they do not act likewise, they will not be able to provide partnership to them under this system. *[English]* This is market driven economy...*(Interruptions)* *[Translation]* If in a market driven economy the purchasing power of the labour do not increase, their skills will not increase if the Government do not provide them direct subsidy, its consequences will be the same about which my earlier speakers were pointing out. Today in India, youth of about 150 districts have taken to the path of naxalism and are cherishing the dream of bringing about transformation in the system by sacrificing their lives.

I would like to quote a small incident. I had read a story about the World War-II. Two soldiers fell into a deep ditch created for the battle purpose. One soldier belonged to axis forces and the other belonged to the allied forces. The soldier belonging to the allied forces asked the other one why were they fighting each other. Both of them were wounded. Axis force's soldier replied that their tradition had been very splendend one, their standards of dignity were of high quality, they were world-beaters and in order to keep their honour intact they were waging the battle. He asked the other soldier why he was fighting. The other soldier was a Russian, he said that he did not know where he was born, he is not even aware of the identity of his father but his mother was a labourer and every morning she used to leave him in a pit meant for the pigs and in the evenings on her return she used to feed him milk. He said that he was fighting so that he may not encounter those days again in his life...*(Interruptions)*. The House should pas a resolution this year that we do not wish to

[Shri Ravi Prakash Verma]

witness those times again which caused the situations to reach such a head.

I would like to express my gratitude to you for giving me this much time to speak.

SHRI DHARMENDRA PRADHAN (Deogarh): Mr. Chairman, sir, I am thankful to you for giving me opportunity to speak. Today discussion is being held in the House on an important issue of the country under Rule 193. The hon'ble Minister is present here and it is quite natural that the House has reposed its faith in him expecting that he would do something during his tenure and will take some concrete step in this regard. Today discussion is being held with this expectation. Today rising above party line all the Members are agreed on this because it is the main problem. The present condition of nearly 40 per cent population of the country is a matter of concern and today discussion is being held to find out some new approaches in this regard.

Time and again the Common Minimum Programme of a political coalition has been mentioned here. I would also like to give a short reference in this regard. The Minister took the chagre of the Minister of Labour. I am his admirer and am very much impressed with him in many respects. However, his one statement seemed to me quite contrary to his personality.

Sir, the Common Minimum Programme was a commitment of the UPA Government that they will bring a new legislation, an umbrella legislation, a comprehensive law in this regard. However, two and half years have elapsed since then. There was also a hype about one another scheme of the Government which is National Employment Guarantee Scheme.

Mr. Chairman, Sir, you also represent the rural area of the country, you also represent a poor state. It has been mentioned about Employment Guarantee Scheme. It has been implemented in 150 districts of the country. But are all the persons willing to work getting working throughout the year, are they getting work for 365 days as per the provisions of the scheme? They are not getting it. The Government had created hype that it introduced employment guarantee scheme, they have introduced a new thing in the constitution, they have established a

record in 60 years of India's independence. Six-seven months have elapsed since the law into effect and how tis limitations are surfacing. Similarly, once again hype is being created that they will bring a comprehensive law for providing social security to the unorganized sector. Personally, I also doubt the intension and integrity of the Government because the present Government is infested with contradictions. There are two types of economic policy within the Government. Our colleague Shri Krishna Das ji assured me that he was with me. Under his pressure or say some of his influence pressurized the Government to think about the poor people of the country. However, will those who are the supporter of the so called liberalization and globalisation policy especially the Finance Minister of the Government be helpful in enacting any such law? Nearly three months have elapsed since he assumed the office of the Minister of Finance. I expect that while replying the hon'ble Minister will tell us whether he has discussed with the Planning Commission, especially the Prime Minister regarding the investment to be made in the project. When he became the Minister he had given an interview. It is unfortunate for the country that who so ever takes the charge of the Minister of Labour comes under the pressure of the organized sector and labour unions and he does not have time to think of or hold discussion about the remaining 90 per cent people neither there is any system to shed light on that issue. He had given statement that he gives priority to economic growth. If I am correct, the hon'ble Minister had said that he would bring some amendment in labour law as well. I am disappointed with this. Yesterday, I had gone to attend a conference organized by Confederation of Indian Industries (CII). There the representatives of the Confederation of Industries accepted that the so called eight-nine per cent growth is jobless. The most affected sector on account of this is the unorganized sector. However, this sector has no say in it. Several hon'ble Members from Shri Sandeep Dikshit to Shri Ravi Prakash Verma have mentioned about the problems of unorganized sector. What is the fault of that labourer. Is it their fault that they were born in poor dalit families? It is the destiny that they are born in that family. I would not like to go in that aspect of the problem. Rather, I would like to give one or two suggestions regarding the solution to this problem.

I agree with the opinion of the several hon'ble

Members that we should change the very definition of the unorganized sector and it should be looked into afresh. I have been watching it since long. Now time has come to issue multipurpose cards to those people who, throughout year, work in other's fields in their village or in the field of neighbouring villages or go to other states to work as agricultural labourers. Like ration card and voter card, recently cards have also been issued under the National Rural Employment Guarantee Scheme. The cards have also been issued to beedi workers. Similarly, cards should also be issued to them. It will ensure their social security. The purpose will not be solved merely by constituting funds. Nearly 40 crores of the country are working in unorganized sector. A multipurpose card should be made for them. We will have to change our approach towards seasonal workers. Such cards should be made and issued to these people and health, education, insurance and pension facilities should be provided to their family on the basis of this card. Today though the Minister has not made any commitment in this regard, he should start pondering over this issue because only then we will be able to provide them social security which is the responsibility of the Government. Though I do not have faith in the Government however, I have faith in you because you are certainly concerned about their social security.

The second Labour Commission of the country was constituted in 1999. Your Government had constituted a Committee under the Chairmanship of Shri Arjun Sen Gupta. That Committee had recommended for bringing a legislation. You are the Minister responsible for the formulation of only policy and rest of the responsibility lies with the Government and it is not known what it will do. Your Ministry will act as per its instruction. However, I have faith in you; so you please prepare a comprehensive policy after holding discussion in this regard and issue them multipurpose cards as has been issued to Beedi workers and through this card health and education facilities should be provided to their family members.

I will conclude after saying one or two things more. You have two-three policies. Those who construct houses are called construction labour. You have policy for them that if there is investment exceeding Rs. 10 lakh, one per cent of it will go to this fund. I would like to know from the hon'ble Minister whether any State has progressively

implemented it. Some arrangements have certainly been made for Beedi Workers. When Shri Atal Bihari Vajpayee was the Prime Minister lakhs of houses were constructed for them. However, at that time too I had also expressed dissent. My objection was that the Government are putting a pre condition of Rs. 5000 which is not good and it should ponder over it. So, you should make a comprehensive law with sincerity and good intention. We will extend our support However, it should not meet the fate of the Employment Guarantee Scheme.

With these words, I conclude.

CHAUDHARY LAL SINGH (Udhampur): Mr. Chairman, Sir, I would like to thank you for allowing me to speak on this issue Rule 193. You have voiced the concerns of the poor class which is casteless and has no religion. His worship is his work and labour. He is being exploited since ages and this is not something new. The labourer is being oppressed for centuries and this situation is prevailing even today.

Mr. Chairman, Sir, you cited the example of rickshaw pullers and very explicitly apprised the House of their problems. I would cite an example. I would like to draw your attention towards the plight of Palakiwallahs and porters. These people carry the pilgrims going to Vaishno Devi either in Palakis or on their back. Out of these 70 per cent are Muslims and 30 per cent are Hindus. It is interesting to note that these Muslim porters carry Hindu pilgrims from down the hill chanting Allah and saying 'Jai Mata Di' as they reach uphill to drop the pilgrims. It is a rare sight there I would tell those who talk of secularism that the most secular people are these labourers.

18.00 hrs.

One who wants to witness secularism in its spirit should visit 'Vaishno Devi'. Every third Muslim is carrying a Hindu on his back on a pilgrimage.

MR. CHAIRMAN: You may continue even tomorrow.

CHAUDHARY LAL SINGH: Sir, I shall not be here tomorrow....(Interruptions)

MR. CHAIRMAN: You are asking for Zero Hour. I want to get the sense of the House about it.

SHRI KHARABELA SWAIN (Balasore): Mr. Chairman, Sir, Lal Singhji will not be here tomorrow, let him complete his submission. Zero Hour may be taken up after his speech.

MR. CHAIRMAN: Zero Hour will be taken up after the speech of Lal Singhji and we shall continue with this discussion. Hon. Ministry may give his reply tomorrow itself accordingly. Lal Singhji may continue.

CHAUDHARY LAL SINGH: I was talking of secularism alongwith discussing exploitation of labourers. Today's discussion would benefit the labourers. Nowhere this kind of injustice is being meted out as is being done to the labourers at Vaishno Devi. There is 12 per cent tax on the income of the labourers contract. It is nowhere in the world. I have heard of income tax, sales tax, property tax but no labour tax. But, labour tax is charged there. The income of labourers who carry pilgrims to Vaishno Devi Shrine, give them water are taxed. This is not only the exploitation of the poor rather it tantamount to treating them as a criminal. Every year there contract is awarded and if a contractor takes a contract for Rs. 3 crore and sits on the counter. Mr. Chairman, please listen to me.

MR. CHAIRMAN: Kindly make the hon. Minister listen through me.

CHAUDHARY LAL SINGH: I know your mindset. You are also a well wisher of labourers, that is why I want you to hear it too along with the hon. Minister. The contractor does not pay full wages to the labourer. When the labourer comes back after taking the pilgrim on a journey the contractor refuse him to pay. When the labourer insists that he is hungry and wants money, the contractor tells him that if he is so desirous he will be paid but Rs. 20 will be deducted from his labour. Hence he is paid Rs. 20 less. What kind of justice it is? There are six people working with a Palakiwallah and he gets Rs. 1200. Out of this labour he has to pay 12 per cent tax, the palaki owner charges him separately, this way what does the labour get? Please do some justice with them as these are unorganised labourers and are not working under any organisation.

Sir, the Government should help them out. Every year he has to get an identity card made which costs Rs. two. They have to pay Rs. five hundred to get it made.

They have to take 'no objection' for it at times from Tehsil and at times from the Municipality. We want to give employment to the people of Jammu and Kashmir. The rich people of Delhi have purchased battery cars. The big contractors of the Shrine Board, the commissioner have started operating battery cars after a settlement. How would the labourer earn there? When the labourers resorted to strike the police thrashed them and put them in jails, I was present there. There was a protest march for five days and after the fifth day I got them released from jail. Atrocities would continue on them if Members like us are not there. What does the poor man want? He only wants daily wages, not more. He does not want more than one square meal for his family members. The labour rate fixed by the Government which is taxable and there is also a system of contract when he is moving on road, he does not have any shelter. If it rains the labourers cannot stay in the open when he looks for a shelter then he is beaten up by the police, atrocities are committed on him....(Interruptions)

MR. CHAIRMAN: Please come to the subject.

...(Interruptions)

MR. CHAIRMAN: Lal Singhji, please conclude.

...(Interruptions)

MR. CHAIRMAN: Do not talk to him, please address the Chair.

CHAUDHARY LAL SINGH: Sir, it is my principle that I do not interrupt any Member. Similarly, I do not want any Member to interrupt me.

Sir, those people do not have any shelter midway, there is not even an eating outlet midway if they wish to stop and eat. As per law there should be a provision for their shelter, food and rest. They do not get any compensation in case their horse falls down. They do not get anything in case anyone of them falls down the hill however, they have to pay tax. As far as the battery car is concerned, what for these are being operated. These are being operated to help a handicapped person or a heart patient. They started operating two battery cars.

MR. CHAIRMAN: Please conclude.

CHAUDHARY LAL SINGH: Sir, they are about to

operate 17 battery cars. I wish to submit that the labour should not be oppressed. The labour rate across the country is very low. The labour rate fixed by the Government is different from what the common man pays. Given the present scenario of rising prices, the labourer cannot afford two square meals. The prices of pulses is Rs. 60 per kg and that of flour is Rs. 17, then how he would afford. Are we not capable of paying the labourer his daily wages? Who are unorganised labourers? We call them unorganised labourers who do not have regular income. The Government will have to pay special attention to them since they are the ones who manufacture everything from needle to a plane. They are the ones who have raised high rise buildings. Their conditions is worsening day by day. Sir, it used to be said that poverty and food were the issues influencing election. Today the situation is different. The focus is on growth rate these days. No attention is paid for alleviation of poverty. Special attention should be paid towards it.

Thank you for providing me an opportunity and I seek apology for the trouble caused to him.

[English]

PROF. M. RAMADASS (Pondicherry): Thank you, Sir, for the opportunity given to speak on this very significant issue facing the Indian economy. Many speaker have already outlined the problems of the unorganized labour, their magnitude, their numbers, their deteriorating conditions, etc. In view of the paucity of time, I will not repeat whatever has been said. I would only wish to reiterate two important points which may be taken into account by the hon. Minister.

It is a good augury that this discussion is taking place at a time when we have a Labour Minister who is devoted to the cause of amelioration of the sufferings and welfare of the people. This UPA Government, although it has passed the National Rural Employment Guarantee Programme to take care of the problems of the unorganized labour, has to do a lot more to improve the wellbeing of these people.

The first point which I would like to impress upon the Government is that the condition of the unorganized labour and the economic progress of this country are negatively correlated. There is no positive correlation

between the growth and the welfare of the unorganized labour in the country. Various studies have proved the process of economic reforms that we have undertaken has not generated more employment opportunities either in the organized sector or in the unorganized sector.

In the organized sector, the public sector is now withering away all the employment opportunities because we are going in for a process of privatization. But, in the case of the private sector, we have the entry of multinational companies, the emergence of big companies, which give more importance to mechanization of their operations which leaves little scope for the development of unorganized labour. Everyday we are talking that the Indian economy is progressing at the rate of eight per cent growth, nine per cent growth etc. But what is the consequence of this growth rate on the employment implications of the people? Now we find that there is even negative growth in several sectors of the economy.

When people do not get employment either in the public sector or private sector, they join the army of unemployed people or join the army of unorganized labour. Therefore, the growth process in the country has produced a process of jobless growth. This point must be kept in mind by the Government. Therefore, the condition of the unorganized labour today is moving from a state of poverty to pauperism. This point must be taken note of by the Government.

The Government, although is taking a large number of measures, has got only one view that those who are employed in the Central Government are the employees of the Government and these people who constitute 90 per cent of the total labour and who contribute about 62 per cent of the national income of the country are left uncared by the Government. Therefore, the Government should pay more attention on this.

I would only indicate one or two points which the Government should take note of. One is that the National Commission on Labour has given a number of recommendations and the aim of the Government has to improve their productivity, their quality of work, and that they should enhance the income earning abilities of the people and increase the bargaining power.

There are two important things that the Government

[Prof. M. Ramadass]

should do. Today the unorganized labour is not recognized as a worker. Whether it is NSSO survey or whether it is census operation, labour is not recognized as a worker. Unless they are recognized as worker, they will not be enumerated in the offices surveys. Therefore, my fervent appeal to you is that the Government should treat this unorganized labour as worker and include them in all official surveys.

The Government of India should provide identity cards to all the unorganized labour so that they will have some identification and there will be some recognition and they can use it for whatever purpose they can.

The third thing that the Government of India should do is that it should constitute a National Welfare Board for Unorganised Workers. Fourthly, they should increase the bargaining power by permitting the unorganized labour to organize into unions wherever it is possible and try to extend all the benefits to the unorganized labour also.

Therefore, this Government has to give utmost attention to the development of the people because economic growth alone cannot bring happiness to the people. We should understand this problem. We should emulate from the example of China where economic growth is accompanied by more and more of welfare measures, especially the social measures. If you look at the social composition of these unorganized people, they are drawn from the Scheduled Castes, from the Most Backward Communities, from the Backward Communities. People who are affected by poverty is unorganized labour; the people who are affected by ignorance are unorganized labour; and the people who are affected by mal-distribution of resources is unorganized labour. Therefore, about 60 per cent of these people should be lifted. If the poverty line people have to be lifted, then the organized sector should be given attention. Therefore, the Government should come out with a comprehensive Bill, may not be in this Session but in the next Session, so that the welfare of the people are protected. We, irrespective of the party affiliations, support the Government if it comes up with the umbrella legislation on the welfare of the organized sector.

[Translation]

DR. SATYANARAYAN JATIYA (Ujjain): Mr. Chairman,

Sir, I would like to thank you for giving me an opportunity to speak. It happens in our country only that a person becomes poor by the birth, a person becomes untouchable by birth and thus is rendered helpless and destitute from his birth. The Constitution of India talks of securing to all its citizens, social, economic and political justice, liberty of thought, expression, equality of status and of opportunity and promoting among them all fraternity, assuring the dignity of the individual and the unity and integrity of the nation. On one side we are talking like this and on the other hand nothing concrete is being done in this regard. A budget is prepared for the weaker sections, unorganised sectors. According to the census total organised workforce in country is 40 crore, the same figure is being taken for last 4-5 years, this might have increased by now. Around, ninety per cent workers belong to the unorganised sector and a large part of unorganised work force lives in rural areas and are not having any employment. Due to lack of employment, they become increasingly helpless, even though theoretically all schemes in the country are formulated for them only. Though the poverty alleviation schemes are there but the poor always remain poor. Under Indira Awas Yojana, houses are constructed for them, but the houses are constructed at unsafe places, near the drains and are washed away in the first rain, or flood. This way, injustice is being done with the people of country, there is a need to take strong resolution to check this injustice.

I would like to present the speech of hon. Prime Minister delivered on 15th August. He said, "Today, from this historic Red Fort, I appeal to every one of you to re-dedicate yourself to build a new India. An India that is united in thought, not divided by religion and language. An India that is united in itself, not divided by caste and region. An India that is united is seeking new opportunities for growth, not divided by disparities. An India that is caring and inclusive". He further said that we want to formulate some schemes for achieving this objective. The economic progress is taking place in our country, the poor, the workers of unorganised sector has also contributed to 9 per cent growth of GDP of the country. He said that "as our economy booms and as our industry grows, I hear pressing complaint about an imminent shortage of skilled employees. As a country endowed with huge human resources, we cannot left this be a constraint. We are

planning to launch a Mission on Vocational Education so that the skill deficit in our country is addressed." According to me, if the Government is contemplating on it, it is a good thing and it should complete these schemes at the earliest. The term of the Government is of 5 years, if it does good job, the people will accept it, otherwise the people will reject it. But in our country where a person is born in difficulties along roadside, brought up in depravities and his youth is lost in disillusionment and in facing misfortune and meets his unnoticed and unsung end on the very road where he was born.

Mr. Chairman, Sir, therefore, you too agree with all the views expressed in regard to the workers of such unorganised sector and think about their upliftment. The Government also contemplates over it, every Government does so. But it only contemplates on the issues, but does not take any action. Therefore, the occasions of any meaningful accomplishments in regard to their welfare can be counted on fingers. Even after the 60 years of independence, nothing concrete has been done for the common man. The common man does not get ration on fair price shops, the progress has not been made at the desired pace. The Government launched Employment Guarantee Scheme. The Employment Guarantee is for 100 days only, what will one do during rest of the days.

MR. CHAIRMAN: Jatiyaji, you derive inspiration from Kabir's philosophy—"Sab Ghar Dekha, Ek hi Lakha." You are aware of it, so please conclude now.

DR. SATYANARAYAN JATIYA: All are born equal—"Awwal Allah Noor Upaya kudrat Ke Sab Bande, Ek Noor Te Sab Jag Upaja, Kaun Bhale Kaun Mande", which essentially conveys that the God has created everyone equal and so has been enumerated in the Constitution of India in which equal rights have been given to everyone. The Government and all the people should work collectively to remove the underlying inequalities because all of us are aware, wealthy man has access to everything.

"Yasyasi Vittam Sa Nar Kuleenah, sa Buddhiman sa Gunagya, Sava Vakta sach Darshaniya, Sarve Guna Kanchnam Aashryanti". The rich man has all might and the poor are deprived of everything. He consideration should be paid in the direction to ensure that the poor may not become more poorer and the Government should

pay consideration in phased manner to the suggestions given by the Second Labour Commission and other things in regard to unorganised sector. Thank you for giving me an opportunity to speak and I would like to request the Government to take initiative in this direction.

SHRI GANESH SINGH (Satna): Mr. Chairman, Sir, while hanking you, I would like to raise a very important matter in the House. It is related to six Lok Sabha Parliamentary Constituencies—Jabalpur, Reeva, Satna, Banda, Hamirpur and Khajuraho. My Parliamentary constituency comes under Jabalpur division of West-Central Railways. Out of the two passenger trains bound for Delhi, one Mahakaushal Express running between Jabalpur and Hazarat Nizamuddin starts at 6 o'clock in the evening and terminates at Nizamuddin at 11.30 a.m. here was a long standing demand to change the timings of this train so that it could reach Delhi at 9 o'clock in the morning. The change in the timings which has been made recently is highly inconvenient. There is a resentment among the people due to it. Therefore, the railway time-table should be revised so that this train could reach at Hazarat Nizamuddin by 9 o'clock in the morning.

Similarly, the other train which runs between Reeva and New Delhi, starts from Reewa at 10.30 in the night and reaches Delhi at 1.30 in the afternoon. A demand was made to change the timings of the said train so that it could reach Delhi at 9.30 in the morning. But unfortunately, the time-table has not been revised so far. The situation is that the train running from Reeva to Delhi always reaches after 3 o'clock. Similarly Mahakaushal Express reaches always one o'clock in the afternoon. People are facing lot of difficulties due to it.

Through you, Sir, I demand to change the time-table of both the trains.

[English]

DR. K.S. MANOJ (Alleppey): Sir, I rise to make a submission on a very important matter regarding closure of post offices in the rural areas and opening up of private franchise centres.

Indian Postal Services has completed 150th year of existence in the country. In the rural areas, post offices

[Dr. K.S. Mano]

form the mainstay of communications among the rural poor even in this era of information and communication revolution. Postal Savings bank also provides banking facilities in the rural areas. Post offices form one of the hallmarks of national integrity network. But the government has closed down or merged several post offices in the country.

More than 38,000 regular posts and 20,000 posts of ED employees were abolished, thus weakening the functioning of post offices in the country. The Government has given secret directions to the Chief Post Master-Generals to open up private franchise centres. One hundred such centres are going to be opened in the country including three such centres in Kerala. No private franchise provides services in the rural areas. One cannot be blamed, if one thinks that the post offices are closed in order to facilitate the private entrepreneurs. Post offices are profit making units, if the profits out of the postal savings and postal insurance are taken together. As per the Common Minimum Programme, no profit making unit should be privatized. So, this is a violation of the Common Minimum Programme. So, I urge upon the Government to review the decision to close down the post offices and to open private franchise centres.

SHRI CHENGARA SURENDRAN (Adoor): I would like to raise an important matter regarding the creamy layer in reservation for Scheduled Castes and Scheduled Tribes. The hon. Supreme Court of India in pronouncing judgement on a bench of petitions challenging constitutional validity of various amendments made in the Constitution providing reservations, on 19th October 2006 held that "Creamy Layer" should be excluded from the reservation for the Scheduled Castes and Scheduled Tribes in Government jobs.

At the outset, I would say that it is against the letter and spirit of the Constitution of India. Reservation for Scheduled Castes and Scheduled Tribes in recruitment to Government service was provided in the Constitution considering their social and educational backwardness. So, the basis for reservations is social and educational backwardness and not economic backwardness. So also, it is to be noted that the provision of reservation is not for

getting some employment to this folk but for getting their participation in the administration of the country.

I would, therefore, submit that the Union Government may prepare, present and pass a Bill for amendment of Constitution in this Session itself to tide over this situation.

MR. CHAIRMAN: Shri Mahtab, Your subject is the same. You can associate with him.

SHRI B. MAHTAB (Cuttack): But my suggestion is different.

I would like to draw the attention of the House to the fact that the Government of India has decided to constitute a one-man Commission to study the feasibility of the contentious project to sub-categorise the Scheduled Castes. This is a highly volatile issue and the move is bound to generate heat and controversy. The proposal to divide dalits into groups and split the reservation quota among them has brought the strong and weak groups among dalits at loggerheads.

In Andhra Pradesh, there is a head on collision between Madigas and Malas. In Orissa, the division is being carved out as so-called "Untouchable Dalits" and "Touchable Dalits". Dominant Scheduled Caste groups like Chamars in North India are agitated over this issue of sub-categorisation of dalits. What has made the issue contentious is Government's green signal to the micro division of the Scheduled Castes despite the Andhra Pradesh Scheduled Castes (Rationalization of Reservation) Act, 2000 being struck down by a Constitution Bench of the Apex Court. The five-judge Bench held that sub-classification of the Scheduled Castes was violative of Article 14. It had also called it beyond the legislative competence of the State. Sub-division of the Scheduled Castes is also violative of the basic structure of the Constitution.

I would urge upon the Government to stop playing with fire. Identifying the Creamy Layer is one thing but sub-dividing Scheduled Castes in the name of specific caste is not only unconstitutional but also dangerous.

[Translation]

MR. CHAIRMAN: The hon. Members who have been left, can raise the matter tomorrow by giving a fresh notice.

...(Interruptions)

MR. CHAIRMAN: Please listen to the first. I have said that a cultural programme of children has been organised in the P.L.B. in the evening. All the hon. Members are cordially invited. The Members whose notices have been received can raise their matters tomorrow. But they may please give a fresh notice in the morning.

...(Interruptions)

MR. CHAIRMAN: The House is a Supreme body. Therefore, all the Members are being given one minute each.

[English]

SHRI PRABODH PANDA: I would like to raise a very important matter regarding procurement of food crops, particularly the paddy crop. The Minimum Support Price of Paddy is not sufficient. It is neither remunerative nor supportive. Moreover, the procurement has not yet been started. The harvesting of paddy crop is almost over across the country. In West Bengal this year 19 lakh MT of paddy crop has been targeted for procurement and out of that FCI has been assigned to procure 12 lakh MT. But the FCI has not yet started the procurement. I would like to request the Ministry of Agriculture to immediately start the procurement in the rural areas so that the distress sale can be arrested and the poor people can be saved.

[Translation]

SHRI TEKLAL MAHTO (Giridih): Mr. Chairman, Sir, in 1964, the then Prime Minister late Smt. Indira Gandhi had got to establish TCS and STC under the Border Security Force camp on the land of the people of Allonja and other villages of Meru Sadar and Ichak blocks of the Hazaribag district of Jharkhand State. This unit has been assigned the job to recruit soldiers in the Border Security Force and give them training. Of late, it has come to notice that the transfer orders of the STC located at Meru Camp have been issued. There is resentment among the people of Hazaribag due to it. They have given a letter of demand to the local officers for staging a dharna and demonstration. The situation over there can go out of control any time.

Therefore, through this House, I request the Government to immediately stop the shifting of STC institution from the BSF camp, Meru. The land of thousands of farmers has been acquired for the construction of

Tarpaiyan Hydel Project in Bokaro district of Jharkhand State. However, no arrangements have been made for their employment, rehabilitation and compensation so far. Therefore, through this House, I demand to make early arrangements for providing compensation to and rehabilitation of the displaced people

[English]

SHRI MANJUNATH KUNNUR (Dharwad South): I am speaking about the coins of Rs. 5 and Rs. 100 denominations which were released in Bangalore by the hon. Prime Minister on June 13, this year on the occasion of *Suvarna* Karnataka. The coins were released in the name of social reformer, Jagajayathi Basa Veshwara who is the first Kannadiga ever in whose memory the coins have been issued for which I am grateful and thankful to our beloved hon. Prime Minister. But unfortunately, the life time of the saint of the 12th century is missing. This is nothing but the callous attitude of some Central bureaucrats towards the revolutionary Kannada social reformer, Kannada culture, Kannada history and Kannada literature. In fact, it is Basavanna who introduced the parliamentary system of governance in Basava Kalyan, Karnataka for the first time in the history of this great nation. His Vachana's (poems) are like an ocean in the field of literature which can elevate the life of humanity. The saint innovated and introduced equal status for women in parliamentary democracy.

Now the coins are not available in the market as per the demand of the public. Therefore, I would request the hon. Minister to release the Basa Veshwara coins and the life-time of the saint should also be mentioned on the coin.

SHRI G. KARUNAKARA REDDY (Bellary): I would like to draw the attention of the Minister of Rural Development regarding the two most important proposals of my Parliamentary Constituency, Bellary in Karnataka which are pending. The first proposal is regarding the financial assistance for Clean Mill Production Programme, expansion and modernization of Bellary Dairy as well as creation of infrastructure facilities at Dairy Co-operative Societies in Bellary district under Swaranajayanti Gram Swarojgar Yojana (SGSY). The Karnataka Government has sent revised proposals in accordance with the suggestions made by the Union Government, as the revised cost of the project is Rs. 672.50 lakhs.

[Shri G. Karunakara Reddy]

The second project proposal is regarding financial assistance for rehabilitation of Devadasis in Bellary District under the same SGSY Special Project. The Devadasi system is in existence because of poverty and religious belief of the society. In Bellary District, there are 6553 Devadasis, out of this 3942 are eligible to take up economic activities. For the sake of livelihood, these women folk are practising Devadasi system and in turn are affected by sexually transmitted deadly diseases such as HIV/AIDS. So, there is an urgent need to discourage this evil practice and to bring them to mainstream by providing self-employment through assistance from banks and Government Department.

Sir, this proposal is to cover 3942 beneficiaries who are below the poverty line. These women belong to purely Scheduled Castes and Scheduled Tribes. The total cost of the project is about Rs. 963 lakh. I urge upon the Minister of Rural Development to clear these two proposals immediately and release the financial assistance for the same at the earliest so that the people of Bellary constituency will be benefited to a great extent.

[Translation]

PROF. MAHADEORAO SHIWANKAR (Chimur): Sir, in the year 1980, the 'Bhoomi Poojan' of Gosekhurdh project of Maharashtra was conducted. When Yuthi's Government came to power the said project was commenced by allocating Rs. 600 crores, but the Government of Maharashtra is completely ignoring it. They are throwing dust in people's eyes by merely digging canals. The Government have not yet provided the amount of grant for the year 2005-06 and 2006-07 to the Government of Maharashtra, as the Government of Maharashtra had not presented the earlier records of accounts. Therefore, I urge Union Government to accord central project status to Gosekhurdh project and complete the said project in the coming three years by giving them the entire funds.

Sir, the sale-purchase and registration of the land owned by the farmers of Bhandara, Chandrapur districts have been stopped for this project and now the Government of Maharashtra is acquiring the land of the

farmers. The farmers are being given only Rs. 30000 to 35000 as compensation for the said land. In such a scenario, farmers have become a highly discontented. The Government are compelling them to commit suicide by evicting them from their land. I urge the Union Government to allocate Rs. 1500 crore yearly to the Gosekhurdh project and the farmers should be given at least Rs. three lakh which is the prevailing market rate per acre. The Central Government should take action in this regard without further delay.

SHRI RAJNARAYAN BUDHOLIA (Hamirpur, Uttar Pradesh): Sir, as per the verdict of the hon. Supreme Court, there is a ban on the use of Sawing machines. Under the come of this rule the forest officials across the country are harassing the sawing machine operators and the people engaged in wood related works and as a result the carpenters are on the verge of starvation. In rural areas small wood factories are closing down. The problem of unemployment is slowly and steadily assuming greater proportions. Besides, many big schemes related to developmental works are implemented each year in the country. Funds for the approved schemes are sent to the treasuries of the concerned departments of the State Governments. The process of tendering etc. also is completed. When the contractor or the Government employees of the department concerned go there to start the work, the forest officials by showing it as their land create impediments unreasonably while stopping many significant schemes of public interests. As a result, there is much resentment among the people. To cite an example, the forest department has stopped the construction work of the road from Bheri (Hamirpur), Uttar Pradesh to Pathrainta (Jalaun) Uttar Pradesh and the bridge being built at a high cost over the Bethwa river in my own constituency.

So, through you, I request the hon. Minister to issue necessary instructions to prevent the unemployment among the carpenter class, wood factories and to remove the impediments in the construction of road from Bheri to Pathrainta and the bridge being built over the Bethwa River by the State Government at a heavy cost in my Parliamentary Constituency and to quickly address the hindrances created by the forest department in the development works of public interest in the country.

[English]

SHRIMATI P. SATHEEDEVI (Badagara): Sir, I would like to draw the attention of the august House to the need for materialization of the proposed Tellichery-Maha by-pass at NH-17. The proposed Tellichery-Mahe is one of the most vital stretches in NH-17. The traffic along the existing road between Kannur and Mahe is very congested. Tellichery is one of the trade centres in the Malabar area and requires access from various parts of the State as well as Karnataka and Pondicherry. The traffic along the road between kilometres 177/00 Tellichery to kilometres 184/600 Mahe is too congested. The reach from kilometres 177/00 to kilometres 179/00 Saitarpalli is perhaps the only reach along the National Highway which cannot accommodate a two-lane traffic. The traffic allowed through this reach is one-way. It takes more than half an hour to negotiate a distance of two kilometers in peak hours.

Though the proposal for the by-pass has been active for several years, it is not yet sanctioned. The land acquisition for 12 kilometres is over. Hence the reach should be attended in full or in part immediately. Two bridges are required to be constructed for the completion of the by-pass. Therefore, the Ministry of Road Transport and Highways should take immediate steps for the completion of this by-pass.

SHRI KHAGEN DAS (Tripura-West): Sir, I would like to draw the attention of the Government that construction of border fence along Indo-Bangladesh border in Tripura to stop cross-border terrorism, infiltration, border crimes, etc. was taken up six years back but the work still remains incomplete. On 120 kilometres of the stretch which are used by terrorists for their ingress, the work is yet to start. It is estimated that more than 7000 families have been displaced due to border fencing and most of them belong to BPL category. The Government of Tripura has proposed a scheme of Rs. 93 crores for resettlement of these families. I would urge upon the Union Government to take immediate necessary steps on the following:

- (i) Funds as proposed by the State Government should be sanctioned.
- (ii) Fencing work in the remaining stretch should be started.

(iii) Fence should be aligned as close to the international border.

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Hon. Chairman, Sir, I would like to draw your attention towards an important issue. The person permanently residing in India should be provided with a smart card in the form of National Citizenship card in which all the data like the name of the constituency to which the voter belongs, the part of the voters list and its number, the complete detail of the individual, his/her name, name of father, address, detail of the work place, marital status, detail of the children, detail of the bank accounts, ration card no., passport no, PAN no. and driving license no. etc. should be incorporated. It should be made mandatory for every Indian to cast his vote. This will resolve a major issue related to the election and will bring down the election costs. Therefore, my demand to the Central Government is that on the lines of other countries where smart cards are provided for the identification of national citizenship each and every Indian Citizen should be provided with smart cards so that the separate identity of the Indian citizens can be maintained.

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, small scale and other industries are being compelled by Coal India to get coal through e-auction-for the last 18 months. Due to this, many industries or small scale industries have been closed and some are on the verge of closure. It has misused its monopoly by implementing this system. Some small scale industries filed an appeal in the Supreme Court in this regard responding to which the Supreme Court awarded relief to these small scale industries and others through its recent decision on 1 December wherein it was stated that making coal available to all these industries at notified rate was the correct procedure. Declaring the e-auction system as illegal and detrimental to the small scale industries court ordered to provide them immediate relief. The court has also ordered to return the amount charged in excess of the notified rates through e-auction with 12% interest.

Sir, I would like to say that the then secretary of the Ministry of coal and Chairman of coal India are responsible for implementing e-auction system by coal India and

[Shri Hansraj G. Ahir]

Ministry of coal. As per my information the then Minister of coal and Minister of State in the Ministry of Coal expressed their disapproval in writing and asked not to implement the e-auction system. Both these senior officers got the permission for e-auction by misguiding the Deputy Chairman of Planning Commission and hon. Prime Minister and implemented the e-auction system which has harmed the small scale industries and some of which have closed down. Crores of people get employment in the small scale industries. It is being suspected that these officers have been used to make a foreign conspiracy to close these small scale industries successful. Sir, through you, I demand from the Government that this matter should be investigated by CBI and coal should be provided to all linkage customers and functioning industries at notified rates which are compelled to get coal through black marketing.

SHRI VIRENDRA KUMAR (Sagar): Mr. Chairman, Sir, national bird peacock is in danger of becoming extinct. Significance of peacock is well known for it has adorned the crown of Lord Krishna since time immemorial. Even today, it has an important place in Deepawali puja and peacock dance on religious occasions still holds attraction for the people. Tourists from abroad are being served meat of peacock in big hotels at tourist centres in the month of Shravan. Not only villagers from the nearby areas kill the peacocks to sell them to hotels but professional hunters are also doing this job illegally at a large scale.

Sir, hunting of national bird peacock in Bamhori best of Laundi range near the world famous tourist place Khajuraho is going on unabated. Hunters wander in the forest at night armed with torches and shoot the peacocks sitting on trees in Dalatpura, Bamhori, Bahadurju, Atarra, Gomakhur, Guna Purva and Navada etc. villages of the region. They are unable to escape due to hunger and thirst. So, hunters kill them beating with sticks. Five years ago there were more than ten thousand peacocks in this region. Gradually they were hunted and now only three thousand peacocks are remaining. Vegetarians and intellectuals have expressed deep concern in this regard.

Sir, I urge the Union Government to launch a special protection campaign in the entire country and take strict action against guilty persons by conducting confidential

investigation of hunting of peacocks so that the national bird peacock could be saved.

SHRI DHARMENDRA PRADHAN (Deogarh): Mr. Chairman, Sir, through you, I would like to draw the attention of the Government of India towards a very important issue. Due to malnutrition Anemia is increasing in the country especially among the children and women. The facts of the recent survey conducted by National Family and Health Survey team are rather dreadful. According to the survey 75 per cent infants of the age group of 6-35 months are suffering from anemia. 54 per cent of pregnant women are suffering from anemia. It is a major problem for the country since the coming generations of India will be weak due to anemia. ...*(Interruptions)*

MR. CHAIRMAN: Give your suggestions.

SHRI DHARMENDRA PRADHAN: Mr. Chairman, Sir, my suggestion is that the Government of India should launch a new scheme for nutrition so that young generation of India could be saved from anemia.

[English]

DR. M. JAGANNATH (Nagar Kurnool): Mr. Chairman, Sir, thank you. The Government of India had constituted one-man Commission, Durai Swamy Raj Commission, to inquire into and suggest measures to be taken to categories Scheduled Castes, 59 sub-castes into A, B, C, D categories or groups basing on the population percentage and fix up percentage of distribution of Scheduled Castes reservation in Andhra Pradesh to each category.

During the Telugu Desam regime, it was implemented and all the groups got the fair deal and there was uniform development. The Supreme Court, on technical grounds, has recently struck this down with the observation that the State Government are not competent to do this. The Government of India is only competent to do that. ...*(Interruptions)*

Sir, I am coming to my demands. Afterwards, the Legislative Assembly of Andhra Pradesh has unanimously passed a resolution in favour of categorization of 59 sub-castes of Scheduled Castes into A, B, C, D groups and sent it to the Government of India to take further course of action by amending the Constitution so that this could

be practised in Andhra Pradesh. ...*(Interruptions)* Sir, I am coming to my demands.

All political parties' delegation of Andhra Pradesh met the hon. Prime Minister and all the political parties' leaders here. ...*(Interruptions)*

Sir, though Justice Durai Swamy Raj Commission was announced five months back, but the actual work of Commission has not yet started. This will deprive of the Madiga and its allied sub castes yet another academic year, and percentage share of jobs to the youth. ...*(Interruptions)* If Commission fails to submit its report early, the Madiga and its allied sub castes are going to lose one more academic year and job opportunities for their youth.

So, Sir, through you I would request the Government of India to see that the Durai Swami Raj Commission expedites its work and submit its report to the Government of India so that the Constitutional (Amendment) Bill is taken up in the Parliament.

[Translation]

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Chairman, Sir, I would like to raise a very serious matter before you. Hon. Prime Minister visited my constituency Yavatmal where maximum number of suicides are being committed by farmers and gave a package of Rs. 3750 crore out of which Rs. 750 crore were only for the farmers for their debt and interest thereon. The banks converted outstanding original loan into five instalments and the interest had to be paid by the Government. The interest that would accrue for five years was also to be paid by the Government but I will give an example to show what the banks did. Supposing forty thousand rupees are outstanding, the banks sanctioned a loan of Rs. 60 thousand and recovered forty thousand from this. It was a big scam of crores of rupees. If I will not give the details then the Government will not be able to understand and it will be pointless. They sanctioned rupees 60 thousand against the outstanding loan of Rs. forty thousand. ...*(Interruptions)* Please listen, I will take only few seconds. ...*(Interruptions)*

MR. CHAIRMAN: Raise this matter under another rule, please put your demand today. There are many ways

to raise the issue in the House and the rules are there for the same.

SHRI HARIBHAU RATHOD: It was such a big scam. Bank Managers embezzled crores of rupees....*(Interruptions)*

MR. CHAIRMAN: You are an experienced Member and aware of the rules of the House. There are fixed rules to raise your issues in the House. You can not speak for long. This is special mention.

SHRI HARIBHAU RATHOD: Farmers are dying, if you and the Government will not pay attention, farmers will continue to die. Such big scams are being committed. Please let me draw the attention of the hon. Prime Minister towards this issue. He went there and announced a package. He went there, whether the Government are aware of the package? Whether anyone can give the details of the package? ...*(Interruptions)*

MR. CHAIRMAN: Please put your demand.

SHRI HARIBHAU RATHOD: Please do not suppress the voice of the farmers. It was a big scam, Rs. 40 thousand were recovered from sanctioned 60 thousand rupees and the manager sanctioning 20 thousand rupees. ...*(Interruptions)*

MR. CHAIRMAN: It will have to be brought to the notice of the hon. Agriculture Minister by giving proper notice, it is a very important issue.

SHRI HARIBHAU RATHOD: If I can not draw the attention of the Government towards this issue through you and the House then in what manner I can do it? ...*(Interruptions)*

MR. CHAIRMAN: Why are you taking this issue so lightly, it is a very important issue.

SHRI HARIBHAU RATHOD: Then tell me where should I go and where to raise the issue of suicide by farmers, if I cannot raise it here. ...*(Interruptions)*

MR. CHAIRMAN: You may put your demand before the Government. I am ready to give you one minute. You must put your demand.

SHRI HARIBHAU RATHOD: I demand that an inquiry in this regard should be conducted as it is a simple matter.

[Shri Haribhau Rathod]

The Bank Managers placed their agents and got commission through them, while sanctioning loan to the farmers pertaining to the package scam. This is a very big scam, therefore, probe should be conducted in this regard and the amount recovered should be paid back to the farmers. This is my demand. Thank you.

SHRI NIHAL CHAND (Sriganganagar): Mr. Chairman, Sir, the population of the country is more than one billion and 70 per cent of it lives in villages and 30 per cent population lives in cities. Most of the people living in urban areas are educated. In villages also, level of education is on the rise. But people's interest towards casting their votes is decreasing irrespective of the facts that the Government declare public holiday in all private and Government Institutions on the polling day. The disenchantment towards exercising their franchise mainly persist in urban educated elite of the cities.

The polling percentage in upper class and middle class urban colonies remain 20 to 30 per cent whereas in rural areas, polling percentage is 40 to 50 per cent. In view of that it becomes a difficult work to get a good representative elected and subsequently the good Government. Therefore, it is futile to say that every representative is elected by the educated people.

Through you, I would like to urge the Government that casting votes should be made compulsory. Every citizen has a right to vote. They should consider their right as their duty. A constitution amendment or a legislation should be brought to ensure that every citizen should cast his/her vote. This is my submission.

[English]

SHRI D.K. AUDIKESAVULU (Chittoor): Sir, this is regarding poultry which is a farmers' livelihood providing industry. In Rayalaseema especially, they have been eliminated. Recently, the Government of India has sanctioned relief under OTS scheme.

For want of time, I am requesting you to just allow me to lay down my written Special Mention on the Table of the House.

Another thing is about the sugarcane price increase.

MR. CHAIRMAN: You can lay it.

*SHRI D.K. AUDIKESAVULU: Sir, I lay it.

Respected Sir, I wish to bring to the notice of the House a matter of urgent public importance. The small farmers who are struggling to improve their living conditions in the States of Andhra Pradesh, Maharashtra and also the entire country through the meager incomes generated by the poultry were recently hit by the menace of Bird Flue disease which completely eliminated the poultry from their farms. Consequently there are many suicides especially in my district and also throughout the Rayalseema wherein there is no source of water for cultivation and hence the farmers are depending on poultry and milching cows. This is a great setback, which the farming community is still unable to recover from. The unexpected losses and the consequential debt burden are stifling the Indian farmer.

There are now reports that the RBI has advised all the Scheduled Commercial Banks to provide relief to assist distressed farmers whose accounts have earlier been rescheduled on account of natural calamities by framing 'One Time Settlement (OTS)' policies. It is learnt that the farmers who have greatly lost because of bird flue menace are not covered under the OTS Scheme of policies. Even though the Hon'ble Agriculture Minister came to the rescue of the poultry by extending reduction of interest to 4% and also rescheduling facility. But unfortunately the small poultry people could not avail the facility. Depriving these farmers from availing the OTS Scheme would immensely affect not only the farmers but also the entire rural communities who survive on this farm activity. While the facilities being extended to the poultry, the Government can take a view that whatever benefit of reduction of interest may be taken into account while considering the OTS scheme.

Inclusion of poultry under the OTS policies can bring relief and cheer to the distressed farmers.

I would therefore urge upon the Government to ensure that the farmers who have lost their poultry/poultry farms due to the bird flue disease be made eligible to avail the financial relief under the policies of OTS.

*The speech was laid on the Table.

Sugarcane is grown in 5,00,000 acres and there are 37 sugar factories in Andhra Pradesh. If you look at MSP for sugarcane, there is paltry increase of Rs. 7.50 per tonne this year! The problem that sugarcane growers facing are for the last 30 years price has been fixed @ 8.5% recovery. In 2004, recovery percentage has been increased to 9%. Due to this, Andhra Pradesh sugarcane growers are losing 200 crores annually. Moreover, earlier fixation was on the basis of peak recovery but now Government is fixing it at average seasonal recovery. As a result, sugarcane growers are losing Rs. 100 per tonne. And, when other States are giving transportation and cutting charges to farmers, sugar mills in Andhra Pradesh not giving in spite of SC judgement. As per the existing incentive scheme, whatever purchase tax Government gets should be transferred to farmers. Now, only a portion is given and Bhargav Formula's 50% of profit that Government gets through free sale of sugar is also denied to farmers.

So, to save Andhra Pradesh sugarcane growers, GOI should intervene and direct sugar mills in Andhra Pradesh to pay cutting and transportation charges. Sugarcane MSP should be announced before season so that farmer assesses crop viability and accordingly go-ahead. The other major problem to be addressed is, sugar mills are free to purchase sugarcane from any farmer. But, farmer is denied to sell his sugarcane to the mill of his choice. Finally, Zonal system should be abolished forthwith and Crop Insurance Scheme should be extended to farmers in its letter and spirit.

SHRIMAI JAYABEN B. THAKKAR (Vadodara): Sir, I thank you for giving me the change. It is about construction of Missing Link between Patan and Bhiladi (Broad Gauge Line.)

For the maximum utilization of Bhiladi-Samdri route and to facilitate cargo movement from some parts of Saurashtra region of Gujarat towards the hinterland, construction of the mission link between Patan and Bhiladi is necessary. If this missing link is constructed, it will provide link between Ahmedabad, Mehsana, Patan, Bhiladi, Samdri, Jodhpur, Bikaner, Bhatina and it will create a link for port cargo from Saurashtra via Viramgam, Mehsana, Patan, Bhiladi, Samdri, Jodhpur, Bikaner and Bhatinda.

so, I would urge upon the Government to take up the work at the earliest.

[Translation]

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Chairman, Sir, in my parliamentary constituency Jalaun, Garotha of Uttar Pradesh, the local MLAs, in particular, the chief of ruling party in the State Government are inaugurating projects launched under centrally sponsored schemes whether it is Pradhanmantri Gram Sadak Yojna, or Shram Vikas Yojna, or Rajiv Gandhi Vidyutikaran Yojna. As these schemes are funded by the Centre, their inauguration should be done by the Member of Parliament. The transformer of 8 MBA, instead of 5 MBA has been installed for electrification under Rajiv Gandhi Vidyutikaran Yojna. The local MLA was going to inaugurate is on 28th, but I protested and it did not happen, but when I inaugurated it, the District Officer removed the foundation stone. I would like to demand from the Union Government that an inquiry should be conducted as to why the foundation stone laid by me for centrally sponsored scheme was removed? The action should be taken against those officers who have removed that foundation stone.

[English]

MR. CHAIRMAN: Shri Mallikarjunaiyah, your matter falls under the jurisdiction of Hon. Speaker. So, you cannot raise it here as per the established precedents.

[Translation]

All hon'ble Members are requested to reach PLB, the programme has started.

[English]

MR. CHAIRMAN: The House stands adjourned to meet tomorrow, the 8th December, 2006 at 11 a.m.

18.53 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, 8th December, 2006/Agrahayana 17, 1928 (Saka).

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