

# **LOK SABHA DEBATES**

## **(English Version)**

**Fifth Session**  
**(Fourteenth Lok Sabha)**



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## LOK SABHA DEBATES

### LOK SABHA

Thursday, August 18, 2005/Sravana 27, 1927(Saka)

The Lok Sabha met at Eleven of the Clock

[Mr. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER : Shri Avtar Singh Bhadana Q.No.341.

#### Permission to Private Airlines to Fly Abroad

\*341. SHRI AVTAR SINGH BHADANA :

SHRI RAM KRIPAL YADAV :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government is promoting private Airlines by giving them various facilities including the permission to fly abroad;

(b) if so, the details thereof;

(c) whether inspite of permission from Directorate General of Civil Aviation, some private Airlines have not been allowed to fly abroad; and

(d) if so, the details and the reasons therefor?

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

#### Statement

(a) and (b) The decision to allow the private airlines to operate on foreign routes was taken to facilitate optimal utilization of our traffic entitlements so that country benefits in terms of employment, business opportunities, foreign exchange earnings etc. vis-a-vis foreign countries, besides enhancing much needed capacity on the international routes. According to this decision, 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.

(c) and (d) Based on the requests received from them following private scheduled carriers have been designated to operate to the under-mentioned countries:—

Jet Airways	Sri Lanka, Bangladesh, Nepal, UK, Belgium, USA, Malaysia, Singapore.
-------------	--

Air Sahara	Sri Lank, Nepal, Bangladesh, UK, Malaysia, Singapore, Out of the above, actual operations have commenced as follows:—
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Jet Airways	To Colombo, Kathmandu, Singapore, Kuala Lumpur and London.
-------------	--

Air Sahara	To Colombo, Singapore and Kathmandu.
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Actual operations are, however, based on commercial judgement of the airlines concerned.

[Translation]

SHRI AVTAR SINGH BHADANA : Mr. Speaker, Sir, the Government had said that under the national civil aviation policy, private airlines would be permitted to operate flights, to foreign countries. May I know the reasons for not permitting Indian Airlines to operate flights to foreign countries while private airlines like Jet Airways and Air Sahara have been permitted even though American government has not allowed them landing for security reasons. I want to know the reasons for the same from the hon. Minister.

SHRI PRAFUL PATEL : Sir the hon. Member wants to know whether Indian private airlines have been permitted to operate flights to foreign destinations. I have informed and they also know that two private airlines viz.

Jet Airways and Air Sahara have been permitted for the same. In his second question, he has asked whether Indian Airlines has also been permitted to operate to foreign destinations. In this regard, I would like to make it clear that the Government policy accords priority to Air India for operating flights to foreign destinations as it is our national carrier. It has got permission to fly anywhere in the world. Besides this, Indian Airlines has been operating its flights to a number of countries in South-East Asia and middle-east for several years. Since the time we have adopted the policy of permitting private airlines to fly to foreign destinations, Indian Airlines too has got the same permission and it can operate its flights to anywhere including America, U.K. Europe etc. This is a clear cut policy.

SHRI AVTAR SINGH BHADANA : Mr. Speaker, Sir, in view of rising incidents of air crashes world over, I want to know from the hon. Minister whether they take adequate safety measures prior to permitting private airlines to operate to foreign destinations in order to ensure safety of the people.

SHRI PRAFUL PATEL : Mr. Speaker, Sir, the hon. Member wants to know whether we are conscious about safety in relation to private airlines or other airlines. In this regard, I would like to make it clear that it is mandatory to obtain a safety certificate from DGCA for any airlines be it private or public and of any category. Hence, no air services are permitted unless we are fully satisfied in relation to air safety.

SHRI RAM KRIPAL YADAV : Mr. Speaker, Sir, the hon. Minister has said in his reply that permission has been granted to two private airlines. As far as I have information, he has granted permission to Jet Airways and Air Sahara. Through you, I would like to tell the hon. Minister that USA has given permission to Air Sahara but not to Jet Airways due to certain security reasons. The hon. Member, who spoke before me, had also asked a question in this regard but the hon. Minister did not reply to it. Whether it is true that the security concerns are there because Jet Airways has had a nexus with a notorious international gang?

Secondly, whether Air India has given permission to the Airbus of Jet Airways under its own banner to fly to USA with all the officials and staff on board in an undeclared manner?

SHRI PRAFUL PATEL : Mr. Speaker, Sir, the hon. Member has asked whether Jet Airways and Air Sahara have been chosen for flying to America. Yes, it is true. Ever since the Government of India has changed its aviation policy and taken a new decision under which private airlines can now fly abroad, we have nominated Jet Airways, Air Sahara, Indian Airlines etc. to fly abroad. Now the question is that we have received some queries from there on security front after the Jet Airways submitted its application. I would definitely say that a local company by the name of Jet Airways already exists there in America. That company had raised some objections before the officials and authorities there. We have also received information from there asking for our comment thereon. Out Inter-Ministerial consultations are going on currently and on receiving the complete information the required information will be sent to united states of America through the Ministry of External Affairs.

His second question was whether we have signed any agreement with Jet Airways - no, we do not have any such agreement but, as I have already said many times in the House that both Air India and Indian Airlines are facing many problems for many years. I believe that you all will also agree that until we provide new planes to both the companies, they will face the problems of capacity shortage and quality. In this matter, I want your cooperation also that whenever Air India or Indian Airlines faced any problem and took a plane on commercial terms from some air company for 15-20 days under commercial decision or judgement, then you should not take it otherwise and should accept the commercial judgement in the interest of those airlines as hundreds of planes are flying and several airlines companies are starting their services here in the changed scenario of today.

SHRI RAM KRIPAL YADAV : Mr. Speaker, hon. Minister did not speak about the security concerns...*(Interruptions)*

**MR. SPEAKER :** What is this?

*(Interruptions)*

*[English]*

**SHRI RAM KRIPAL YADAV :** Sir, it is a very important question.

**MR. SPEAKER :** If you are not satisfied, there are other methods open under the Rule.

*[Translation]*

**DR. LAXMINARAYAN PANDEY :** Mr. Speaker, Sir, in his statement the hon. Minister has said that there are certain norms. Only those air companies are permitted to operate to overseas which have been operating for the last five years continuously within the country and which have a fleet of twenty aircrafts. Whether instances of not fulfilling the prescribed norms by some air companies have come to the notice of the Government which are providing good services at present and having good efficiency? I would like to know from the hon. Minister whether the Government will reconsider their case keeping in view their efficiency?

In reply to the second part of my question it has been stated that in view of the ever increasing number of air services or number of flights Air India has permitted Jet Airways in the past few years and increase in the capacity of Air India and Indian Airlines is being considered. The time by which the said capacity will be created and whether it is having an adverse impact on your services due to not acquiring the said capacity so far and whether these two companies are suffering losses on this account? Whether the Government is going to procure some aircraft during the current financial year?

**SHRI PRAFUL PATEL :** The hon. Members have asked the question in two parts. First, I will reply to second part of their question. At present there is certainly a need to increase the capacity of aircraft of the Air India and Indian Airlines as well as increase the number of aircraft in their fleet and replace the old aircraft by new aircraft. We cannot

deny this fact. We operate our flights for many inaccessible areas for which no other airlines operate their flights or some times when the issues national importance comes before us, e.g. operating flights for 'Haj' or providing relief at the time of natural calamities like Tsunami. Such several occasions come before us. Air India and Indian Airlines are the national carriers and we direct them to take this responsibility and they have always been discharging this responsibility. Therefore, I agree with their point and their question. The Government is making efforts in this regard. However with great regret I have to say that when they were in power for six and a half-year and they did nothing in this regard nor did they took any decision on this issue but we would not cause further delay in this regard. It has a set procedure. There is a slight difference between the procedure adopted by public sector companies and private companies. Now I come to the first part of their question as to why we have permitted private companies to operate their flights overseas. They may remember that during the last session, that is. during the budget session a similar question was asked and I had replied to that question in similar fashion I would like to say so far private companies are concerned, we are of the view that we should permit the private companies which are providing services in the country and provide more connectivity within the country and have experience of five years in this field should be permitted to operate overseas flights and we have done exactly this. We have sought suggestions from DGCA in this regard. Naresh Chandra Committee constituted by the previous Government i.e. your Government has given suggestions in this regard and the then Prime Minister has permitted private companies to operate their flights to 'SAARC' countries. A different policy was adopted in respect of 'ASEAN countries on the basis of which we have decided to permit the private companies to operate their flights to overseas which have experience of operating for five years and providing service in the country It would be better that private companies should provide service first in the country before granting them permission to operate overseas flights. In this way only those private companies will be permitted to operate overseas flights

which will have experience of operating for five years within the country and shall be possessing a fleet of at least twenty aircraft.

[English]

SHRI SARBANANDA SONOWAL : Sir, I want to know from the hon. Minister how many private airlines have been permitted to fly abroad so far. I would also like to know whether they have covered the Bangkok-Guwahati route.

SHRI PRAFUL PATEL : I just informed the House a little earlier that two private airlines, namely, Air Sahara and Jet Airways have been permitted to fly overseas under the policy of the Government of India.

As far as Bangkok-Guwahati route is concerned, I would be happy to inform all of you and you may be aware of it that we have started a flight from Guwahati to Bangkok and vice versa of the Indian Airlines. We hope that in future once the traffic picks up on this route, we will be able to provide more connectivity.

The hon. Speaker has always directed that Eastern side of India and look-East should be our policy.

MR. SPEAKER : Merely taking note will not do. You will have to implement it.

SHRI P. MOHAN : Sir, Madurai Airport is operating both Government and private airlines successfully. Will the Government consider upgradation of this Airport?

MR. SPEAKER : It does not arise out of this Question. Now I will go to next question.

#### **Increase in Air Traffic**

\*342. SHRI M. SREENIVASULU REDDY :

SHRI BALASAHEB VIKHE PATIL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Airports Authority of India (AAI) is

facing several problems on account of increase in the air traffic;

(b) if so, the details thereof;

(c) the specific efforts made by AAI to solve the problems; and

(d) the funds earmarked therefor?

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

#### **Statement**

(a) and (b) Capacity constraints are being experienced at terminals as well as on the airside at Delhi, Mumbai, Kolkata and Chennai airports. Delays in landing and take off are also being experienced at Delhi and Mumbai airports.

(c) Keeping in view the increase in air traffic, the Government has decided to upgrade the metro airports of Delhi/Mumbai through Joint Venture route. In principle decision has also been taken to upgrade the Chennai Airport under similar mode. Work on two Greenfield Airports at Devanahalli near Bangalore and at Shamshabad near Hyderabad is in progress. Government has also given in principle approval for construction of a new greenfield airport at Mopa in Goa. There are plans for construction of greenfield airports at Navi Mumbai, Chakan near Pune, Ludhiana in Punjab, Kannur in Kerala, Pakyong in Sikkim, Kohima in Nagaland which are in preliminary stages. There are also plans to upgrade and modernise 25 tentatively selected non-metro airports in the country. Airports Authority of India (AAI) has initiated steps to provide additional parking stands at metro airports, increase the runway capacity and terminal building capacity at metro airports, provide rapid exit taxi tracks and parallel taxi track to secondary runways. Besides, AAI is also under taking steps to increase the number of aircrafts movements by improvement in air traffic procedures etc. AAI also has plans to encourage domestic airlines to park their aircraft at non-metro airport by offering concessions in airport charges etc.

(d) An amount of Rs. 62.79 crores has been allocated for the year 2005-06 for construction of parking bays, taxi-ways, cargo-complex etc. and for reconstruction modification of terminal buildings.

MR. SPEAKER : Shri Balasaheb Vikhe Patil - Not present.

SHRI M. SREENIVASULU REDDY : Mr. Speaker, Sir, I am satisfied with the exhaustive reply of the hon. Minister but I would like to know from him whether there are any plans to construct more new smaller airports in the District Headquarters, especially in the Southern part of the country - where the potentiality is there - to avoid congestion at the bigger airports.

SHRI PRAFUL PATEL : Sir, it is a very good question which the hon. Member has raised. I would say it again, and I had said it a week or two ago in the same House, that air connectivity is the need of the hour and the day. For any country which on its path of growth and development of far and remote areas, air connectivity must be increased and expanded. I have also sought the help of all the hon. Members in this aspect. In India, we have approximately 400 airfields out of which 60 are operational by the Airports Authority of India and another 60 and odd airfields are with the Airports Authority of India which can be upgraded in future. There are almost twice that number of airfields which are with the State Governments and if the State governments also come forward, they can be developed. If all the airports in the country are to be developed only by the Airports Authority of India, then it may be very difficult and almost an impossible task. If the State Governments also come forward, it can be done.

My colleague, Mr. Mandlik, from Kolhapur is sitting here. Kolhapur airfield is owned by MIDC of Maharashtra and they have upgraded it and commercial flights are operating from that airfield. Such a kind of initiative should be taken by the State Governments. I am happy that even in Karnataka, the State Government has come forward for it and, in a few days, we are going to sign an MoU with them for development of certain airfields which are not yet

operational. If such a kind of initiative comes from various State Governments, then I am sure that, with the increase of air traffic in the years to come, with the kind of boom that we are experiencing, with the kind of lower fares which we are now witnessing, with the change of profile of the entire class of travellers, it would be a welcome development. Therefore, the suggestion of the hon. Members about having airfields and air connectivity to District Headquarters and smaller towns, I think, is a welcome suggestion. We are looking towards it and working towards it. But I also seek the support of all the States in this development.

I would just like to inform the House that the North-East Council and the Planning Commission have entered into an MoU with the Indian Airlines for operating four ATP aircraft which connect smaller places in the North-East which are of vital importance. Similarly, I have been virtually requesting every Chief Minister of the State to please give us some support and enter into an MoU with the Indian Airlines, the national carrier. We may be able to work out some arrangement which will then give intra-State connectivity, that is, connectivity within the State, which will bring traffic to the bigger cities of the State from where the traffic can then be distributed all over the country. This would be in the interest of the development of the country. I am sure it will be appreciated by every Member who wishes to have air connectivity in his or her own constituency.

MR. SPEAKER : I think enough has been said. Do you have another supplementary to be put? You are entitled to put another one.

SHRI M. SREENIVASULU REDDY : Sir, is there any Action Plan to modernise the existing 116 airports which are there in the country inclusive of 11 international airports? I want to know about the Action Plan, the budget allocated for them and the time limit also.

MR. SPEAKER : Mr. Minister, you do not have to deal with each one of the 116 airports of the country.

SHRI PRAFUL PATEL : I will give a broad reply to the

question. Every hon. Member definitely has aspirations that his or her airport in their area should be developed to the highest standard. We are also equally concerned about it and that is why, besides the major airports of Mumbai, Delhi, Kolkata, Chennai, Hyderabad and Bangalore, we have already embarked upon a plan to take up 25 other airports. These airports will, of course, be geographically distributed in various regions of the country so that no regional aspirations will be upset or hurt. At the same time, the airports where the needs and traffic requirements are there will also be taken into consideration. We are on an ambitious plan. We are even raising money for the Airports Authority of India through various instruments so that at least 25 airports, instead of taking them up one by one separately, can be developed at one go and there will be air connectivity within the country. These 25 airports with our existing six airports would cover almost 100 per cent of international traffic in and out of India and almost 80 per cent of the traffic within India especially passing through these airports would be upgraded to the highest international standards.

Their capacity also would be increased to handle the additional traffic.

**MR. SPEAKER :** Hon. Members, I find that recently the Ministry of Civil Aviation has become the most popular Ministry. I have got only 31 hon. Members' names in the list! Therefore, I am proposing, subject to your kind approval, to allot one whole day in the next Session so that the hon. Minister can come equipped with the details of all the 116 airports, including that of Kolkata. I want to give chance to everybody. Therefore, I felt that there should be full day's discussion so that all hon. Members can get a chance.

*[Translation]*

**SHRI HARIN PATHAK :** There are two points of this question - first whether traffic has increased if so, the facilities which are likely to be provided by the government on those airports? Hon'ble minister has acknowledged in his reply.

*[English]*

"Capacity constraints are being experienced at terminals as well as on the airside at Delhi, Mumbai, Kolkata and Chennai airports."

*[Translation]*

I have gone through the reply. My other friends will also agree that Kolkata is a big city of the country. But hon'ble Minister has not mentioned anything in his reply about the progress of project undertaken in Kolkata airport or not given any specific assurance about the upgradation of that airport. He has further said in his reply.

*[English]*

Delay in landing and take off are also being experienced at Delhi and Mumbai airports."

I have experienced the same sort of delay in taking off and landing in Kolkata as well as Ahmedabad airports.

I would like to know from the hon. Minister whether there is any proposal for upgradation of Kolkata international airport.

**MR. SPEAKER :** Next is about Ahmedabad.

**SHRI HARIN PATHAK :** I am coming to Ahmedabad *[Translation]* the modernisation project for Sardar Vallabhbhai Patel Airport in Ahmedabad was sanctioned during the six year rule of NDA Government and work on this project was started. But I am regretful to inform you that work on this project has been discontinued for the last one and half years. There too problems of delay in taking off and landing persist. I would like to know about these two queries from hon. Minister as to what action is being taken in this regard.

*[English]*

**MR. SPEAKER :** Thank you for adding Kolkata.

**SHRI PRAFUL PATEL :** I am in doubt from where the hon. Member has got the inspiration to ask this question.

MR. SPEAKER : He is hoping that he is in good company, but he is not.

SHRI PRAFUL PATEL : Anyway, I will rest the apprehensions about the Kolkata airport to the Chair. Shri Harin Pathak, why are you bothered about it?

SHRI HARIN PATHAK : I am part of the House. Ahmedabad is my constituency. But I am the Member of Parliament of India. I represent the whole country.

SHRI PRAFUL PATEL : As far as the Ahmedabad airport is concerned, I would say that I am also a Patel. So, do not worry.

SHRI HARIN PATHAK : I know, but unfortunately it is delayed for one and a half years.

SHRI PRAFUL PATEL : I am from Charotar also.

MR. SPEAKER : You have a samband now in Ahmedabad.

SHRI PRAFUL PATEL : I will answer him in Gujarati later and satisfy him. But at the same time I would like to assure the hon. Member that he need not worry about the Ahmedabad airport. If he says that the work in Ahmedabad airport has been stopped, it is not so. The work has not been stopped. The work in domestic terminal at Ahmedabad airport is in progress. We will be opening it shortly and I will invite him for that. I want to say very vehemently that the earlier design was not to my satisfaction. We went to great lengths to get a much cheaper terminal for Ahmedabad which was the need of the day. I am sure that at the cost of a few months delay, in the long term interests of Ahmedabad, you would be happy to have a better terminal, which is something on which we cannot compromise.

The new Ahmedabad terminal is being designed by a company which has designed the Singapore Airport. It is a world-class airport terminal which is going to come up. As it involves cost, naturally it will go up. It needs PIB and other clearances, which will also be obtained. There is nothing for you to worry about Ahmedabad and also for

Kolkata. I can tell you that the AeroPort De Parry (ADP), which has designed the Paris and various other good airports, has already come up with a design for Kolkata.

As far as the work and other issues about traffic congestion is concerned, yes, I do agree and we all agree that traffic has grown phenomenally in the last year and as a result, we are all experiencing delay - as much as you do, I do also. But having said that, there will be some time before we are able to upgrade the infrastructure. Infrastructure cannot be upgraded overnight. We have not put capital expenditure in Mumbai and Delhi, thanks to your Government. Since 1999, there has been no capital expenditure which has been put in Mumbai and Delhi. It is only after we have come that we have taken this up as a priority. I assure you that in the days to come or in the years to come we will be able to improve upon the situation.

SHRI HARIN PATHAK : The work has been prevented now for Ahmedabad. Once the work has been started, could you assure me that it would be done within a couple of years?...*(Interruptions)*

MR. SPEAKER : We want more airtimes and shorter answers.

*(Interruptions)*

MR. SPEAKER : This is the benefit of having a Patel as a Minister. But I want more air services and less, shorter answers.

*[English]*

SHRI RAJARAM PAL : Mr. Speaker, Sir, I noticed that everybody expressed their concern in the House about big cities but I would like to know from the hon. Minister whether the Government propose to start regular air services from the cities like Kanpur, Agra, Banaras, Allahabad, Jhansi and Lucknow in Uttar Pradesh, which is the biggest state, by upgrading airports in these cities?

SHRI PRAFUL PATEL : Mr. Speaker, Sir, I agree with the observation of the hon. Member Uttar Pradesh is the



biggest state and the frequency of air services is quite few as compared to other big cities. ...*(Interruptions)*

MR. SPEAKER : This is not correct, he is supporting you and you are interrupting him.

*[English]*

SHRI PRAFUL PATEL : How will I speak? ...*(Interruptions)*

*[Translation]*

Taking inspiration from hon. Jaiswalji, the air services in Kanpur which had been discontinued for the last many years has been started again. *(Interruptions)*

MR. SPEAKER : Nothing will be recorded.

*(Interruptions)\**

*[Translation]*

SHRI PRAFUL PATEL : With his inspiration and with your cooperation, we will try to increase connectivity of rest of the cities in future also.

*[English]*

MR. SPEAKER : You have every airport in mind.

*[Translation]*

SHRI PRAFUL PATEL : The responsibility to connect all the cities can not be fulfilled by Indian Airlines alone. You will also agree with it. Keeping in view the increasing population and expectation of the people we cannot fulfil our responsibilities with the help of one airline alone.

*[English]*

MR. SPEAKER : Reserve all your issues for the next time.

*[Translation]*

SHRI PRAFUL PATEL : Therefore, we are trying to

\*Not recorded.

increase the share of private airlines in air services keeping in view the fact that entry of private companies has led to increase in the quality of air services as has been the case in the mobile and telephone services. Increase in the number of air lines and of planes will definitely solve problem in the long run, if not in the short run.

MR. SPEAKER : You please sit down. You are not Dhindsa Saab. I have called Dhindsa Saab.

SHRI SUKHDEV SINGH DHINDSA : Mr. Speaker, Sir, I have gone through the reply given by the Hon. Minister. He has accepted that there is a lot of congestion in the Mumbai and Delhi Airports. I travelled on board the flight of the Indian Airlines on the 16th instant from Chandigarh. And for 70 minutes we remained in the air as our plane could not land due to congestion.

*[English]*

We were in the line for landing. *[Translation]* I want to know from the hon. Minister as one year has elapsed and we have continuously been bearing that it is being upgraded. The airlines have been increasing losses due to heavy congestion at both the airports. The aeroplanes of the said Disciplines have to keep hovering around for thirty minutes as so resulting in wastage of fuel. Will the Hon. Minister tell us as to by when these airports would be upgraded?

*[English]*

SHRI PRAFUL PATEL : Sir, Mumbai and Delhi, especially, are the busiest airports and they have single runway operation. However, we are designing new ATC procedures. We appointed a Committee to give us some findings on how to increase the number of flight movements per hour. Right now average is about 25 - 27 flight movements an hour during peak hours. Sometimes it even goes up to 30 - 32 movements but this can be increased two-fold if we have new procedures. We have already appointed a Committee. The report has come. We have also appointed a Consultant of Overseas to give advice to the ATC procedures in Mumbai and Delhi. I can

assure you that yes, it has not given the desired result as yet because the procedures are yet to come into place. New rapid exist taxiways, other new procedures which will help us to increase the number and reduce the traffic are being planned. But, I can tell you one thing that unless double runway operations in Mumbai and Delhi are completed, these kind of delays cannot be completely avoided.

SHRI RUPCHAND PAL : Sir, apart from the matching physical infrastructure for the increase in number of flights the acute shortage of pilots is also causing serious impediments. Apprehensions have been expressed by certain sections of the media that collision in the sky is a rare, unlikely and unimaginable event but the traffic increase has happened to such an extent that important sections of the media has expressed apprehensions. Actual shortage of trained pilots, use of untrained pilots and unplanned growth is causing serious apprehensions. What step has the Government taken to dispel this apprehension?

SHRI PRAFUL PATEL : We are definitely facing a shortage of pilots. It is not because the pilots *per se* are in shortage but it is the commanders who are in shortage. It is because ultimately to move from the right seat to the left seat in an aircraft requires a certain number of flying hours to be qualified. To overcome this phenomenon in the short-term period, we have allowed even foreign overseas pilots to be put here for the limited time, till such time our own boys are ready to take on as commanders of aircraft. In terms of safety, I can assure you that no compromise on any count in terms of safety is tolerated. DGCA has the strictest rules and those rules are in accordance with the well-known International Civil Aviation Organisation (ICAO) norms and at no stage, even if there is a shortage of pilots or whatever may be the situation, will the safety norms or safety rules be violated.

MR. SPEAKER : Q.343 has been postponed till 25th. Q.344.

Shri Uday Singh.

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur) : Mr. Speaker, Sir, question 34315 more and 2 want to know information from the Hon. Minister.

[English]

MR. SPEAKER : Q.343 has been postponed till 25th.

[Translation]

SHRI THAWAR CHAND GEHLOT : Sir, why has it been done?

MR. SPEAKER : This is the right of the speaker, you just except it.

SHRI THAWAR CHAND GEHLOT : Sir, 2 was not given any such information.

[English]

MR. SPEAKER : Sorry, then it is a mistake. I am sorry. In future I will instruct the office. If there is any such adjournment or postponement, the hon. Member should be duly informed. I am very sorry for that. You are right. You are right to raise that issue.

#### Anti Collision Devices

\*344. SHRI UDAY SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have installed Anti Collision Devices on some of the routes;

(b) if so, the country from which such Anti Collision Devices have been imported alongwith the cost and the terms and conditions thereof;

(c) whether such Anti Collision Devices have proved to be ineffective in controlling train accidents; and

(d) if so, the facts thereof and the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU) : (a) to (d) A statement is laid on the Table of the Sabha.

**Statement**

(a) Yes, Sir. Anti Collision Device (ACD) has been installed on Broad Gauge section of North East Frontier Railway (NFR) and the Konkan Railway.

(b) ACD is an Indian Product, developed by Konkan Railway Corporation Ltd., a public sector unit under Ministry of Railways and is manufactured at their outsourced unit at Hyderabad using certain imported components and modules. The import content which is primarily on account of data radio modems, Global positioning system (GPS) receivers, Central processing unit (CPU) boards etc. is of the order of 25-30% of the manufacturing cost. The estimated cost of ACDs on NFR is Rs.65.74 crores and that on Konkan Railway is Rs.35 crores.

(c) No, Sir. The Site Acceptance Test by Research Designs & Standards Organisation (RDSO) have started from 31.7.2005. The effectiveness of the system will be assessed after completion of Site Acceptance Tests.

(d) Does not arise.

SHRI UDAY SINGH : Sir, in keeping with your directions, the Minister's answer is so brief that it does not really tell us anything. In August, 2004, in reply to a question, the hon. Minister had informed the House that 90 per cent of the work on the Anti Collision Device had taken place. When will the balance 10 per cent work be completed? It seems very strange that some time after we asked the question, on 31.07.2005 the tests have started.

I would like to know from the Minister when these tests are likely to be completed, and when the Site Acceptance Test Report can be made known to us. That is my first question.

SHRI R. VELU : Sir, the 'Anti Collision Device' (ACD) itself is a new concept developed by Indian Railways, and no other country has developed it. The credit for it goes

to the Indian Railways. First of all, the prototype was initiated in the year 1999. Over the last five or six years, we have been developing and conducting all field tests. etc.

Sir, the hon. Member is very right that 90 per cent of the work has been completed by last August, and subsequent trials prove that it requires fine tuning. Accordingly, we have been fine tuning the system.

Sir, ACD project was undertaken by the North-East Frontier Railway (NFR). The estimated cost of about 1,736 kilometres on NFR is Rs.65.74 crore. We are now doing testing in about 609 route kilometers between Katihar and Guwahati. As regards Site Acceptance Test, it has already been started from 31.7.2005, and it will be completed by this month and system will be commissioned by the next month, that is, September.

SHRI UDAY SINGH : My second supplementary question relates to train accidents. A lot many of accidents happen in trains because of personal luggage, etc., that are being, either intentionally or otherwise, taken in trains. The recent bomb blast in a train is the case in point. What measure does the Government propose to take to ensure that dangerous materials are not taken on board so that these accidents do not happen?

SHRI R. VELU : As far as the question of safety on board is concerned, we are tightening our security system and also undertaking checking of luggage, etc. I am also appealing to the hon. member and others to assist us to identify such people, criminals and anti-social elements. We are taking all possible steps. In fact, we have added more strength to this kind of checking system in the Railways. I hope such kinds of accidents will be minimised after tightening the security.

SHRI UDAY SINGH : Sir, I would like to interrupt for a while. The airlines are using x-ray machines for checking luggage on board. I understand that the volume of Railways is much more. I would like to know whether the Government is thinking on such patterns that it will screen what is being taken on.

**MR. SPEAKER :** Is it possible for you to reply this question?

**SHRI R. VELU :** As of now, we have not introduced screening. The suggestion of the hon. Member is well taken note of, and we will get it examined.

**SHRI UDAY SINGH :** Thank you, Sir.

**SHRI AMITAVA NANDY :** Mr. Speaker, Sir, the Anti-Collision Device (ACD) is related to the railway safety. Today, the railway safety is a great concern for the whole nation. I would like to know, through you, Sir, that even though most of the Safety Committees have been regularly calling for strengthening the infrastructure and mechanising the system of Signalling and Switching of Tracks, the bulk of the rail network still relies on outdated, dilapidated safety assets. It is so, then what measures have been taken as on date to counter these problems?

Moreover, Sir, will the Minister of Railways justify the huge investments made in importing ACDs rather than giving more importance in solving the basic problems like that of signalling failure, poor state of railway bridges, shoddy safety procedures at level crossings, worn out railway tracks which generally are the root cause of railway accidents and thus has been revealed by various probes?  
...(Interruptions)

**MR. SPEAKER :** His question relates to railway safety measures.

**SHRI AMITAVA NANDY :** The Khanna Committee Report of 1998 suggests a "Train Protection and Warning System" which ensures automatic application of brakes and forcing the train to a grinding halt even if the driver fails to respond to the caution signal within a specified time  
...(Interruptions)

**MR. SPEAKER :** This is not a discussion.

**SHRI AMITAVA NANDY :** What is the programme of the Ministry to involve the manpower for strengthening the railway safety?

**SHRI R. VELU :** Sir, I quite share the concern of the hon. Member. We have, in the Railways, a Corporate Safety Plan for 10 years commencing from 2003 with an outlay of Rs.31,835 crore. The hon. Prime Minister Dr. Manmohan Singh, on assumption of charge, has said that there would be a short-term strategy for five years on modernisation of railways so that safety becomes the primary responsibility with an outlay of about Rs.24,000 crore. As has already been pointed out in the Khanna Committee Report, we have created a Special Railway Safety Fund to the tune of Rs.17,000 crore of which we have already spent a substantial amount. We have upgraded the tracks, modernised the bridges, rolling stock etc. and outmoded tracks etc. have been replaced.

Then, we are improving our signalling system. We have got an Auxillary Warning System which we have implemented in Mumbai sub-urban Section and we have got the Train Protection Warning system which we are introducing between Chennai-Gummidipoondi and New-Delhi-Agra.

**MR. SPEAKER :** Can it cover the entire network?

**SHRI R. VELU :** On the Anti-Collision Device (ACD) which we are talking about, we are going to cover about 56,000 route Kms. of broad gauge line in the country and we are going to spend Rs.1,815 crore. So, we will take care of the safety aspect. The signalling will be improved and the warning system will be well established so that collision and other accidents get minimised. I would like to inform the House of another fact. About three years back, the number of accidents was 415 and last year it has come down to 234; what was 415 in 2000-2001 became 234 which is a substantial reduction. Further, we are very much concerned about collision. About six per cent of accidents is due to collision, but fatality is about 33 per cent. so, we are concentrating more on the collision aspect and to prevent this we are introducing ACD.

**SHRI B. MAHTAB :** Mr. Speaker, Sir, I would like to know whether two inherent aspects make collision prevention very difficult in the Indian Railways, first the braking distance of fast moving train is 1.3 kms. and second, most of the safety interlock systems used in the

Railways depend upon correcting human action. So, what steps are being taken to make it fully automatic?

Secondly, since 2001 the Railways have got a Railway Safety Fund. The ACD, which is known as *raksha kawach*, is in no way connected with the Railway Safety Fund. The Railway Safety Fund is being utilised for manned and unmanned level crossings, road over bridges or road under bridges. Is the Government going to take some funds from the Railway Safety Fund for the ACD or *raksha kawach* also?

SHRI R. VELU : Sir, the first part of the question is about the braking distance. In fact, the ACD contemplates that three kms. would be the ideal distance in which the radio frequency operates. So, the braking distance is taken care of in the ACD.

The second part of the question is about how we are going to manage the ACD. The Special Railway Safety Fund of Rs.17,000 crore did not contemplate introduction of ACD because the prototype had not been developed at the time of creation of this fund. We have now come to a stage wherein we are introducing the ACD by September this year. Our budget allocation is about Rs.23 crore this year for this, but we can find resources out of our own budget allocation. The amount of Rs.1,815 crore which I have mentioned is for the entire country to cover

56,000 route kms. of broad gauge line with ACD. We can gradually find resources for that from our internal resources. So, there should be no problem of finding resources for the ACD.

#### Manufacturing of Wheels

\*345. SHRI S.K. KHARVENTHAN :

SHRI RAMJI LAL SUMAN :

Will the Minister of RAILWAYS be pleased to state :

(a) the quantity and value of scrap generated by Railways during the last three years, year-wise;

(b) the quantity and value of scrap recycled by the Railways during the said period;

(c) whether the Railways have attained self-sufficiency in manufacturing wheels;

(d) if not, the reasons therefor; and

(e) the steps taken by the Railways to attain self-sufficiency in manufacturing wheels?

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

#### Statement

(a) The quantity and value of scrap generated during last three years is given as under:

Category	2002-03		2003-04		2004-05	
	Quantity	Value (In Cr. of Rs.)	Quantity	Value (In Cr. of Rs.)	Quantity	Value (In Cr. of Rs.)
1	2	3	4	5	6	7
Rails & P. Way (MT)	729186	633	602106	752	320270	490
Other ferrous (MT)	335845	275	299751	354	230874	339
Non-ferrous (MT)	11865	53	10224	46	13654	70
Wagons (FWUs)	14489	96	12625	125	16138	270

1	2	3	4	5	6	7
Coaches (Nos.)	1035	12	1356	23	1218	33
Locos (Nos.)	72	4	27	1	130	11
Miscellaneous	—	55	—	41	—	79
Total Value		1128		1342		1292

(b) The quantity and value of scrap recycled by Rail Wheel Factory and Chittaranjan Locomotives Works for last three years is given as under:

Production Unit	2002-03		2003-04		2004-05	
	Quantity Recycled (MTs)	Value (In Cr. of Rs.)	Quantity Recycled (MTs)	Value (In Cr. of Rs.)	Quantity Recycled (MTs)	Value (In Cr. of Rs.)
Rail Wheel Factory	91282	83.85	94770	88.37	83340	112.99
Chittaranjan Locomotives Works	4245	4.24	3641	4.00	3000	4.50
Total	99527	88.09	98411	92.37	86340	117.49

No. MT = Metric Tonne, FWUS=Four Wheeler Units & Nos.=Numbers

(c) No, Sir.

(d) Railways do not normally make their full requirement of any item, including wheels, themselves. There are two manufacturing units in the country i.e. one at Durgapur, which is a PSU and one at Bangalore, which is Railway's own Production Unit. Their combined capacity is falling short of our requirement as the traffic, both passenger & freight has gone up substantially in the last three years.

(e) A new wheel manufacturing plant is being set up near Chhapra. This is expected to increase the indigenous capacity sufficiently to meet the requirement of the Railways after it is commissioned.

SHRI S.K. KHARVENTHAN : Thank you Sir. As per the

written answer of the hon. Minister, there are two manufacturing units, one at Durgapur and another at Bangalore. Their combined capacity is falling short of our requirement. I want to know from the hon. Minister whether the Government is having any proposal to start a new wheel manufacturing plant in Tamil Nadu, particularly, at Chennai.

SHRI R. VELU : Sir. I quite agree with the hon. Member that there is a gap which has arisen on account of growing demand of traffic now in India. The total requirement as of now is about 2,20,000 wheels of which we are able to produce 1,10,000 wheels from Rail Wheel Factory, Bangalore and 80,000 from the Durgapur Steel plant. The gap is of about 50,000 wheels since Durgapur Plant is not producing to its installed capacity. We have made a study

of the whole phenomenon and we are going to start a unit at Chhapra in Bihar and the question of...

MR. SPEAKER : He has asked you about Chennai.

SHRI R. VELU : Sir, as of now, 'no'.

SHRI S.K. KHARVENTHAN : Sir, may I know from the hon. Minister whether there is any time bound programme to start the proposed new plant at Chhapra in Bihar.

SHRI R. VELU : Yes Sir. Now the land acquisition process is on and you will see that the wheels will roll out of the factory in 2010.

[Translation]

SHRI RAMJI LAL SUMAN : Mr. Speaker, Sir, the hon. Minister has stated in his reply that the Railways do not normally meet their requirement of any item, including wheels. In the last budget, the Hon. Railway Minister had said that there had been irregularities in the sale of scrap and therefore, the railways wanted to make full use of the scrap. He said that a factory would be set up at Chhapra very soon where scrap would be used for manufacturing wheels. Till date, one and a half year have passed but the work has not begun for that. I want to know from the hon. Minister of State in the Railways as to when the wheel manufacturing factory from the scrap would be set up at Chhapra and by when it would begin its manufacturing? Whether any time-limit has been fixed in regard thereto?

[English]

SHRI R. VELU : Sir, the hon. Member knows that I have already given the reply to this. We generate about 10 lakh tonnes of scrap a year of which we are already utilising about one lakh tonnes in our two factories, Rail Wheel Factory at Bangalore and Chittaranjan Loco Works. How much is the Chhapra unit going to consume? It is going to consume only about 40,000 tonnes. So, we have to necessarily find a market for this by disposing it in open market through an open auction or by tender system. I have already answered the pointed question of the hon. Member. We have taken action to acquire the land and the approval

of plan and estimate is being processed. We will see that speedy action is taken to see that the factory is established and the wheels roll out by 2010...(Interruptions) It is five years' time.

SHRI KHARABELA SWAIN : Sir, the hon. Minister, in his answer, has said that there is a gap of 50,000 wheels in demand and production in India. Is the Railway importing these 50,000 wheels and what is its quality?

He has also said that in Yelahanka in Karnataka and in Durgapur, they are just manufacturing wheels and axles. Could the capacity in these two places be increased instead of going to set up another plant at Chhapra?

SHRI R. VELU : This is a well thought out question and I am thankful to the hon. Member for this. Sir, on assumption of charge, I visited the Bangalore factory only to see that the capacity that could be increased is by ten per cent only. So, instead of 1,00,000 they have increased it to 1,10,000 wheels.

We have also been motivating the PSU at Durgapur. Even the rated capacity of the plant is about 80,000 wheels but they have not reached it. They are able to supply only about 46,000 wheels in the last four or five years. We are only motivating them. We are, therefore, necessarily forced to import from various countries. In the year 2002-03 the import was 8450 wheels; in the year 2003-04 it was 246 wheels and in the year 2004-05 it was 11,793 wheels. We are able to manage. With whatever gap that is arising, we will have necessarily to take recourse to importing. I may tell you that import price of Wheels is 70 per cent more than the indigenous wheels. We are not happy with imports. So, we are necessarily going to step up; whatever marginal increase we can do with these two factories, we will do.

SHRI BASU DEB ACHARIA : Special steel is required for the locomotive wheels. The Ministry of Railways used to import locomotive wheels in the past because both the units - Bangalore as well as Durgapur - were not in a position to manufacture locomotive wheels.

I would like to know from the hon. Minister whether the locomotive wheels are also being manufactured and the demand of the locomotive wheels is met by both the units.

SHRI R. VELU : It is a good thinking, but as it is, all locomotive wheels we do not manufacture. As the Member knows about it, we are only importing them. Whether it could be possible to manufacture is a matter to be examined and I will get back to you, Sir, in case it is possible and the feasibility is available with the system.

[Translation]

SHRI SHAILENDRA KUMAR : Mr. Speaker, Sir, I want to know from the Hon. Minister of State of Railways as to whether all the scrap generated by the Railways is used in manufacturing wheels or some scrap is sold to the contract mafias? For every truck load of scrap auctioned, 3-4 truck load of scrap is embezzled by the mafia gross are irregularities have been noticed in the sale of Railway scrap resulting in loss of revenue to the Railways. I want to know from the Minister of State in the Railways as to whether the Government take any step to check this theft?

[English]

MR. SPEAKER : You can give some inside information to the Member.

SHRI R. VELU : The first part of the question is as to how much scrap we are using. I have already answered it. Out of 10 lakh tonnes, we are using only one lakh tonnes for wheel manufacture.

As far as the second part of the question is concerned, we are quite aware that in the Indian conditions, whatever material - not necessarily scrap - but in all trades, we have mafias. How to get it over? What system the Railways have developed? Let me answer it. We have developed, what is called, 'reserve pricing system'. The reserve pricing system will take into account the market conditions of the material and also what can be the possible bid. This will be taken into consideration, and we will fix the reserve price. If the bid does not come upto not less than reserve

price, we will not accept the bid. Even the mafia behind it, will have to necessarily bid the reserved price and above. As far as Railways are concerned, they are realising the appropriate price i.e. reserved price and above.

#### Procurement of LCA

\*346. DR. R. SENTHIL :

PROF. M. RAMADASS :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Air Force is reluctant to place orders for Light Combat Aircrafts on Hindustan Aeronautics Limited as reported in 'The Hindu' dated July 10, 2005;

(b) if so, the reasons therefor;

(c) whether the Aeronautical Development Agency has not yet transferred the technology to the Hindustan Aeronautics Limited resulting in delays in manufacture of LCA; and

(d) if so, the measures taken to improve co-ordination and better working of these premier institutions of the country?

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

(b) In view of reply to part (a) above, the question does not arise.

(c) and (d) Transfer of technology to the Hindustan Aeronautics Limited for productionisation of the Light Combat Aircraft is progressing in coordination with Aeronautical Development Agency and there are no problems in this regard.

DR. R. SENTHIL : Mr. Speaker, Sir, Hindustan Aeronautics Limited (HAL) is one of the most prestigious institutions in the country. Nobody can further the role of the aircraft made by HAL, which had played a crucial role in 1971 War against Pakistan. This great institution seems



to be in problem because the IAF seems to be reluctant in placing orders.

My specific question is this. What happened to the announcement made by the Chief of Air Staff, Shri S.P. Tyagi in last February that order will be placed soon for 40 LCAs from HAL.

**SHRI PRANAB MUKHERJEE :** Sir, in fact, a Sub Committee was appointed and the Sub Committee submitted its Report in January, 2005. After the initial completion of operation, order will be placed for 20 aircraft. After that, order for that additional 20 aircraft will be placed. The decision will be taken shortly.

**DR. R. SENTHIL :** Sir, the hon. Minister has said in his reply that there is no problem with regard to the co-ordination between ADA and HAL. But the Media has said that HAL has actually criticised that ADA has not yet transferred its technology and the blueprint to HAL. Whereas ADA has said that it has already transferred the blueprint. I would like to really know as to what is the problem there.

C&AG has also made an observation that there are some problems in obtaining the technology.

**MR. SPEAKER :** You have inside information.

**SHRI PRANAB MUKHERJEE :** ADA is authorised to design and develop the Light Combat Aircraft. This is the area on which we entered for the first time. Therefore, it took time. The role of HAL is this. Once this is fully developed, after the completion of the Technological Demonstration-I and Technological Demonstration-II, and after the test flights over a period, then HAL will come for manufacture. HAL is a manufacturing organisation. These two organisations are working in coordination with each other. There may be occasions where there have been differences of approach but for the Ministry, it is our responsibility to ensure that those differences are ironed out and both these organisations were in perfect coordination with each other.

**PROF. M. RAMADASS :** Sir, the Hindustan Aeronautics Limited in collaboration with Aeronautical Development Agency has already produced Tejas aircraft, Dhruv Advanced Light helicopter, and Intermediate Jet Trainer. They are now ready for use but they have not yet been put into operation. I would like to know, through you, Sir, when these aircraft will be put into operation.

What are the research projects that are available with the Defence Ministry with regard to passenger aircraft?

**MR. SPEAKER :** Does it arise out of this Question?

**SHRI PRANAB MUKHERJEE :** So far as passenger aircraft is concerned, we are not manufacturing any passenger aircraft. As I said, after the completion of the final operation and the tests - roughly it will be 3,000 plus testing hours - firm orders will be placed for the manufacture.

In fact, during this period of development, seven prototypes were developed and various test flights have taken place. Under the first technological demonstration, 12 tests have been completed. After that, the phase II programme has been initiated. There are developments and at various stages, it will have to be worked out.

#### **Implementation of Recommendations of Ajai Vikram Singh Committee**

\*347. **SHRI E. PONNUSWAMY :** Will the Minister of DEFENCE be pleased to state :

(a) whether the Government has decided to implement the Ajai Vikram Singh Committee report for non-officer cadre of Army, Navy and Air Force;

(b) if so, the details thereof;

(c) the number of personnel likely to be benefited as a result thereof; and

(d) the expenditure likely to be incurred thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) The Ajai Vikram Singh Committee Report does not contain any recommendation for the Personnel Below Officer Rank (non-officers) of the Army, Navy or Air Force.

SHRI E. PONNUSWAMY : Sir, I would like to know from the hon. Minister whether the Committee itself was set up only for the personnel above the level of officer rank. In the absence of any recommendation for the personnel below the level of officer rank, I would like to know from the hon. Minister whether there is any specific plan to re-appoint a Committee for the welfare of those personnel below the level of officer rank.

SHRI PRANAB MUKHERJEE : So far as this Committee was concerned, it was meant only for the Commissioned Officers.

So far as POBR is concerned, to ensure their Assured Career Progression, the recommendation of the Fifth Pay Commission has been accepted by the Government and has been put into operation from the 7th August, 2003.

SHRI E. PONNUSWAMY : Sir, in view of the reply given by the hon. Minister to my first supplementary, I have no second supplementary.

MR. SPEAKER : Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

[Translation]

### Investment in ONGC

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

(a) whether various domestic companies and international companies have expressed interest in investing in Oil and Natural Gas Commission (ONGC) for exploration and extraction of oil;

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

(c) whether the Government is in favour of private and foreign investment in addition to Government investment for exploration and development of natural gas and petroleum products;

(d) if so, the action being taken in this regard; and

(e) the target of additional investment fixed by the Government for expanding the business of ONGC and the sources from which the same is likely to be met?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) ONGC are seeking strategic alliances with reputed exploration and production companies for their 5 deepwater blocks awarded to them on a nomination basis on New Exploration Licensing Policy (NELP) terms. In addition, under NELP, ONGC have established strategic alliances with several foreign and domestic companies. ONGC have also offered marginal fields, both onland and offshore to domestic and international companies, on a service contract basis for development and production.

In order to share exploration risk, secure high level technologies, and attract innovative geological ideas, ONGC have been scouting for strategic partners. This is in line with the global trend of forming strategic alliances for technology, investment, and fresh thinking.

(b) Government supports these initiatives, oil diplomacy is harnessed, where required, to ONGC's commercial endeavour.

(c) and (d) India has large unexplored sedimentary areas requiring state-of-the-art technologies, high risk exploration capital and innovative geological ideas/models to find oil and gas. The policy of the Government has started yielding rich dividends as major oil and gas discoveries have been made by both domestic and foreign private companies.

The Government have already put in place the New Exploration Licensing Policy (NELP) and Coal Bed

**Methane (CBM) Policy** to attract investments for exploration and production of oil and gas and CBM from coal bearing areas. So far, the Government has signed 90 production sharing contracts in the first four rounds of NELP and 16 CBM contracts. 18 more blocks have been awarded under the fifth round of NELP (NELP-V). NELP-V received a total of 69 bids from 14 countries, overtaking the performance in a single round of all the four previous rounds put together.

(e) The plan outlay of ONGC during the Tenth five year Plan is Rs.33,418.95 Crore. In addition, ONGC have a plan outlay of Rs.13550 Crore for ONGC Videsh Ltd. (OVL).

These resources are expected to be mobilized by ONGC from their own accruals without relying on any Government budgetary support.

#### **Import of LNG From Iran**

\*349. SHRI MUNSHI RAM :

MOHD. SHAHID :

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

(a) whether India has signed an agreement with Iran for import of Liquefied Natural Gas (LNG);

(b) if so, whether India had requested Iran for concession on purchase of LNG;

(c) if so, the reaction of Iran in the matter;

(d) the estimated amount likely to be spent by the Government on purchase of LNG from Iran;

(e) whether Iran has also agreed to grant share to ONGC-Videsh Ltd. (OVL) in Jufeyr and yadavaran oil fields;

(f) if so, the details thereof and the quantity of oil likely to be extracted therefrom annually;

(g) the time by which extraction of oil is likely to commence; and

(h) the manner in which India is likely to be benefited therefrom?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) A Sale Purchase Agreement (SPA) for the purchase of 5 million tonnes per annum (MMTPA) of LNG was signed between GAIL (India) Limited (GAIL)/Indian Oil Corporation (IOC)/Bharat Petroleum Corporation Limited (BPCL) and National Iranian Gas Export Company Limited (NIGEC) on the 13th June, 2005, in Tehran. The contract period is 25 years, beginning the last quarter of 2009. The pricing of LNG has been negotiated on commercial considerations and is linked to Brent crude prices with an appropriate floor and ceiling. On the basis of the present Brent crude prices, the amount payable to NIGEC for the import of 5 MMTPA of LNG would be around US \$ 21 billion over the entire contract period of 25 years.

(e) to (h) As part of the package deal for the import of 5 MMTPA LNG by the Indian companies, under a Buyback Contract, ONGC Videsh Limited (OVL) have been offered 100% rights and obligations for the development of the Jufeyr oilfield, which is expected to produce 30,000 barrels of oil per day, as also 10% rights and obligations for development of the Yadavaran oilfield Iran, which is expected to produce a total of 300,000 barrels of oil per day.

While the National Iranian Oil Company (NIOC) is in discussion with the operating company to finalize the development plan for yadavaran field, OVL is in discussion with NIOC to finalize the development plan for Jufeyr field. The commencement of production will be taken up after the Master Development Plans for the fields have been approved by NIOC.

Under the Buyback Contract system prevalent in Iran, OVL may get a maximum of 15% rate of return on the investment in the development of these fields. Further, as per the terms of the Buyback Contract, OVL would have the right to purchase oil from Iran equivalent to its

investment in the project and return thereon at the prevailing market price.

[English]

#### Regularisation of Contract Labourers

\*350. SHRI BASU DEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have issued any order for regularisation of coal, ash and work shop handling contract labourers of Eastern and South Eastern Railways;

(b) if so, the details thereof;

(c) the number of labourers regularised;

(d) whether a number of such labourers have not been regularised;

(e) if so, the reasons therefor; and

(f) the steps taken by the Government to regularise the contract labourers of the above railways?

THE MINISTRY OF RAILWAYS (SHRI LALU PRASAD) :

(a) to (f) The issue of absorption/regularisation of contract labours including those engaged in coal and ash handling have been considered by the Hon'ble Courts and the Government. Based on the various judicial pronouncements and decisions of the Government, it has been decided that Coal & Ash Handling contract labourers may be absorbed on the Railways subject to the following:

(i) Need for recruitment that is men/labour in the Railways preferably in the job in which he was working.

(ii) The genuineness and authenticity of each and every claimant for regularisation is to be established.

(iii) Period of work rendered by the contract

labourers to be reckoned for regularisation may be kept as 10 years of continuous working.

(iv) The contract labourer is medically fit as per the recruitment rules.

(v) The contract labourer has the educational qualification as per recruitment rules (relaxed to read & write in the case of Coal & Ash Handling Contract Labourers).

(vi) The contract labourer is within the age limit as per recruitment rules after giving him the benefit of number of days he has served the Railway as a contract labourer.

On the above basis, the Railway administration have commenced the screening procedure to absorb/regularise 9000 Coal & Ash Handling contract labourers. Since the working period of Coal & Ash Handling Contract Labourers is more than a decade old and since contract labourers have to establish genuineness and authenticity of their working with the Coal & Ash Handling Contractor, the process of verification of their records is likely to take long time.

[Translation]

#### Enhancement of Pension for World War-II Soldiers

\*351. SHRI BACHI SINGH RAWAT "BACHDA" : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that the amount of 'Jangi-Inam' which used to be given to the jawans of the Indian Army for their valour during the World War II has been increased from Rs.10/- per mensem to Rs.100/- per mensem;

(b) if so, the total number of soldiers/legal heirs who are recipient of 'Jangi-Inam';

(c) whether the recipients of 'Jangi-Inam' have from time to time demanded to bring the amount provided under

'Jangi-Inam' at par with the monthly pension provided to other soldiers;

(d) if so, whether the Government proposes to take any decision on the aforesaid demand; and

(e) if so, the details thereof?

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

(b) The time and effort spent in collecting this information would not be commensurate with the results sought to be achieved.

(c) yes, Sir.

(d) The demand to bring the monetary benefit under 'Jangi-Inam' at par with the monthly pension provided to other soldiers has been considered by the Government but could not be acceded to.

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

[English]

#### Indo-Oman Gas Pipeline Project

\*352. SHRI RAYAPATI SAMBASIVA RAO : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether India has urged Oman to revive the gas pipeline project which was abandoned five years ago due to technical reasons;

(b) if so, the details thereof;

(c) whether any talks between India and Oman have been held in this regard; and

(d) if so, the details thereof?

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

(b) to (d) Do not arise.

[Translation]

#### Akashvani Kendras In Rural Areas

\*353. SHRI BRAJESH PATHAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of Akashvani Kendras functioning at present in the country, State-wise;

(b) the number of Akashvani Kendras opened during each of the last three years, State-wise;

(c) whether the Government proposes to set up more Akashvani Kendras in the country particularly in rural areas;

(d) if so, the locations thereof;

(e) the expenditure to be incurred thereon; and

(f) the time by which these Kendras are likely to be set up?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) (Prasar Bharati has intimated that at present 219 radio stations are functioning in the country. The details of these stations are given in statement-I enclosed.

(b) Details of radio stations commissioned during the last three years are given as under:

Year	States	Number of Stations
1	2	3
2002-2003	Jammu and Kashmir	4
	West Bengal	1
2003-2004	Karnataka	1
2004-2005	Jammu and Kashmir	1

1	2	3
2005-2006	Chhattisgarh	1
(till date)	Madhya Pradesh	2
	Gujarat	1

(c) to (e) Yes, Sir. Ten radio stations are technically ready. In addition 76 new stations are proposed during the 10th plan as per details given in statement-II enclosed.

In addition, 150 Low Power FM trasmitters are to be set-up in uncovered areas of which 100 will be in the North-East. AIR transmitters usually cover both urban and rural areas. No specific proposals are made only for rural areas. An amount of Rs.187-29 crore is likely to be incurred on setting up of new Kendras/transmitters.

(f) No precise time-frame for implementation of the schemes can be indicated at this juncture as the same will be dependent on their approval and the availability of funds.

**Statement-I**

**Existing Stations of All India Radio (219)**

State	No. of Stations
1	2
Andhra Pradesh	12
Arunachal Pradesh	5
Assam	10
Bihar	5
Chhattisgarh	6
Delhi	1
Goa	1
Gujarat	8

1	2
Haryana	3
Himachal Pradesh	6
Jammu and Kashmir	11
Jharkhand	5
Karnataka	14
Kerala	7
Madhya Pradesh	16
Maharashtra	20
Manipur	1
Meghalaya	5
Mizoram	3
Nagaland	4
Orissa	11
Punjab	3
Rajasthan	17
Sikkim	1
Tamil Nadu	9
Tripura	3
Uttaranchal	6
Uttar Pradesh	14
West Bengal	6
Union Territories	
Daman	1
Port Blair	1

1	2
Chandigarh	1
Pondicherry	1
Karaikal	1
Kavaratti	1
<b>Total</b>	<b>219</b>

**Statement-II**

*List of FM/MW Stations Proposed in  
X Plan (76 Nos.)*

**I. New FM Stations (73 Nos.)**

State	No. of Stations
1	2
Andhra Pradesh	6
Arunachal Pradesh	5
Assam	3
Bihar	4
Chhattisgarh	4
Gujarat	2
Haryana	1
Jharkhand	3
Karnataka	2
Kerala	1
Madhya Pradesh	1
Maharashtra	3
Manipur	2

1	2
Meghalaya	1
Mizoram	3
Nagaland	3
Orissa	4
Punjab	2
Rajasthan	2
Tamil Nadu	1
Tripura	3
Uttaranchal	7
Uttar Pradesh	3
West Bengal	7
<b>II. New Medium Wave Stations (3 Nos.)</b>	
Rajasthan	1
Tripura	1
Uttaranchal	1

*[English]*

**Contract for Operation and Maintenance  
of ONGC Vessels**

\*354. SHRI KISHANBHAI V. PATEL :  
SHRI SUGRIB SINGH :

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

(a) whether Oil and Natural Gas Commission (ONGC) has been awarding operation and maintenance contracts of its vessels to the private parties;

(b) if so, the details of parties which have been engaged on contract basis at present alongwith the terms and conditions thereof;

(c) the expenditure incurred thereon during each of the last three years;

(d) whether it is a fact that some of the parties have not been operating and maintaining the vessels as per the agreement;

(e) if so, the details thereof; and

(f) the action taken in the matter?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Yes, Sir. At present, ONGC has awarded operation and maintenance contracts for its various vessels to both private parties and Public Sector Undertakings. The details are given below:

- (i) M/s. South Indian Cooperation (Agencies) Ltd. has O&M contracts for 15 Offshore Supply Vessels (OSVs). The terms for O&M contracts with the company are as under:

Manning Cost- Rs.1.15 Crore/Vessel/Annum

Fixed Management Cost- Rs.1.64 Crore/Vessel/Annum

Total Cost-Rs.2.79 Crore/Vessel/Annum

Repair and Maintenance costs are borne by ONGC as per actuals.

- (ii) M/s. Shipping Corporation of India has O&M contract for 16 OSVs.

In addition, SCI has O&M contracts for 3 Multi-purpose Support Vessel (MSVs), namely, *Samudra Suraksha* (which was recently involved in the MHN accident) *Samudra Prabha* and *Samudra Sevak*, as well as for the seismic survey vessel '*Sagar Sandhini*'.

SCI are being paid on a cost plus basis for these vessels.

(c) Expenditure incurred during the last 3 years in respect of O&M contracts with private companies are as under:

(Rs. in Crores)

Vessel	2002-03	2003-04	2004-05
MSV	40.74	*	*
OSV	36.27	92.91	82.9
S. Sandhini	6.06	4.25	7.88

\* Managed by SCI, a PSU, and not by private party

(d) to (f) The contracts awarded to M/s. Ganesh Benzoplast Ltd. for O&M of MSVs *Samudra Suraksha* & *Samudra Prabha* and to M/s. Ganesh Anhydride Limited for *Samudra Sevak* for three years were terminated because of non-performance and thereafter awarded to the Shipping Corporation of India Ltd.

#### Defence Airports

\*355. SHRI ANANDRAO VITHOBA ADSUL :  
SHRI RAVI PRAKASH VERMA :

Will the Minister of DEFENCE be pleased to state :

(a) the name of the Defence Airports from where the civilian flights are being operated at present;

(b) the revenue earned by the Defence authorities therefrom annually;

(c) whether there is any proposal to allow civilian aircraft operations from Defence airfields;

(d) if so, the details thereof; and

(e) the steps taken by the Government to ensure the safety of Air Force installations?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) At present scheduled civil flights are operating from 24 Defence airfields. The names of these airfields are enclosed as statement.

The revenue earned from these airfields during the year 2004-2005 was Rs.68.96 crores.



The proposals relating to allowing civilian aircraft to operate from any Defence airfield is considered on the basis of proposals received from operators in accordance with extant guidelines.

In order to ensure the safety of the Air Force installations due to the operation of civil aircraft from Defence airfields, separate isolated enclosures are developed and managed by the Airports Authority of India for the operations of these aircraft. Besides, the security of Air Force installation is ensured through the following steps:—

- (a) Restricted entry to the campus, regulated by check of identity by Indian Air Force (IAF) Police and Defence Security Corps (DSC)
- (b) Point security through armed Air Force and DSC guards. Use of mobile patrols for perimeter and area security.
- (c) Watch towers/observation posts on the perimeter along with armed guards.
- (d) Contingency reaction by armed Quick Reaction Team of Air Force personnel available on a 24 hours basis.
- (e) Optimum utilization of security equipment held with the IAF.

**Statement**

*List of Defence Airfields Used by Civil Flights*

1. Chandigarh	IAF
2. Jammu	IAF
3. Leh	IAF
4. Pathankot	IAF
5. Srinagar	IAF
6. Thoise	IAF
7. Bhuj	IAF

8. Jamnagar	IAF
9. Jodhpur	IAF
10. Pune	IAF
11. Bagdogra	IAF
12. Jorhat	IAF
13. Kumbhigram	IAF
14. Tezpur	IAF
15. Agra	IAF
16. Allahabad	IAF
17. Gwalior	IAF
18. Kanpur	IAF
19. Gorakhpur	IAF
20. Goa (Dabolim)	Indian Navy
21. Visakhapatnam	Indian Navy
22. Port Blair	Indian Navy
23. Bangalore	HAL
24. Ozhar	HAL

**Maintenance of Protected Monuments**

\*356. SHRI KHARABELA SWAIN : Will the Minister of CULTURE be pleased to state :

- (a) the details of protected monuments where ticket system is in vogue for viewing them;
- (b) the total revenue earned from the sale of tickets during each of the last three years; and
- (c) the expenditure incurred on the upkeep and maintenance thereof during the said period?

THE MINISTER OF INFORMATION AND BROAD-

**CASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) :** (a) A list of the centrally protected ticketed monuments is enclosed as statement-I.

(b) The details of revenue earned from the sale of tickets during each of the last three years is enclosed as statement-II.

(c) The expenditure incurred on upkeep and maintenance of ticketed monuments during the last 3 years is enclosed as statement-III.

**Statement-I**

**The List of the Centrally Protected Ticketed Monuments**

**List of Ticketed Monuments-Circle Wise**

**Agra Circle**

1. Agra Fort, Agra.
2. Taj Group of Monuments, Agra.
3. Fatehpur Sikhr.
4. Group of Monuments at Rambaugh.
5. Itmad-ud-Daula's Tomb, Agra.
6. Akbar's Tomb, Sikandara.
7. Mariam's Tomb, Sikandara.
8. Mehtab Bagh on river bank facing Taj, Agra.

**Aurangabad Circle**

1. Rock cut Caves at Ajanta.
2. Rock cut Caves at Ellora.
3. Rock cut Caves at Elephanta.
4. Daulatabad Fort, Daulatabad.
5. Bibi-ka-Maqbara, Aurangabad.
6. Kanheri Caves, Mumbai.
7. Alibagh fort

8. Fort at Raigad.
9. Pandava Caves, Lena.
10. Juanar Caves & Inscriptions, Junar.
11. Cave Temples, Karla.
12. Shaniwarwade, Pune.
13. Old Fort, Solapur.
14. Aurangabad Caves, Aurangabad
15. Bhaja Temples & Inscriptions, Bhaja.
16. Aga Khan Palace, Pune.

**Bangalore Circle**

1. Tippu Sultan's Palace, Bangalore.
2. Daria Daulata Bagh, Srirangapatna
3. Keshava Temple, Somnathpura, Mysore.
4. Vitthala temple, Venkatapuram
5. Zanna Enclosure, Kamalapura
6. Chitradurga Fort, Bellary
7. Bellary Fort, Bellary.

**Bhopal Circle**

1. Buddhist Monuments, Sanchi, Distt. Raisen
2. Western Group of Monuments Khajuraho,
3. Distt. Chhatarpur
4. Royal Complex, Mandu, Distt. Dhar
5. Hoshang Shah Palace, Mandu
6. Buddhist Caves, Bagh, Distt. Dhar
7. Bhojshala and Kamal Maula's mosque, Dhar, Distt. Dhar
8. Monuments at Gwalior Fort, Distt. Gwalior

9. Fort, Burhanpur, Distt. Burhanpur

10. Monuments at Sirpur, Distt. Mahsana

#### Bhubaneswar Circle

1. Sun Temple, Konarka.
2. Raja Rani Temple
3. Udaigiri & Khandagiri.
4. Lalitgiri Monuments, Lalitgiri.
5. Group of Monuments (Laxman Temple), Sirpur.
6. Ratnagiri Monuments

#### Kolkata Circle

1. Cooch Behar Palace, Cooch Behar.
2. Bishnupur Temple, Bishnupur.

#### Chandigarh Circle

1. Rock Cut Caves, Masur.
2. Fort, Kangra.
3. Surajkund Masonry, Larkspur.
4. Sheikh Chilli's Tomb, Thaneswar.

#### Chennai Circle

1. Group of Monuments, Mahabalipuram.
2. Fort, Dindugul.
3. Fort, Thirumayam.
4. Rajagiri & Krishnagiri Fort, Gingee.
5. Moovar Koil Kodumbalur.
6. Rock Cut Jain Temple, Sittannavasal.
7. Natural Cavern with stone Beds & Brahmi & Old Tamil
8. Inscriptions called Eladipattam, a Sittannavasal.

#### Delhi Circle

1. Humayun's Tomb.
2. Qutab Archaeological Area.
3. Purana Qila, New Delhi.
4. Safdarjung Tomb, New Delhi
5. Red Fort, Delhi
6. Jantar Mantar, New Delhi
7. Rahim Khan-e-Khane Tomb, Delhi
8. Sultan Garhi, Delhi
9. Kotla Feroz Shah with remaining walls, bastions & gateways & garden, the old Mosque, well and other ruined Buildings it contain, Delhi.
10. Tughlakabad Fort

#### Dharwad Circle

1. Group of Temples at Pattadakal.
2. Durga Temple complex, Aihole.
3. Jaina & Vishnu Caves, Badami,
4. Golgumbaz, Bijapur,
5. Ibrahim Rouza, Bijapur.
6. Temple and Sculpture Gallery, Lakundi.

#### Guwahati Circle

1. Ahom Raja's Palace, Gargaon
2. Karenghar Palace, Jayasagar
3. Ranghar Pavilion, Jayasagar
4. Vishnudol, Jayasagar
5. Group of Four Maidams Charaideo

#### Hyderabad Circle

1. Golconda Fort, Hyderabad
2. Charminar, Hyderabad

3. Chandragiri Fort, Chittoor Distt.
4. Maha Stupa Amaravati Guntur Distt.
5. Nagarjuna Konda, Guntur Distt.
6. Guntupalli Caves, West Godavari Distt.
7. Undavalli Caves, Guntur Distt.
8. Warangal Fort, Warangal Distt.

**Jaipur Circle**

1. Fort of Kumbhalgarh, Distt. Rajsamand
2. Chittorgarh Fort, Chittorgarh
3. Deeg Bhawan Deeg, Distt. Bharatpur

**Lucknow Circle**

1. Jhansi Fort, Jhansi
2. Rani Mahal, Jhansi
3. Residency, Lucknow
4. Sahet, Sravasti

**Patna Circle**

1. Excavated site, Kumrahar
2. Excavated site, Kolhua
3. Excavated site, Nalanda
4. Sher Shah Suri's tomb, Sasaram

5. Ancient Site, Antichak, Vikramshila
6. Excavated site, Samath
7. Man Mahal, Varanasi
8. Shahi Fort, Jaunpur
9. Lord Cornwallis Tomb, Gazipur

**Srinagar Circle**

1. Group of Temples, Kiramchi
2. Ramnagar Palace, Ramnagar.
3. Avantiswaraswamy Temple, Vantipura.
4. Leh Palace, Leh.

**Thrissur Circle**

1. Bekal Fort, Pallikere.
2. Mattancherry Palace, Kochi

**Vadodara Circle**

1. Sun temple, Modhera.
2. Rani-ki-vav, Pattan.
3. Asokan rock (edict), Junagadh.
4. Buddhist caves, Junagadh.
5. Baba Pyare Khapra
6. Champaner Monuments, Champaner.

**Statement-II****Details of Revenue from Sale of Entry Tickets at Centrally Protected Ticketed Monuments**

Name of the Circle	Number of Ticketed Monuments (Centrally Protected Monuments)	Revenue earned during each of last 3 years (In rupees)		
		2002-03	2003-04	2004-05
1	2	3	4	5
Agra	8	13,21,92,992	17,36,09,595	23,83,14,568

1	2	3	4	5
Aurangabad	16	2,98,07,617	2,98,29,344	16,41,88,749
Bangalore	7	83,35,861	1,13,11,428	1,53,56,834
Bhopal	10	1,07,56,139	2,30,33,785	32,48,80,947
Bhubaneswar	6	1,21,78,309	1,20,70,241	1,28,26,173
Chandigarh	4	5,85,567	6,63,416	3,47,237
Chennai	8	2,29,13,849	1,32,28,390	4,72,17,470
Dharwad	6	79,87,615	86,63,324	90,55,013
Delhi	10	6,53,90,949	9,27,45,897	13,47,54,351
Guwahati	5	8,76,587	6,95,755	56,675
Hyderabad	8	54,11,961	1,13,67,259	1,28,70,196
Jaipur	3	28,16,659	37,64,347	47,89,281
Kolkatta	2	25,99,360	25,61,795	29,94,905
Lucknow	4	26,57,243	26,50,466	29,29,303
Patna	9	83,79,397	78,88,158	1,37,20,565
Srinagar	4	82,718	2,35,831	2,10,791
Thrissur	2	9,46,429	11,34,699	10,97,724
Vadodara	6	15,93,000	19,43,000	21,58,000
<b>Total</b>	<b>118</b>	<b>31,54,72,252</b>	<b>39,73,96,730</b>	<b>65,77,48,782</b>

**Statement-III***Details of expenditure incurred for upkeep and maintenance of Centrally Protected Ticketed Monuments*

Rupees in Lakhs

Name of the Circle	Number of Ticketed Monuments (Centrally Protected Monuments)	Expenditure incurred on ticketed monuments during last 3 years		
		2002-03	2003-04	2004-05
1	2	3	4	5
Agra	8	218.58	240.00	489.58

1	2	3	4	5
Aurangabad	16	185.97	484.77	212.12
Bangalore	7	9.96	11.78	15.09
Bhopal	10	238.42	42.84	33.87
Bhubaneswar	6	25.62	36.35	105.45
Chandigarh	4	48.09	28.21	14.41
Chennai	8	30.87	54.61	72.11
Dharwad	6	11.72	13.58	13.45
Delhi	10	207.24	277.23	271.25
Guwahati	5	19.01	13.91	15.64
Hyderabad	8	77.30	89.73	146.59
Jaipur	3	28.07	78.91	59.60
Kolkata	2	24.03	26.94	38.89
Lucknow	4	47.61	70.09	92.67
Patna	9	79.63	108.99	152.82
Srinagar	4	23.60	52.83	46.62
Thrissur	2	01.25	09.07	10.09
Vadodara	6	122.19	31.09	31.48
Total	118	1399.16	1670.33	1821.73

[Translation]

**Handing Over of Oil Wells to  
Private Companies**

\*357. SHRI V.K. THUMMAR :

SHRI JIVABHAI A. PATEL :

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

(a) whether some oil wells and oil blocks discovered by Oil and Natural Gas Commission (ONGC) and other public sector undertakings are being handed over to multinational and private companies;

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

(c) whether these multinationals and private com-

panies are not bearing the expenditure incurred on the discoveries of oil and gas by ONGC and other public sector undertakings;

(d) if so, the facts thereof; and

(e) the reaction of the Government thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The Government of India have contracted 29 medium and small size oil and gas fields which were discovered by Oil and Natural Gas Corporation Ltd. (ONGC) and Oil India Ltd. (OIL) to private and multinational companies under two rounds of bidding for discovered fields. The details are given in the statement.

In addition, ONGC have also awarded the following 6 onland marginal fields on service contracts to private companies:—

- 3 fields, namely, West Bechraji, Khambel and Hirapur in Gujarat State, awarded to M/s. Price Petroleum Company Limited.
- 3 fields, namely, Laxmijan, Bihubar and Barsilla in Assam State, awarded to M/s. Assam Company Limited.

In addition, 19 marginal fields in Mumbai offshore in 9 clusters have been offered by ONGC on 27.12.2004 for development on service contracts. These fields are:—

Cluster — 1:B-178, B-179, B-180

Cluster — 2:B-28A, B-80

Cluster — 3:B-127, B-59

Cluster — 4:B-37, B-134

Cluster — 5:B-157, BHE

Cluster — 6: WO-15, WO-5

Cluster — 7:B-192, B-45, WO-24

Cluster — 8:D-18

Cluster — 9:B-28, B-23A

The main reasons for offering small and medium size oil and gas fields by the Government are as follows:—

- (i) Some of the fields were isolated with marginal economics.
- (ii) To augment oil and gas production by bringing some non producing or low productivity fields into production with the help of private operators.
- (iii) To provide Enhanced Oil Recovery (EOR) in some fields.
- (iv) To tide over the problem of resource crunch, particularly with regard to the foreign exchange component being faced at that time.

(c) and (e) The companies were not required to bear the entire expenditure incurred on the discoveries of oil and gas by the National Oil Companies because;

- the fields were awarded against International Competitive Bidding to companies offering the best terms; and
- in evaluating the bids it was the total Government take by way of Profit Petroleum, notional Income Tax, statutory levies along with amounts payable to ONGC by way of signature/production bonus and past cost that was considered while finalizing the awards of these fields.

It was decided in 1999 to discontinue this policy of Government offering discovered fields for bidding to private parties.

**Statement***Details of Discovered fields Awarded in the 1st Round*

Sl. No.	Field Name	Consortium with whom contracts signed	Date of Signing Contracts
1	2	3	4

**Medium size fields**

1.	Kharsang	Geo Enpro (10%), Geopetrol (25%), Enpro (25%) and OIL (40%)	16.06.95
2.	Ravva	Cairn Energy (22.5%) Videocon Petroleum Ltd. (25%), Ravva Oil Pte. Ltd. (12.5%) & ONGCL (40%)	28.10.94
3.	Mid & South Tapti	British Gas Exploration & Production India Ltd. (BGEIL) (30%) Reliance India Ltd. (RIL) (30%) & ONGCL (40%)	22.12.94
4.	Panna & Mukta	British Gas Exploration & Production India Ltd. (BGEIL) (30%) Reliance India Ltd. (RIL) (30%) & ONGCL (40%)	22.12.94

**Small size fields**

5.	Asjol	HOEC (50%) Gujarat State Petroleum Corporation Ltd. (GSPCL) (50%)	
6.	Lohar	Selan Exploration Technologies Ltd. (100%)	13.03.95
7.	Indrora	Selan Exploration Technologies Ltd. (100%)	13.03.95
8.	Bakrol	Selan Exploration Technologies Ltd. (100%)	13.03.95
9.	Wavel	Larson & Toubro (L&T) (50%) Joshi Technology Inc. (JTI) (50%)	20.2.95
10.	Dholka	Joshi Technology Inc. (JTI) (100%)	20.2.95
11.	Baola	Interlink Petroleum Ltd. (100%)	05.04.95
12.	Sabarmati	Niko (40%) & GSPCL (60%)	23.09.94
13.	Cambay	Niko (33.33%) & GSPCL (66.67%)	23.09.94
14.	Bhandut	Niko (40%) & GSPCL (60%)	23.09.94
15.	Hazira	Niko (33.33%) & GSPCL (66.67%)	23.09.94
16.	Matar	Niko (40%) & GSPCL (60%)	23.09.94



1	2	3	4
<b>Small size fields</b>			
17. PY-1	Mosabacher India LLC (35%), HOEC (30%) & Energy Equity India Petroleum Ltd. (EEIPL) (35%)		06.10.95
18. Modhera	Interlink Petroleum Ltd. (100%)		23.2.2001
19. Khrjisan	Selan Expl. Technologies (100%)		16.02.04
20. N. Balol	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
21. Kanawara	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
22. Allora	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
23. Unawa	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
24. N. Kathana	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
25. Dholasan	GSPCL (45%), HOEC (25%), Heramac (30%)		23.2.2001
26. Sangapur	Hydrocarbon Res. Dev. Co. (P) Ltd. (51%), Hardy (49%)		23.2.2001
27. Amguri	Assam Company Ltd. (40%), CONORO Resources Ltd. (60%)		23.2.2001
28. Ognaj	Selan Expl. Technologies (100%)		16.02.04
<b>Medium Size field:</b>			
29. Ratna R- Series, Mumbai Basin	Essar Oil Limited-Premier Oil Pacific		Yet to be signed

**New Scheme for Manual Scavengers**

\*358. SHRI HARISHCHANDRA CHAVAN :  
SHRI Y.G. MAHAJAN :

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

(a) whether the Government is formulating any new scheme for rehabilitation of manual scavengers;

(b) if so, the details thereof; and

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

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR) : (a) to (c) A 'Self Employment Scheme for Rehabilitation of Manual Scavengers' is in the process of formulation. The scheme inter

alia includes assistance to manual scavengers in the form of loan, subsidy and training for their self-employment.

Action has already been initiated for getting approval of the scheme

#### Merger of IOC Subsidiaries

\*359. SHRI TUFANI SAROJ : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Indian Oil Corporation is planning the merger of some of its subsidiaries into itself; and

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

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

(b) Indian Oil Corporation Limited (IOC) have planned the merger with themselves of their subsidiaries, Indian Oil Blending Limited (IOBL), IBP Co; Limited (IBP), Bongaingaon Refinery & petrochemicals Limited (BRPL) and Chennai Petroleum Corporation Limited (CPCL). The details thereof and the reasons therefor are summarized at the statement enclosed.

#### Statement

Proposed merger	Reasons given by IOC for the merger	Status of the proposal
1	2	3
(i) Merger of Indian Oil Blending Limited (IOBL) with IOC	IOBL is engaged in blending of lubes and greases against payment of fixed blending fees by IOC. The earnings of IOBL have been decreasing due to shifting of indents to newly commissioned plants of IOC. The earnings of IOBL are not adequate to operate profitably. Post-merger with IOC, the losses of IOBL would be off-set against the profits of IOC, resulting in tax benefits to IOC.	The Board of IOBL had decided for the merger of IOBL with IOC. The proposal was examined by the Government and approval for there merger conveyed to IOC on 14.7.2005. Both the companies are in the process of initiating necessary legal formalities for the merger.
(ii) Merger of IBP Co. Limited (IBP) with ICO	Both IOC and IBP are engaged in the business of storage, distribution and marketing of petroleum products, both in the retail and direct consumer trade. In some of the locations, the infrastructure facilities of both the companies overlap and costs are incurred in operation and maintenance of these overlapping facilities. Similarity of businesses and possible synergies between IOC and IBP will result in higher efficiency, economy of scale and improved profits. The amalgamation of IBP with IOC is	The Boards of IOC and IBP have approved a Scheme of Amalgamation of IBP with IOC. The proposal is under examination of the Government.

1	2	3
	<p>expected to result in consolidation of the business marketing of petroleum products in one entity and in strengthening the position of the merged entry, viz., IOC, by enabling it to harness and optimise the synergies of the two companies.</p>	
<p>(iii) Merger of Bongaigaon Refinery &amp; Petrochemicals Limited (BRPL) with IOC</p>	<p>Both IOC and BRPL are engaged in Business of refining of petroleum products. BRPL is also engaged in the business of petrochemicals and Polyester Staple Fibre (PSF) products. IOC have also earmarked in a big way in petrochemical business with the setting up of Linear Alkyl Benzene (LAB) project at Gujarat and the proposed Paraxylene (PX)/Purified Terephthalic Acid (PTA), Naphtha Cracker Complex at Panipat. BRPL as a stand alone subsidiary company will find it difficult to face the uncertainties of the global oil scenario. Hence, to maximize the utilization of the assets and facilities and also to optimize the national resources and to reduce overheads, it would be appropriate to merge BRPL with IOC thereby facilitating intergrated, synergic and cost effective operations.</p>	<p>The Board of IOC and BRPL have given "in principle" approval for the proposed merger of BRPL with IOC. These companies are in the process of appointment of various agencies with a view to working out a fair swap ratio for equity shares and also for developing a scheme of amalgamation.</p>
<p>(iv) Merger of Chennai Petroleum Corporation Limited (CPCL) with IOC</p>	<p>Both IOC and CPCL are engaged in business of refining of petroleum products. CPCL is also engaged in the business of petrochemicals. IOC has also earmarked in a big way in petrochemical business with the setting up of Linear Alkyl Benzene (LAB) project at Gujarat and the proposed Paraxylene (PX)/ Purified Terephthalic Acid (PTA), Naphtha Cracker Complex at Panipat. CPCL as a stand alone subsidiary company will find it difficult to face the uncertainties of the global oil scenario. Hence, to maximize the utilization of the assets and facilities and also to optimize the national</p>	<p>In CPCL, approximately 15% of the total equity is held by National Iranian Oil Company (NIOC) and their prior consent is essential before any process of merger is initiated as it is essential that NIOC holding in CPCL is first acquired by IOC before merger. Negotiations are on with NIOC requesting them to off-load their equity holding in CPCL favouring IOC. Once this process is complete, IOC would initiated necessary pro-</p>

1	2	3
	resources and to reduce overheads, it would be appropriate to merge CPCL with IOC thereby facilitating integrated, synergic and cost effective operations.	posals for the merger of CPCL with itself.

[English]

### Operation Sadbhavana

\*360. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of DEFENCE be pleased to state :

(a) whether small scale development and community projects have been undertaken by the armed forces through 'Operation Sadbhavana' in J&K;

(b) if so, the salient features of the Operation Sadbhavana;

(c) the details of the funds allocated for the said operation since its inception; and

(d) the extent to which the Indian Army has been able to achieve the aims and objectives of Operation Sadbhavana' so far?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) The Army has undertaken small scale development and community projects for the benefit of the civilians, in the State of Jammu and Kashmir where troops are deployed to combat terrorism and insurgency.

Salient features of Operation (Op) Sadbhavana' are as follows:—

- Projects which are most required by the local population and have the support of the State Government are considered.
- The programme concentrates on projects at the village level. The focus of attention are women-

folk and youth in village society. Maximum use is made of indigenous labour both skilled and unskilled.

- The Army generally assists in planning, extension of technical assistance, provisioning of material resources and supervision.
- On the successful completion of projects they are handed over to the civil administration/ village council/local bodies/cooperatives for further operation, maintenance and upkeep.

The details of fund allocated for 'Op Sadbhavana' since 1998/99 are as under:—

1998-1999	—	Rs.4 Crores
1999-2000	—	Rs.4 Crores
2000-2001	—	Rs.8.4 Crores
2001-2002	—	Rs.10 Crores
2002-2003	—	Rs.11 Crores
2003-2004	—	Rs.14 Crores
2004-2005	—	Rs.41 Crores
2005-2006	—	Rs.55.92 Crores

There are inputs from the local level which suggest that the implementation of the civic action programme under 'Op Sadbhavana' has been found to have an extremely positive impact on the minds of the local population. The programmes under 'Op Sadbhavana' have been widely acclaimed and have helped in mitigating the

hardships of a common man. The local population is interacting with the Army without hesitation. The projects under educational schemes, women empowerment centers, adult education programmes, the IT education or the numerous community development projects undertaken by the Army have helped in generation of employment and transformed many lives.

#### Development of Neem Contraceptive

3507.SHRIMATI JAYABEN B. THAKKAR : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that DRDO's Defence Institute of Physiology and Allied Sciences had developed neem contraceptives, pheromones for dengue and 2 Deoxy D Glucose as radio sensiliser for cancer treatment;

(b) if so, the details thereof; and

(c) the views of the Government on these newly developed technologies?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) Defence Institute of Physiology and allied Sciences (DIPAS), Delhi has developed two processes for preparation of spermicidal agents based on Neem.

Defence Research and Development Establishment (DRDE), Gwalior has developed pheromones for control of mosquito population causing dengue fever.

Institute of Nuclear Medicine and Allied Sciences (INMAS), Delhi and DRDE, Gwalior have jointly prepared 2-DEOXY-D-Glucose for improving the radiotherapy and chemotherapy for cancer.

All these medicines are in different stages of clinical trials and for 2-DEOXY-D-Glucose technology has been transferred to one of the reputed Indian Pharmaceutical Industries i.e. Dr. Reddy's Laboratory.

(c) These medicines have relevance for military as well as civil sector.

#### Kargil Celebration

3508.MAJ. GEN. (RETD.) B.C. KHANDURI : Will the Minister of DEFENCE be pleased to state :

(a) whether attention of the Government has been drawn to the news item captioned: "Eye on Pak talks, Kargil celebrations to be low key" appearing in Indian Express dated July 22, 2005;

(b) if so, whether the Government has issued any directions not to celebrate Kargil Vijay Diwas;

(c) if so, the justification therefor;

(d) whether the Government is aware of the adverse impact of such decision on the Armed Forces; and

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

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) After Kargil operations in 1999, the Kargil Vijay Diwas was celebrated on 26th July in 2000 and 2001 to commemorate the victory of Indian Forces. To avoid duplicity, a decision was taken in 2001 by Services Headquarters that only Vijay Diwas will be celebrated on 16th December every year. This has no adverse impact on the Armed Forces.

#### Chowkighat Bridge

3509.SHRI M.K. SUBBA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Border Roads Organisation has since awarded the work for conducting the model study in respect of the Chowkighat Bridge on NH 52 to the Brahmaputra Board;

(b) if so, when the work was assigned to the Brahmaputra Board;

(c) the amount paid to Board for this study; and

(d) the time by which the model study is likely to be completed and construction work started?

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

(b) and (c) The work was assigned and an amount of Rs.63.80 Lakhs paid to Brahmaputra Board on 23.11.2004.

(d) Model Study is expected to be completed by July 2006. The feasibility of construction of bridge can be assessed on completion of Model Study.

#### Transport Facilities at Mumbai Airport

3510.SHRI SURESH WAGHMARE : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has withdrawn the transport facilities for ferrying passengers from domestic to international airport by bus within the premises of Mumbai Airport;

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

(c) the steps taken or proposed to be taken by the Government to provide transport facilities to the passengers at the Airport?

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

(b) and (c) Do not arise.

[Translation]

#### Renovation of Railway Stations

3511.SHRI M. ANJAN KUMAR YADAV :  
SHRIMATI SANGEETA KUMARI SINGH DEO :

Will the Minister of RAILWAYS be pleased to state :-

(a) the name of the railway stations where extension and renovation works have been undertaken in the country particularly in Andhra Pradesh during 2004-05;

(b) the amount spent so far thereon, State-wise

(c) whether the works on these railway stations have been completed.;

(d) if not, the reasons therefor and the progress so far made in this regard; and

(e) the time by which extension and renovation works on these stations are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) There are more than 8000 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. A large number of new works is sanctioned every year for various stations and these along with the 'works in progress' under Plan Head 'Passenger Amenities' are exhibited in the Works Machinery and Rolling Stock Programme, Part II presented every year in the Parliament along with Budget documents. In addition, improvements at stations are also carried out as a part of 'Doublings', 'Traffic Facility works', 'Gauge Conversions', 'Computerisation' etc. under relevant Plan Heads. However, the name of stations of Andhra Pradesh where the work relating to extension and renovation have been sanctioned/undertaken during 2004-05 are as follows:—

Adoni, Akividu, Aler, Anantapur, Anjaneyapuram, Annavaram, Araku, Asifabad, Aspari, Bhadrachalam Road, Bakrapet, Ballampalli, Bandarupalle, Begumpet, Bellamkonda, Bellampalli, Bethamcherla, Bhalki, Bhimavaram, Bhimavaram Town, Bhongir, Bibinagar, Bidar, Bisgirshareef, Bobili, Buruguahalu, Chakralapalli, Chaku, Chakur, Charlapalli, Chigicherla, Chimidipalli, Chittapur, Chityal, Cumbum, Dhramavaram, Dhone, Donakonda, Dornakal, Duvuda, Eddulaboddi, Gajulapalli, Gangaipalli, Garladinne, Ghanpur, Ghatkesar, Ghatnandur,

Giddalur, Godemgura, Gooty, Gudipadu, Gudur, Gumuda, Guntakal, Guntur, Halburga, Hasanparthi, Manikgarh, Hastavaram, Hindupur, Hulburga, Hyderabad, Jakkalacheruvu, Jammikunta, Jangaon, Janwal, Jutur, Kaikalur, Kalamalla, Kalgapur, Kalghapur, Kalluru, Kamalnagar, Kanamallapalli, Karavadi, Kazipet, Kesamudram, Khammam, Koduru, Kolnur, Kottapalli, Kottavalsa, Krishnammakona, Krishnapuram, Kurkugunta, Lingamaguntla, Lingampally, Linganenidoddi, Macherla, Machilipatnam, Maddikera, Madhira, Mahabubabad, Makudi, Malividu, Malkapuram, Malkhed Road, Manchiryal, Mandamarri, Mandapadu, Mangapatnam, Manikgarh, Mantapampalli Mantralayam Road, Markapur, Markapuram, Moula-ali, Nagarur, Nagireddipalli, Nalgonda, Nandalur, Nandayal, Narasaraopet, Narayanapura, Narayanpet Road, Nawandgi, Nekkonda, Nellore, Nidadavolu, Odela, Ongole, Pangaon, Parli Vaidyanath, Parvatipuram, Pathakothacheruvu, Pedakakani, Pedakurapadu, Peddampet, Peddapalli, Pembarti, Pendekallu, Penukonda, Phirangipuram, Piduguralla, Pindial, Potakapalli, Raghavapuram, Raghunathpalli, Raichur, Raigir, Rajahmundry, Rajamp Ramagundam, Ramarajapali, Raparla, Ravindrakhani, Rechni Road, Reddigudem, Regadipali, Renigunta, Samarlakot Jn., Sanathnagar, Santamaguluru, Sattenpalli, Satuluru, Savalyapuram, Secunderabad, Sedam, Shankarpalli, Simachalam, Siripuram, Sirpur Town, Sirpurkhagaznagar, Sirpurkhajnagar, Sitanagaram, Srikakulam, Srikalahasti, Stuartpuram, surareddipalem, Tadepalligudem, Tandur, Tanuku, Tarlupadu, Tettu, Tirupati, Udgir, Ulavapadu, Uppal, Uppugunduru, Vanganur, Venkatagiri, Vijayawada, Vikarabad, Vinukonda, Visakhapatnam, Vishnupuram, Vizianagaram, Wangapalli, Warangal, Whirgaon, Wirur, Yadgir, Yasantapur, Yerragudipadu, Yerraguntla and Zahirabad.

(b) The Railway Budget is prepared Railway zone-

wise and not State-wise. Hence, the approximate expenditure zone wise under Plan head "Passenger Amenities" during 2004-05 and up to June 2005 is as under:—

(In Rs. Crore)

Railway	Expenditure 2004-05 (Approx)	Expenditure upto June 2005 (Approx)
Central	15.36	3.33
Eastern	12.46	1.54
Northern	27.79	5.64
North Eastern	10.15	1.81
Northeast Frontier	11.88	2.69
Southern	20.69	4.54
South Central	41.35	6.12
South Eastern	7.00	2.96
Western	18.42	1.69
East Central	19.88	2.59
East Coast	4.16	1.10
North Central	6.11	1.06
North Western	6.75	1.17
South East Central	8.37	2.36
South Western	4.67	1.41
West Central	7.22	1.62
Metro	0.50	0
Total	222.76	41.63

(c) to (e) No, Sir. As extension and renovation of railway stations is a continuous process, a general target for completion cannot be fixed.

[English]

#### **Allotment of Petrol Pumps by IBP**

3512. SHRI G. KARUNAKARA REDDY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the number of petrol pumps allotted by IBP Company in Karnataka during the last one year.

(b) the number of cases in which No Objection Certificates for setting up of Petrol Pumps were sought from the District Collectors in Karnataka;

(c) whether the IBP has complied with the marketing plan; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) During 2004-2005, IBP Co. Limited (IBP) allotted 38 retail outlet dealerships (petrol pumps) in the State of Karnataka.

(b) During this year, the Company sought 'no objection certificates' (NOCs) from District Collectors in the State for setting up retail outlets at four locations. For the remaining locations, for which Letters of Intent have been issued by the Company, NOCs would be sought on finalization of the land for setting up the retail outlets.

(c) and (d) IBP have finalized their State-wise retail marketing plan for the period 2003-05. The company have made and have been making, allotments of retail outlets in accordance with this marketing plan. The details of the plan are available with the Director (Marketing) of the Company.

#### **Railway Projects**

3513. SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of proposals in respect of Gujarat are pending with the Western Railway;

(b) if so, the details thereof;

(c) whether the Government of Gujarat has requested for early clearance of these railway projects; and

(d) if so, the time by which these proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Pending projects are considered as those projects which have been included in the budget but clearances are awaited. No such project falling fully/partly in the State of Gujarat is pending. However, 02 new line, 05 gauge conversion and 01 doubling projects falling fully/partly in the State of Gujarat are in various stages of progress.

(c) and (d) Do not arise.

[Translation]

#### **Scholarship to OBC**

3514. SHRI CHANDRABHAN SINGH : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether any proposal seeking 50 per cent contribution of the Union Government under the scholarship scheme for the students of Other Backward Classes and construction of hostels for them in Sagar, Rewa, Morena and Ujjain districts of Madhya Pradesh is under consideration of the Union Government;

(b) if so, the details thereof; and

(c) the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (c) Government of Madhya Pradesh has not forwarded the proposal



seeking 50% contribution of the Union Government under the scholarship scheme for the students of Other Backward Classes. However, Government of Madhya Pradesh has forwarded a proposal seeking central assistance amounting to Rs.120.00 lakhs for construction of 4 hostels at Sagar, Rewa, Morena and Ujjain Districts for OBC students during the year 2005-06 and the case is under process in the Ministry.

#### **Airstrip at Kishangarh**

3515.PROF. RASA SINGH RAWAT : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government proposes to develop the existing Airstrip at Kishangarh;
- (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) Due to non-commitment or demand from any airline to extend their services through existing airstrip at Kishangarh, Airports Authority of India (AAI) has no proposal at present to develop it.

#### **Expansion of Bhiwani Maintenance Yard**

3516.SHRI KULDEEP BISHNOI : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government is contemplating to expand Bhiwani maintenance yard in order to reduce load on Delhi Station;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor; and
- (d) the steps taken by the Government for reducing load on Delhi Station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) There is no plan to expand Bhiwani maintenance yard.

(d) To decongest the Delhi Junction, the following trains have been extended to Delhi Sarai Rohilla Station:—

5609/5610 Guwahati-Delhi Awadh Assam Express.

4041/4042 Dehradun-Delhi Mussorie Express.

5013/5014 Kathgodam-Delhi Ranikhet Express.

[English]

#### **Exploration of Oil and Gas in Yemen**

3517.SHRI ASADUDDIN OWAISI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) whether State run oil companies have shown keen interest in exploration of oil and gas in Yemen and modernization of Aden refinery;
- (b) if so, the details thereof;
- (c) whether a joint Technical Committee has been formed for this purpose; and
- (d) if so, the progress made so far in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Indian Public Sector Oil companies have shown interest in exploration and production blocks in Yemen, modernisation of the Aden Refinery Project, the proposed Hydrocracker Project, sourcing of natural gas from Yemen, and LNG liquefaction plants in Yemen.

(c) and (d) During discussions held at the 5th session of the Indo-Yemen Joint Committee meeting in Sana's between 15-17 January, 2005, it was decided, inter alia, to form a Joint Technical Committee (JTC) to discuss co-

operation in the hydrocarbon sector. The JTC is being constituted in consultation with the authorities concerned of the Government of Yemen.

### **Procurement of Centrifuge**

3518. SHRI TATHAGATA SATPATHY : Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Force has recently purchased high performance centrifuge for the training of pilots; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) The Government have concluded a contract for the procurement of a High Performance human Centrifuge to be installed at Institute of Aerospace Medicine, Bangalore.

[Translation]

### **Decline in Profit of HPCL**

3519. SHRI AVINASH RAI KHANNA :

SHRIMATI KIRAN MAHESHWARI :

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

(a) whether the profit of the Hindustan Petroleum Corporation Ltd. has declined during 2004-05 as compared to 2003-04;

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

(c) whether the Company has taking any steps to increase its profit during 2005-06; and

(d) if so, the details thereof?

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

(b) The profit after tax of Hindustan Petroleum Corporation Limited (HPCL) decreased from Rs.1904 crore during 2003-04 to Rs.1277 crore during 2004-05, a decrease of about 33%. The decrease in profit is mainly attributable to higher under-recoveries during the year on the sale of petrol, diesel, PDS kerosene and Domestic LPG, as compared to those in the previous year, consequent upon non-revision of retail selling prices in line with international prices. The under-recoveries of oil marketing companies, including HPCL, on account of the aforesaid products are being partly compensated by the upstream companies.

(c) and (d) Though, the company has incurred a net loss of Rs.508 crore during the first quarter of the current financial year essentially on account of under-recoveries on petrol, diesel, PDS kerosene and domestic LPG, HPCL contemplate to take the following steps towards containing their costs:—

- (i) Optimizing the crude cost by maximizing procurement of high sulphur crude, which is relatively cheaper to low sulphur crude, and reducing crude transportation costs.
- (ii) Energy conservation/reduction in fuel & loss/yield maximization.
- (iii) Optimising product distribution/transportation cost through technology-savvy systems.
- (iv) Saving in interest cost by using innovative financial instruments for borrowing
- (v) Saving in insurance cost
- (vi) Close monitoring of working capital including inventory management.

[English]

### **Air Cargo Facility at Madurai Airport**

3520. SHRI A.K. MOORTHY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government proposes to set up air cargo facility at Madurai 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) Due to insufficient cargo traffic, there is no proposal at present to set up air cargo facility at Madurai airport.

[Translation]

#### **Rail Over Bridge (ROB) in Saharanpur**

3521. SHRI RASHEED MASOOD : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal to construct a rail over bridge at Sharda Nagar Chowk in Saharanpur, Uttar Pradesh is under consideration of the Government;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) Yes, Sir. The construction of a Road Over Bridge at Sharda Nagar, Saharanpur in lieu of existing level crossing No.86-B, Km. 181/10-11 has been sanctioned in the Railway's Works Programme of 2005-06 on cost sharing basis with Railway's share of cost Rs.420 lakh and State Government's Rs.453 lakh. Railway shall construct bridge proper i.e. bridge across the Railway track and approach work by State Government. General Arrangement Drawing and Estimate for approach portion is awaited from State Government. All efforts shall be made by Railway to complete its portion of work along with approaches by State Government.

[Translation]

#### **Air Services from Aurangabad-Jaipur-Udaipur Route**

3522. SHRI CHANDRAKANT KHAIRE : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government proposes to re-start the Aurangabad-Jaipur-Udaipur air services in view of the tourism potential of Aurangabad;

(b) if so, the details thereof; and

(c) the time by which it is likely to re-start?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) 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. 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. Indian Airlines has, however, no plans to re-start air services on Aurangabad-Jaipur-Udaipur route as the aircraft in its fleet are fully committed in the operation of services in the existing schedule.

#### **Radio Station in Ujjain**

3523. DR. SATYANARAYAN JATIYA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether any decision has been taken to establish Radio Station in Ujjain, Madhya Pradesh;

(b) if so, the details thereof;

(c) whether the Radio Station has been established in Ujjain;

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

(e) if not, the reasons for the delay and the time by which it is likely to be established?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (e) Yes, Sir. A 5 kW FM transmitter is proposed to be set at Ujjain during the Tenth Plan period. The site for the Radio Station has been acquired in December 2004. It will take about two years to complete the Station, subject to availability of funds.

#### **Reservation Centres at Neemach Railway Station**

3524.DR. LAXMINARAYAN PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is only one computerised reservation centre at Neemach Railway Station of Western Railway;

(b) if so, whether there is any demand to increase the number of computerised reservation centres at this station;

(c) if so, the details thereof; and

(d) the details of the action taken by the Government in this regard?

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

(b) No, Sir.

(c) and (d) Do not arise.

[English]

#### **Dabhol LNG Terminal**

3525.SHRIMATI ARCHANA NAYAK : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the present status of Dabhol Liquefied Natural Gas Terminal;

(b) the time by which it is likely to be completed;

(c) whether the Gas Authority of India has re-constituted the original Engineering Procurement and Construction (EPC) consortia for the Dabhol terminal; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The plan for restructuring and revival of Dabhol project including Liquefied Natural Gas (LNG) terminal envisages the formation of a Project SPV consisting of GAIL, NTPC and Indian lenders with an equity infusion of Rs.500 crore each. Accordingly, the Project SPV, called the Ratnagiri Gas and Power Private Limited (RGPPL), has been formed and incorporated by GAIL and NTPC as a 50:50 joint venture. RGPPL is to take over the assets of the Dabhol Project free from all encumbrances through the Debt Recovery Tribunal (DRT)/ Court process and thereafter complete, commission and operate the project. RGPPL will be undertaking completion of the balance work at the LNG terminal. Though RGPPL is targeting completing of the LNG terminal by July 2006, a more definitive and accurate tie schedule will be chalked out only on completion of the Assessment Study.

(c) and (d) In view of the non-availability of engineering drawings, documents and Contracts for the Dabhol Project, GAIL approached the Indian and Foreign companies which were implementing the LNG terminal and Marine facilities when work stopped at Dabhol in June 2001, to seek their interest in undertaking the completion of the remaining tasks at the Dabhol Project. These companies have expressed their willingness to undertake assessment and completion of the LNG terminal and marine facilities. Since the project SPV, viz., RGPPL has now been formed, any decision to engage the original EPC consortium would be taken by them.

#### **Return Journey Booking Facilities**

3526.SHRI G.M. SIDDESWARA : Will the Minister of RAILWAYS be pleased to state :

(a) the details of railway stations and city booking offices in Karnataka where return journey tickets through computerised booking facilities are available;

(b) whether the Railways propose to increase the number of such offices in the State;

(c) if so, the details thereof;

(d) the time by which these offices are likely to be opened; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A list of locations where computerised booking facility has already been provided in Karnataka is given at statement-I enclosed. (a) The facilities for return journey reservations are available at all the computerised reservation centres on Indian Railways.

(b) to (d) Yes, Sir. A list of locations where computerised reservation facilities are sanctioned but yet to be commissioned in the State of Karnataka is also given in statement-II enclosed.

Expansion of Computerised Reservation facilities is a continuous & on-going process. These facilities are sanctioned at a number of new locations every year depending upon the availability of funds, technical feasibility & State Government providing free accommodation in the case of non-railhead Distt. Head Quarters. As such, it is not possible to set up a definite time frame for completion/commissioning of sanctioned Passenger Reservation Centre.

(e) Does not arise.

#### **Statement-I**

#### **List of Computerised Booking Offices Working in Karnataka State**

As on 15.8.2005

S.No.	Location
1	2
1.	Austin Town

1	2
2.	Banasankari (Bangalore)
3.	Bangalore Airport
4.	Bangalore Cantt
5.	Bangalore City
6.	Bangalore Indiranagar
7.	Bangarapet
8.	Belgaum
9.	Bellary
10.	Bhadravati
11.	Bidar
12.	Bijapur
13.	Chitradurg Rly. Stn.
14.	Davangere
15.	Dharwar
16.	Gadag
17.	Ghataprabha
18.	Gulbarga
19.	Hassan
20.	Haveri
21.	Hospet
22.	Hubli
23.	Jayanagar (SBC)
24.	K R Market Bangalore
25.	Kankanadi
26.	Karwar

1	2
27.	Kengeri
28.	Koppal
29.	Koramangala (Bangalore)
30.	Madikeri
31.	Malleswaram
32.	Mandya
33.	Mangalore
34.	Mysore
35.	Raichur
36.	Seram
37.	Shimoga Town
38.	Tumkur
39.	Vijayanagar (SBC)
40.	Wadi
41.	Whitefield (Bangalore)
42.	Yadgir
43.	Yelahanka
44.	Yeshwantpur

**Statement-II**

*List of Sanctioned but yet to be Commissioned Computerised Booking Offices in Karnataka State*

S.No.	Location
1	2
1.	Arsikere

1	2
2.	Bagalkot
3.	Bijapur City
4.	Challekere Rly. Stn.
5.	Chamrajnagar
6.	Chickmagalur
7.	Electronic City Bangalore
8.	Indi Road Railway Station
9.	Kadur
10.	Kolar
11.	Londa
12.	Mangalore Satellite
13.	Meracara
14.	SSPN Railwaystation
15.	Torangallu

**Setting up of Village Resource Centres**

3527. SHRI RAVICHANDRAN SIPPAPARAI : Will the Minister of PANCHAYATI RAJ be pleased to state :

(a) whether the Government proposes to set up of village resource centre to provide better service;

(b) if so, the details thereof;

(c) the time by which these are likely to be set up;

(d) whether the locations of the proposed centres have been identified; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI

SHANKAR AIYAR) : (a) to (e) In its first report to the Union Agriculture Minister submitted on the 29th December, 2004, the National Commission on Farmers, has made several recommendations, including setting up Rural/Village Knowledge Centres to harness Information Communication Technology and other tools of communication for village and rural development. In the Seventh Round Table of Ministers in charge of Panchayati Raj held in Jaipur from 17-19 December, 2004, vide para-8 of the conclusions, it was resolved that the Community Service Centres being rolled out by the Ministry of Information Technology at the Centre may be located in the Panchayat offices so that Panchayat services can also be delivered through the Common Service Centres. The number and location of the Centres, the extent to which these Centres will be helpful to the village Panchayats and the financing implication of establishing them will be known only after the Commission's recommendations have been processed and passed by Government.

The Ministry of Panchayat Raj is also preparing a mission mode Project for e-Governance at the Gram Panchayat level under the National e-Governance Plan. It is envisaged that this will enable all Panchayats in the country to progressively obtain the benefits of Information Technology in implementing e-Governance solutions with reference to identified services delivered at the Panchayat level. This is a new initiative. A few Panchayats in the States have been implementing pilots for e-Governance at the Panchayat level under initiatives of the States concerned. However, it is under the Central Plan that common standards and benchmarks will be developed so as to ensure the integrated application of Information Technology to further good governance at the Panchayat level.

#### Cultural Ties with Russia

3528.SHRI ANANTA NAYAK : Will the Minister of CULTURE be pleased to state :

(a) the names of the countries with which cultural ties have been established by the Government;

(b) whether the Government has any proposal to establish cultural ties with Russia; and

(c) if so, the steps taken in this regard.

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) The Government of India has established cultural ties with many countries through Cultural Agreements, MoUs and mixed Cultural Commission. Cultural Agreements have been signed with 115 Countries (statement enclosed). We have a Mixed Cultural Commission with Japan.

(b) and (c) The Government has established warm Cultural relations with Russia. The Cultural Agreement with Russia was signed in 1993. The last Cultural Exchange Programme between India and Russia was signed in 2000. Efforts are underway to sign a fresh Cultural Exchange Programme for 2005-2008. Currently the Government is going to hold 'Days of Indian Culture' in Russia from Sept. 25th to October 04, 2005.

#### Statement

##### Cultural Agreements with Various Countries

S.No.	Name of the Country	Date of signing
1	2	3
1.	Afghanistan	04.01.1963
2.	Algeria	01.06.1976
3.	Argentina	28.05.1974
4.	Armenia	14.12.1995
5.	Australia	21.10.1971
6.	Bahrain	08.01.1975
7.	Bangladesh	30.12.1972
8.	Belarus	14.05.1993

1	2	3
9.	Belgium	21.09.1973
10.	Belize	15.06.1994
11.	Benin	17.07.1986
12.	Bolivia	06.12.1997
13.	Bosnia & Herzegovina	20.09.2002 (Yugos)
14.	Botswana	14.05.1997
15.	Brazil	23.09.1969
16.	Bulgaria	02.02.1963
17.	Burkina-Faso	12.12.1983
18.	Cambodia	31.01.1996
19.	Chile	13.01.1993
20.	China	28.05.1988
21.	Columbia	22.05.1974
22.	Croatia	05.03.1999
23.	Cuba	21.07.1976
24.	Cyprus	24.10.1980
25.	Czech	11.10.1996
26.	Djibouti	31.01.1989
27.	Egypt	25.09.1958
28.	Estonia	15.10.1993
29.	Ethiopia	09.02.1983
30.	Finland	10.06.1983
31.	France	07.06.1966
32.	Germany	20.03.1969
33.	Ghana	12.10.1981

1	2	3
34.	Greece	22.06.1961
35.	Guyana	30.12.1974
36.	Hungary	03.03.1962
37.	Indonesia	29.12.1955
38.	Iran	10.12.1956
39.	Iraq	19.04.1973
40.	Israel	18.05.1993
41.	Italy	12.07.2004
42.	Jamaica	05.10.1992
43.	Japan	29.10.1956
44.	Jordan	15.02.1976
45.	Kazakhstan	22.02.1981
46.	Kenya	24.02.1981
47.	Kuwait	02.11.1970
48.	Kyrgyzstan	14.03.1992
49.	Laos	17.08.1944
50.	Latvia	01.09.1995
51.	Lebanon	07.04.1997
52.	Lesotho	05.10.1976
53.	Libya	24.08.1985
54.	Lithuania	20.02.2001
55.	Luxemburg	10.09.1996
56.	Madagascar	17.06.1997
57.	Malaysia	03.03.1978



1	2	3
58.	Maldives	07.09.1983
59.	Malta	14.01.1992
60.	Mauritius	06.02.1976
61.	Mexico	23.07.1975
62.	Moldova	19.03.1993
63.	Mongolia	09.02.1978
64.	Morocco	12.01.1981
65.	Mozambique	09.02.1978
66.	Myanmar	25.01.2001
67.	Namibia	25.01.1991
68.	Netherlands	24.05.1985
69.	Nicaragua	09.09.1986
70.	Nigeria	14.09.1982
71.	North Korea (DPRK)	02.07.1976
72.	Norway	19.04.1961
73.	Oman	03.08.1991
74.	Pakistan	31.12.1988
75.	Panama	02.02.2001
76.	Peru	25.01.1987
77.	Poland	27.03.1957
78.	Portugal	07.04.1980
79.	Philippines	06.09.1969
80.	Qatar	04.06.1980
81.	Romania	03.04.1957

1	2	3
82.	Rwanda	04.07.1975
83.	Russia	28.01.1993
84.	Senegal	21.05.1975
85.	Serbia & Montenegro	20.09.2002 (Yugos)
86.	Seychelles	22.12.1987
87.	Singapore	05.02.1993
88.	Slovak	11.03.1996
89.	Slovenia	16.12.1996
90.	Somalia	02.04.1979
91.	South Africa	04.12.1996
92.	South Korea	12.07.1974
93.	Spain	16.09.1982
94.	Sri Lanka	29.11.1977
95.	Sudan	28.11.1974
96.	Suriname	22.09.1992
97.	Syria	13.11.1975
98.	Tanzania	17.01.1975
99.	Tajikistan	15.02.1993
100.	Thailand	29.04.1997
101.	Trinidad & Tobago	13.03.1987
102.	Tunisia	24.06.1969
103.	Turkey	29.05.1951
104.	Turkmenistan	20.04.1992
105.	United Arab Emirates (U.A.E.)	03.01.1975

1	2	3
106.	Uganda	24.11.1981
107.	Ukraine	27.03.1992
108.	Uzbekistan	17.08.1991
109.	Venezuela	13.09.1984
110.	Vietnam	18.12.1976
111.	Yemen	22.07.1999
112.	Zaire	04.07.1978
113.	Zambia	26.01.1975
114.	Zimbabwe	22.05.1981
115.	Nepal	30.09.2004

#### **Special Package to HMT, Srinagar**

3529.SHRI ABDUL RASHID SHAHEEN : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government proposes to provide special package to HMT, Srinagar;

(b) if so, the details thereof;

(c) whether the State Government has made any request in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOAHN DEV) : (a) and (b) The Government proposes to commission a feasibility study to examine the options for revival of HMT Chinar Watches Ltd. and diversification of its activities.

(c) and (d) Yes. The State Government requested for

revival and diversification to be explored with a view to generate fresh employment.

The Government is proposing to carry out a study to examine the options for revival/diversification of the company's activities.

#### **Grievances Redressal Camps at State Capitals**

3530.SHRI M. APPADURAI : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the National Commission for Minorities has started for holding grievances redressal camps at State capitals;

(b) if so, the details thereof and the reasons for holding such camps at State capitals;

(c) the number of cases pending due to the reports from State Governments; and

(d) the efforts made the Government to speed up the reports from the State Governments?

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

(b) Does not arise.

(c) and (d) National Commission for Minorities held Review Meetings with State Governments at the State Capitals of Andhra Pradesh, Bihar, Gujarat, Himachal Pradesh,, Maharashtra, Orissa, Rajasthan, Uttar Pradesh, Tamil Nadu & West Bengal and Union Territory of Pondicherry since August, 2004 and settled 146 out of 287 pending cases.

#### **Launderettes at Petrol Pumps**

3531.SHRI E.G. SUGAVANAM :

SHRI S.K. KHARVENTHAN :

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

(a) whether the Government proposes to set up launderettes in various petrol and diesel outlets in the country;

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

(c) the time by which the facility is likely to be provided at the outlets?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) BPCL have launched laundry services at the following four retail outlets in Mumbai to begin with :

- (i) M/s. Autopet, Santacruz (West)
- (ii) M/s. Charkop Petroleum, Kandivali (West).
- (iii) M/s. Vikhroli Automobiles, Vikhroli
- (iv) M/s. Bahri Auto Service, Chembur

Market studies for introducing this facility elsewhere are in progress.

HPCL have started laundry services at the following three retail outlets in Delhi as an experiment :

- (i) M/s. Highway Service Station.
- (ii) M/s. Rajiv Service Station.
- (iii) M/s. Panchshal Service Station.

IOCL and IBP have no plans/proposals at present to set up laundry services at their retail outlets.

#### **Violation of Indian Sea Boundaries**

3532. SHRI MANORANJAN BHAKTA : Will the Minister of DEFENCE be pleased to state :

(a) whether some foreign vessels have violated the boundaries of Indian Andaman Sea;

(b) if so, the number of such incidents noticed during the last one year;

(c) the action taken by the Coast Guards/Security Forces in the matter; and

(d) the remedial measures taken by the Government to prevent such incidents in future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) No violation of Indian Andaman Sea by foreign vessels has been reported. However, some instances of foreign fishing vessels straying into the Indian Exclusive Economic Zone have been noticed.

(b) and (c) During the last one year, 19 foreign fishing vessels were apprehended for fishing illegally in the territorial waters of Andaman and Nicobar islands.

(d) Regular surface and air surveillance of the Indian Exclusive Economic Zone around Andaman and Nicobar islands is being carried out by the Indian Armed Forces, including the Indian Coast Guard.

[Translation]

#### **Rail Overbridge On Rau-Peetampur Road in Madhya Pradesh**

3533. SHRI GANESH SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have received any request from the Government of Madhya Pradesh regarding construction of railway overbridge on Rau-Peetampur road;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Railways construct Road Over/under bridges (ROB/RUB) in lieu of existing level crossings (LCs) on cost sharing basis if the traffic density at the LC is found one Lakh or more TVUs (TVU

- A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours; otherwise on deposit terms. Proposals in both cases have to be sponsored by State Government/Local Authorities duly fulfilling certain preliminary pre-requisites viz. undertaking to bear their share of cost, closure of LC on completion of ROB, advance action for acquisition of land etc. Railways construct bridge proper across tracks and approaches are constructed by State Government. Every effort is made by the Railway to complete their portion of work simultaneously with the work of approaches done by State Government. A request has been received from Madhya Pradesh Rajya Setu Nirman Nigam Ltd. Bhopal for constructing Road over bridge in lieu of level crossing No.256 at Km.505/1-2 in Rau Yard on cost sharing basis. The traffic density at the LC is more than 3 lakh TVUs and it qualifies for construction on cost sharing basis. However, a complete proposal as enumerated above has not yet been received from the Government of Madhya Pradesh.

(c) Does not arise.

[English]

#### Electrification of Rail Lines

3534.KUNWAR MANVENDRA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the total length of rail lines in Uttar Pradesh;

(b) the percentage of the length of rail lines in the State which is electrified;

(c) the length of rail lines in the State proposed to be electrified during the Tenth Five Year Plan and the amount allocated for the purpose;

(d) the length of rail lines electrified so far during the Tenth Plan and the expenditure incurred thereon; and

(e) the measures taken or proposed to be taken for strict adherence to the time schedule in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) The total length of rail lines in Uttar Pradesh as on 31.03.2004 is 8566 route kilometres, out of which 16.90% is electrified.

(c) The Plans/Targets for Railway Electrification are not confined to the State boundaries.

(d) In the first three years of the 10th Plan, 54 route kilometres have been electrified in Uttar Pradesh. Expenditure incurred on railway electrification is not maintained State-wise.

(e) The progress of the work is monitored closely at various levels for timely completion of the projects.

#### Stoppage of Utkal and Geetanjali Expresses at Kalunga

3535.SHRI JUAL ORAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has any proposal to provide stoppage of Utkal Express and Geetanjali Express at Kalunga near Rourkela;

(b) if so, the details thereof and the time by which the decision is likely to be taken in the matter;

(c) whether better passenger amenities are proposed to be provided at Kalunga by constructing a full-fledged platform; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) No, Sir. Stoppage of 8477/8478 Puri-Haridwar Kalinga Utkal Express and 2859/2860 Howrah-Mumbai Geetanjali Express at Kalunga has been examined but not found commercially justified at present.

(c) and (d) No, Sir. All amenities including medium level platform required as per norms are available at Kalunga railway station.

**Permission to PSUs to Off-load  
Cross Holdings**

3536. SHRI BADIGA RAMAKRISHNA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) whether the Government has permitted oil PSUs to off-load cross holdings;
- (b) if so, the details thereof, company-wise; and
- (c) the methodology likely to be adopted for off-loading and its likely impact on the financial status of the companies?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) ONGC holds 9.11% of total equity in IOC and 4.83% in GAIL. IOC in turn holds 9.6% of total equity in ONGC and 4.83% in GAIL. Similarly, GAIL holds 2.4% of total equity in ONGC. At present, no decision has been taken to off-load the cross-holdings of these Oil PSUs.

[Translation]

**Funds for Construction/Maintenance  
of Railway quarters**

3537. SHRI HEMMAL MURMU : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government provides funds for

construction/maintenance of quarters for railway employees, drainage system and laying road;

- (b) if so, the total funds allocated and released to each division during each of the last three years and current year;
- (c) the amount actually spent by each Division during the said period;
- (d) whether the inner roads in railways quarters of Danapur division are in critical conditions and facing water logging problems during rains in the absence of proper drainage system; and
- (e) the steps taken by the Government in this regard?

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

(b) and (c) The funds for construction and maintenance of quarters, roads and drainage system are allotted under relevant Plan Heads of "Staff Quarters" and "Amenities for staff:" and also under Revenue Demands. The funds allotment/expenditure for their maintenance are provided/spent from different sub-heads of various Revenue Demands of Zonal Railway. Construction of quarters is done under Plan Head "Staff quarters" and construction of roads and drainage for colonies etc. is normally done under Plan Head "Amenities for Staff. Funds allotted/spent in the past 3 years and the current year under the Plan Heads (Zonal Railway-wise, since Division-wise not maintained) are as under:

*Staff Quarters*

(Figures in crore of Rs.)

Year	2002-03		2003-04		2004-05		2005-06	
Railway	Revised allotment	Expenditure	Revised allotment	Expenditure	Revised allotment	Expenditure	Budget Grant	Expenditure up to June'05
1	2	3	4	5	6	7	8	9
Central	7.99	5.39	3.42	2.47	2.11	1.31	3.40	0.41

1	2	3	4	5	6	7	8	9
Eastern	1.86	2.60	1.39	0.75	2.05	1.19	2.92	0.28
Northern	8.89	9.12	7.62	6.01	7.13	5.76	6.92	0.89
North Eastern	1.66	3.09	1.15	0.96	1.17	1.58	1.97	0.27
North East Frontier	5.45	5.53	7.32	4.44	7.26	4.88	11.23	1.00
Southern	6.12	4.54	6.56	3.82	5.42	3.09	6.86	0.46
South Central	3.35	3.77	3.78	3.44	5.65	5.38	3.35	0.82
South Eastern	7.45	5.72	3.45	2.04	3.07	2.48	3.18	0.36
Western	20.26	14.14	123.29	6.10	9.19	5.67	14.40	1.15
East Central	3.39	0	2.96	1.92	3.03	1.89	4.08	0.65
East Coast	0	0	3.26	1.92	2.57	1.93	1.81	0.92
North Central	0	0	3.74	2.72	2.28	2.23	2.21	0.60
North Western	0.78	0	5.41	3.78	3.25	2.94	5.55	0.65
South East Central	0	0	1.39	0.79	2.99	1.15	7.52	0.22
South Western	0	0	1.69	0.94	2.16	0.97	1.59	1.23
West Central	0	0	1.96	1.96	3.04	2.02	1.04	0.36
Chittaranjan Locomotive works	0.60	0.25	0.45	0.14	0.85	0.63	0.20	0.11
Diesel Locomotive Works	0.12	0.10	0	0	0	0	0	0
Integral Coach Factory	1.68	1.44	0.81	0.66	0.36	0.25	0.35	0.01
Rail Wheel Factory	0.07	0.07	0.70	0.17	0.85	0.46	0.75	0.11
Diesel Locomotive Modernisation Workshop	0.46	0.34	0.55	0.56	0.11	0.11	0	0

1	2	3	4	5	6	7	8	9
Hail Coach Factory	0	0	0	0	0.90	0.12	0.80	0.82
Railway Electrification	0.50	0.39	0	0	0	0	0	0

*Amenities for Staff*

(Figures in crore of Rs.)

Year	2002-03		2003-04		2004-05		2005-06	
Railway	Revised allotment	Expenditure	Revised allotment	Expenditure	Revised allotment	Expenditure	Budget Grant	Expenditure up to June'05
1	2	3	4	5	6	7	8	9
Central	5.26	7.38	3.99	3.11	3.01	3.26	3.15	0.84
Eastern	5.83	5.31	5.03	3.99	5.51	5.21	9.82	0.42
Northern	10.31	8.77	5.60	4.72	4.25	5.60	7.31	1.36
North Eastern	3.01	3.35	2.24	2.57	2.25	2.52	1.93	0.54
North East Frontier	8.73	7.07	9.14	6.52	10.30	11.29	10.45	1.09
Southern	3.23	4.17	8.37	6.48	4.20	3.99	3.12	0.87
South Central	3.86	3.44	3.90	4.06	6.57	7.32	4.32	2.18
South Eastern	7.66	6.42	4.70	3.37	4.47	4.50	5.08	1.06
Western	13.43	9.47	6.92	4.29	6.71	5.36	10.38	0.71
East Central	2.26	0	4.30	2.08	4.15	2.79	8.97	0.76
East Coast	0	0	2.10	1.22	1.32	1.08	2.72	0.11
North Central	0	0	1.45	0.86	1.43	1.16	1.06	0.20
North Western	4.34	0	5.38	5.29	5.62	3.99	7.38	1.11
South East Central	0	0	0.98	1.20	4.53	3.53	9.77	1.09

1	2	3	4	5	6	7	8	9
South Western	0	0	1.68	1.17	1.12	1.15	2.59	0.61
West Central	0	0	4.04	3.97	3.75	2.35	0.69	0.66
Chittaranjan	0.56	0.27	0.28	0.12	0.30	0.20	0.63	0
Locomotive works								
Diesel Locomotive Works	0.10	0.07	0.77	0.25	1.45	1.60	1.51	0.32
Integral Coach Factory	0.20	0.13	0.28	0.26	0.69	0.35	1.61	0.05
Rail Wheel Factory	0	0	0	0	0	0	0	0
Diesel Locomotive Modernisation Workshop	0	0	0	0	0	0	0	0
Rail Coach Factory	0.22	0.09	0.17	0.12	0.37	0.23	0.30	0.01
Railway Electrification	0	0	0	0	0	0	0	0

(d) and (e) No, Sir. The roads are not in critical condition. However, works related to improvements of drainage and road system at a cost of Rs.1.4 crore approximately have been sanctioned.

[English]

#### Upgradation of 130 MM Guns

3538.SHRI RAGHURAJ SINGH SHAKYA : Will the Minister of DEFENCE be pleased to refer to the reply given to the Unstarred Question No.3313 on March 24, 2005 regarding upgradation of 130 MM gun and state :

(a) whether the investigation by the CBI into the alleged irregularities committed by M/s. Soltam in the

contract for upgradation of 130 MM guns has been completed;

(b) if so, the findings thereof;

(c) the action taken by the Government thereon; and

(d) if not, the time by which the investigation is likely to be completed?

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

(b) and (c) Does not arise.

(d) No time frame has been given to Central Bureau of Investigation (CBI) for completing the investigation.



### Computation of Dealers Commission

3539. SHRI ADHIR CHOWDHURY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the details of the recommendations made by the Committee of Directors of Oil Marketing Companies looking into the issue of computation of dealers commission;

(b) whether the Government has examined the recommendations;

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

(d) if not, the time by which the recommendations are likely to be implemented?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) A Committee of Directors' (Marketing) of Public Sector Oil Marketing Companies (OMCs) was constituted to study various aspects of the dealers' commission on petrol and diesel. The recommendations of the Committee were examined in consultation with the industry. Government have accepted the recommendations of the Committee to increase dealers' commission from Rs.707/KL to Rs.848/KL for petrol and from Rs.425/KL to Rs.509/KL for diesel, and OMCs have been advised accordingly.

### Air Connectivity from State Capitals to Delhi

3540. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the names of the State Capitals which are not connected by air to Delhi so far;

(b) the steps taken or proposed to be taken by the Union Government to connect them by air route; and

(c) the time by which these are likely to be connected by air?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) At present, following state capitals are not directly connected by scheduled air services to Delhi:

Agartala, Itanagar, Aizwal, Dimapur/Kohima, Shillong, Gangtok and Shimla.

However, Agartala, Aizwal, Dimapur and Shillong are connected by scheduled air services to Kolkata from where convenient scheduled air services are available to Delhi.

M/s Jagson Airlines Ltd., a non-scheduled operator is operating air services on Delhi-Shimla-Delhi sector.

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. 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.

### Airline for N.E. Region

3541. DR. ARUN KUMAR SARMA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any proposal for setting up a dedicated airline for the North Eastern Region (NER);

(b) if so, the details thereof;

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

(d) the other measures taken by the Union Government for strengthening the infrastructure as well as connectivity in NER?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) The

North Eastern Council has considered a proposal for setting up of a dedicated airline for the North Eastern Region by promoting a joint venture airline as a Public Private Enterprise. The Council has given a 'in principle' approval for pursuing the matter with the concerned Ministries. The details of the proposal are yet to be worked out by the North Eastern Council.

#### **Appointments under Sports Quota in Indian Airlines**

3542. SHRI AJOY CHAKRABORTY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has received any complaints regarding irregularities in appointments under sports quota in Indian Airlines during the last five years;

(b) if so, the details thereof;

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

(d) if so, the details thereof and outcome thereof; and

(e) the action taken against the officials found guilty?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (e) Yes, Sir. The matter is under examination of the Government.

[Translation]

#### **Railway Line from Sultanganj to Deoghar**

3543. SHRI SUSHIL KUMAR MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government had cleared the proposal for laying rail line from Sultanganj to Deoghar in Bihar in 2000;

(b) if so, the progress so far made on the said project;

(c) the expenditure to be incurred on the project till date; and

(d) the time by which the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Yes, Sir. The project was included in Budget 2000-01. Bank-Barahat and Banka-Bhitia Road have also been approved as part of the project.

(b) and (c) Banka-Barhat section is targeted for completion during 2005-06. On Deoghar-Sultanganj section, final location survey has been completed, land acquisition and other activities have been taken up. An expenditure of Rs.60.67 crore has been incurred on the project up to 31.03.2005. An outlay of Rs.8 crore has been provided for the work in Budget 2005.06.

(d) The target for completion of the project has not been fixed.

[English]

#### **Utilisation of ManPower in GRSE**

3544. SHRI RAGHUNATH JHA : Will the Minister of DEFENCE be pleased to state :

(a) whether the labour of Garden Reach Shipbuilders and Engineers Ltd. (GRSE) remains idle;

(b) if so, the details of idle mandays and the cost of idle man-days during each of the last five years together with the reasons therefor;

(c) whether it is also a fact that while the management failed to utilize the available mandays resulting in idleness on the one hand, it continued to allow considerable overtime on the other hand; and

(d) if so, the expenditure incurred by the company on payment of overtime to its employees during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) :

(a) to (d) Garden Reach Shipbuilders & Engineers Ltd. (GRSE), Kolkata, is a labour intensive industry. 86% of the value of production constitutes the shipbuilding orders of Indian Navy and Coast Guard. The activities of plate cutting, fabrication and erection (constituting the steel throughput) of the hull production is dependent on the ships on order. Utilisation of manpower for the stated activities are, therefore, order dependent.

2. During the period 1999 to 2002 GRSE did not receive any new shipbuilding order and hence the percentage utilization of available manpower at main works was limited. Details of idle man-days and cost of idle man-days at main works during the last five years are listed below:-

#### Main Works

Year	Idle Mandays due to lack of order	Cost of idle Mandays* (Rs. In Crore)
2000-2001	91262	2.00
2001-2002	98888	2.17
2002-2003	37671	0.83
2003-2004	12989	0.28
2004-2005	6145	0.135

\*Considering Wages only

3. Utilisation of manpower in shipbuilding is dependent on the trade structure. The structural work is pre-dominant at the pre-launch stage while outfitting work is at post-launch stage. Because of the trade structure, cross utilisation of manpower between the pre and post launch activities has limitations. With the launching of the last frigate Yd No.3011 in November 2000, the structural work at main works was "Nil" resulting in idle man days as shown in Para (2) above till receipt of order for four fast attack crafts and start of production being November 2003.

On the other hand manpower utilization at Fitting Out Jetty (FOJ) remained 100% with the post launch activities of Corvettes (GRSE Yard No.2039, 2041 & 2042) and frigates (GRSE Yard No.3009 & 3010). To meet the committee delivery schedule, overtime had to be resorted to at FOJ on need basis during trials and handling phases of ships in spite of idle manpower existing at main works due to limitation in cross utilization as stated above.

4. Details of overtime and expenditure incurred on the same at FOJ for the last five years are indicated below:

Year	Idle Man-days due to lack of order	Overtime %	OT Expenditure (Rs. In Crore)
2000-2001	Nil	13.80	3.15
2001-2002	Nil	16.90	3.28
2002-2003	Nil	12.60	2.43
2003-2004	Nil	19.00	3.39
2004-2005	Nil	15.10	2.55

#### Airchief Marshal's Visit to France

3545.SHRI REWATI RAMAN SINGH : Will the Minister of DEFENCE be pleased to state :

(a) whether the Airchief Marshal visited France recently; and

(b) if so, the outcome of the discussion held with the French officials during the said visit;

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Air Chief Marshal SP Tyagi visited France during June, 2005.

(b) During this routine bilateral visit the Chief of Air Staff interacted with the French Chief of Air Staff and visited their operational and training establishments. He also

visited Istres Airbase (France) to interact with the ongoing Indo-French Exercise "GARUDA-II".

#### **Commercial Utilisation of Railway Land**

**3546. SHRI MADAN LAL SHARMA :**

**SHRI ANANT GUDHE :**

**Will the Minister of RAILWAYS be pleased to state :**

(a) whether the Railways have formulated any action plan for commercial utilisation of surplus railway land;

(b) if so, whether General Managers of Zonal Railways have been given discretionary powers to release such land;

(c) if so, the details thereof; and

(d) the criteria fixed for utilisation of such land?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) :** (a) Yes, Sir. Railways have been using its vacant land for various uses till such time such land is required for Railways operational works. These uses are commercial licensing connected with railway working (e.g., Commercial plots for loading/unloading, bulk oil installations etc.), Plantation, Grow More Food, Pisciculture, etc. Some vacant land parcels where potential exists are also taken up for property development through transparent bidding process. The land is also given on long lease to Government departments/Public Sector Undertakings.

(b) and (c) Yes, Sir. Powers have been delegated to General Managers of the zonal Railways to commercially use railway land upto 1000 square metres. General Managers have also been given full powers for commercial licensing of land for the purposes connected with railway like commercial plots, Bulk oil depots etc.

(d) Market feasibility study of the sites identified is undertaken to ascertain the various possible options for commercial use of land and its potential. The end use of the land is however left to the developer selected through transparent bidding process.

#### **Angamali-Erumely Railway Line**

**3547. SHRI LONAPPAN NAMBADAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has received proposals from the Government of Kerala for Kottayam-Erumely and Angamali-Sabarimala new rail lines;

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

(c) whether the Railways have acquired the land required for these lines;

(d) if so, the details thereof;

(e) the total expenditure so far incurred on these projects; and

(f) the present status of the projects?

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

(b) State Government has requested for dropping of Kottayam-Erumeli new line project due to stiff resistance from the local public. Early completion of Angamali-Sabarimala new line project has also been requested.

(c) No, Sir.

(d) Does not arise.

(e) An expenditure of Rs.5.97 crore has already been incurred upto March, 2005 on these projects.

(f) Final Location survey of Angamali-Sabarimala (Azhutha) new line has been completed and land acquisition processed. Work on Kottayam-Erumeli new line has been stopped.

*[Translation]*

#### **Information Centres for Mentally Challenged Children**

**3548. SHRI SUNIL KUMAR MAHATO :**

**SHRI M. ANJAN KUMAR YADAV :**

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

(a) whether the Government is aware that there is neither any Government facility nor any information centre for mentally challenged children or to inform the people about proper upbringing of such children;

(b) if so, the reaction of the Government in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (c) The Government has enacted National Trust for the Welfare of persons with autism, Cerebral palsy, Mental Retardation and Multiple Disabilities Act, 1999. The National Trust, in addition to its office at Delhi, has 22 State Nodal Agency Centres and 13 Information Centres in 13 States, which provide training and awareness to beneficiaries, parents and siblings. The details of the locations, etc., are given at the website: [www.nationaltrust.org.in](http://www.nationaltrust.org.in).

The National Institute for Mentally Handicapped (NIMH), set up in 1984, inter-alia, provides training to rehabilitation professionals and parents. The website of the NIMH is: [nimhindia.org](http://nimhindia.org).

[English]

#### **Modernisation of Central Ordnance Depots**

3549.SHRI BRAJA KISHORE TRIPATHY :  
SHRI KISHANBHAI V. PATEL :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government has decided to modernise the Central Ordnance Depots;

(b) if so, the details of Central Ordnance Depots in respect of which the project reports have been finalised by the Government so far;

(c) the details of the Ordnance Depots, which have been taken up for modernization and the funds earmarked for these projects; and

(d) the time by which project reports of the remaining Ordnance Depots are likely to be finalized and taken up for modernisation?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (d) The Government of India has taken up modernization of Ordnance Depots in a phased manner. Preparation of Detailed Project Reports in respect of Central Ordnance Depot, Agra and Central Ordnance Depot, Jabalpur was entrusted to M/s Metallurgical and Engineering Consultants (India) Limited (MECON), a Government of India Enterprise. The Detailed Project Reports have now been completed by MECON and submitted to the Government for approval. The modernization of COD Kanpur, involving an approved expenditure of Rs.187 crores, is at an advanced stage of completion. Definite time frame, by which project reports of the remaining Ordnance Depots are likely to be finalized and taken up for modernization, cannot be given.

[Translation]

#### **Reservation System in Air India**

3550.SHRI M. ANJAN KUMAR YADAV :  
SHRI MANSUKHBHAI D. VASAVA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether some travel agents are using multi-access reservation booking system of Air India;

(b) if so, the fact thereof;

(c) whether it is permissible under the rules;

(d) if not, the reasons for allowing the travel agents to use the said system; and

(e) the action taken against the officials responsible for allowing it?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (e) There is no preferential treatment being given to any travel agent or any Computer Reservation System (CRS). The reservation system of Air India is available to all travel agents connected to the CRS.

**Internal Resources for Development  
and Expansion of Projects**

3551. SHRI KAMLA PRASAD RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have made any efforts to generate internal resources for the development and expansion of its projects; and

(b) if so, the details alongwith the results achieved as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. Efforts are being made to generate internal resources by increasing the earnings and managing the expenditure. As regards increasing the earnings, the initiatives taken under freight business segment include plans to improve throughput through increased productivity and efficiency, reduction in wagon turn around time, simplification and rationalization of preferential traffic schedule, electrification of diesel sidings, engine-on-load scheme, terminal incentive scheme, introduction of electronic payment gateway facility, simplification and rationalization of goods tariff, new premium registration scheme, wagon investment scheme, development of private sidings through cost sharing integrated warehouse complexes, etc. Initiatives under passenger and parcel business segments include extension of Passenger Reservation System (PRS) and Unreserved Ticketing System (UTS) facilities to more and more locations, speeding up of trains, review of trains with low patronage, deployment of additional coaches in well patronized trains, additional leasing of parcel space in certain nominated trains, leasing of vacant compartment of guard in front of SLR coach, etc.

Similarly, it has been a constant endeavour on the part of the Railways to avoid wasteful expenditure and control the growth of the non-plan expenditure. The Railways have been taking a number of austerity/economy measures such as improving staff productivity by better man-power planning, asset utilization, inventory management, fuel consumption etc. to keep the expenditure under control.

These efforts have resulted in increased internal resource generation of the Railways and the same facilitated an increased appropriation to various funds by Rs.1861 cr. over the budgeted figure of Rs.10140 cr. in 2004-05. It also enabled the Railways to discharge the deferred dividend liability by Rs.483 cr. Further, the Operating Ratio for 2004-05, which broadly indicates the financial health of the system, improved to 90.98% as against budgeted projections of 92.58%. In the first quarter of current fiscal also, earnings show a substantial growth of Rs.700 cr. vis-a-vis proportionate targets, indicating a healthy growth of 16.7% over the corresponding period of the previous year.

[English]

**Acquisition of Dornier Aircraft**

3552. SHRIMATI MANORAMA MADHAVRAJ : Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Navy had acquired some Dornier aircraft from Hindustan Aeronautics Limited for maritime reconnaissance and anti-submarine warfare;

(b) if so, whether the decision to equip the aircraft with indigenous role equipment which is still under development at DRDO is causing any delay in their commissioning;

(c) if so, the reasons therefor; and

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

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

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

(a) whether the Government is aware that there is neither any Government facility nor any information centre for mentally challenged children or to inform the people about proper upbringing of such children;

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(d) if not, the reasons for allowing the travel agents to use the said system; and

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THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (e) There is no preferential treatment being given to any travel agent or any Computer Reservation System (CRS). The reservation system of Air India is available to all travel agents connected to the CRS.

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THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. Efforts are being made to generate internal resources by increasing the earnings and managing the expenditure. As regards increasing the earnings, the initiatives taken under freight business segment include plans to improve throughput through increased productivity and efficiency, reduction in wagon turn around time, simplification and rationalization of preferential traffic schedule, electrification of diesel sidings, engine-on-load scheme, terminal incentive scheme, introduction of electronic payment gateway facility, simplification and rationalization of goods tariff, new premium registration scheme, wagon investment scheme, development of private sidings through cost sharing integrated warehouse complexes, etc. Initiatives under passenger and parcel business segments include extension of Passenger Reservation System (PRS) and Unreserved Ticketing System (UTS) facilities to more and more locations, speeding up of trains, review of trains with low patronage, deployment of additional coaches in well patronized trains, additional leasing of parcel space in certain nominated trains, leasing of vacant compartment of guard in front of SLR coach, etc.

Similarly, it has been a constant endeavour on the part of the Railways to avoid wasteful expenditure and control the growth of the non-plan expenditure. The Railways have been taking a number of austerity/economy measures such as improving staff productivity by better man-power planning, asset utilization, inventory management, fuel consumption etc. to keep the expenditure under control.

These efforts have resulted in increased internal resource generation of the Railways and the same facilitated an increased appropriation to various funds by Rs.1861 cr. over the budgeted figure of Rs.10140 cr. in 2004-05. It also enabled the Railways to discharge the deferred dividend liability by Rs.483 cr. Further, the Operating Ratio for 2004-05, which broadly indicates the financial health of the system, improved to 90.98% as against budgeted projections of 92.58%. In the first quarter of current fiscal also, earnings show a substantial growth of Rs.700 cr. vis-a-vis proportionate targets, indicating a healthy growth of 16.7% over the corresponding period of the previous year.

[English]

**Acquisition of Dornier Aircraft**

3552. SHRIMATI MANORAMA MADHAVRAJ : Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Navy had acquired some Dornier aircraft from Hindustan Aeronautics Limited for maritime reconnaissance and anti-submarine warfare;

(b) if so, whether the decision to equip the aircraft with indigenous role equipment which is still under development at DRDO is causing any delay in their commissioning;

(c) if so, the reasons therefor; and

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

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



(b) to (d) There was no delay in the commissioning of aircraft. The ten aircraft were inducted in the Navy during the period from February 1998 to December 1999.

The aircraft are being exploited for maritime surveillance and anti-submarine warfare role.

*[Translation]*

#### **Changes in VRS for PSU Employees**

3553. SHRI SITA RAM SINGH : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government has reviewed the Voluntary Retirement Scheme (VRS) introduced for Public Sector Undertakings (PSUs);

(b) if so, the response of the PSU's employees associations thereto;

(c) whether the Government proposes to make any changes in the VRS;

(d) if so, the details thereof; and

(e) the steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (e) Voluntary Retirement Scheme (VRS) was first introduced in Central Public Sector Enterprises (CPSEs) in the year 1988. This was reviewed and the revised VRS guidelines dated 5th May 2000 were issued. The Government further reviewed and modified it through guidelines dated 6th November, 2001 and 26th October, 2004. As per available data as on 31.3.2004 approximately 5.33 lakh employees of various CPSEs have availed VRS since inception of the scheme.

*[English]*

#### **Demand and Supply of Coaches/Wagons**

3554. SHRI ANANTH KUMAR : Will the Minister of RAILWAYS be pleased to state :

(a) the present status of demand and supply of coaches/wagons for passengers and goods traffic, zone-wise;

(b) the action proposed by the Railways to meet the growing demand;

(c) whether the shortage of wagons has resulted in loss of freight revenue during 2004-05; and

(d) if so, the details thereof, zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The zone-wise requirement and availability of coaches (as on 01.04.05) is given statement enclosed. Regarding wagons, the information is being collected and will be laid on the Table of the Sabha.

(b) Coaches and wagons are manufactured every year keeping in view requirement subject to availability of fund and production capacity of production units.

(c) and (d) The information is being collected and will be laid on the Table of the Sabha.

#### **Statement**

Railway	Coaches	
	Requirement	Availability
1	2	3
Central	2854	2868
Eastern	3049	3095
East Central	2093	2142
East Coast	1210	1242
Northern	4152	4200
North Central	649	632
North Eastern	1334	1465
North East Frontier	1412	1474

1	2	3
North Western	1075	1122
Southern	4243	3962
South Central	3080	3131
South Eastern	1885	2051
South East Central	624	569
South Western	1727	1650
Western	2857	2951
West Central	745	692

[Translation]

**Electrification of Una-Churudu  
Rail Section**

3555.SHRI SURESH CHANDEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Una-Churudu rail section has been electrified;

(b) if not, the reasons therefor, and

(c) the time by which the electrification of the said railway section is likely to be carried out?

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

(b) Due to relative priority for electrification of other high density routes, there is at present, no proposal to electrify Una-Churudu rail section.

(c) Does not arise.

**Budget-Allocation for Handicapped**

3556.SHRI BAPU HARI CHAURE : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Government proposes to enhance the budget allocation for the handicapped persons in proportion to their population;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) Enhancement of budget allocation for the persons with disabilities depends on the overall availability of funds.

[English]

**Railway Claims Tribunal**

3557.SHRI PRALHAD JOSHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway Claims Tribunal's benches are functioning and located in the Head Quarters of respective Railway zones in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether there is any proposal to shift the RCT Bench at Bangalore to Hubli; and

(e) if so, the time by the same is likely to be shifted?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) There are 21 benches of Railway Claims Tribunal at 18 places. Out of these, 12 Benches are located at the Zonal Railway Head Quarters. The locations of the Railway Claims Tribunal Benches have been decided in consultation with the Zonal Railways keeping in view the convenience of the claimants i.e. proximity to the important trading centres and Court where a large number of cases were filed.

- (d) No, Sir.
- (e) Does not arise.

**Construction of Headquarters Building  
in Bhubaneswar**

3558.SHRI ARJUN SETHI : Will the Minister of RAILWAYS be pleased to state :

- (a) the funds allocated and spent for construction of East-Coast Railway headquarters Building at Bhubaneswar;
- (b) the progress of work done so far on the building; and
- (c) the time by which construction work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Construction of headquarters Building is being done as a part of creation of infrastructure for New Zone. Funds are not allocated separately for the Headquarter Building. The funds allocated so far upto 2005-06 on creation of infrastructure for new zone at Bhubaneswar is Rs.40.12 crore. Out of this, Rs.32.00 crore approx. has been spent.

- (b) Progress of Headquarters Building is 50%.
- (c) The work is targeted for completion by 31.12.2006.

**Disposal of BSCL's Assets**

3559.SHRI CHANDRA SHEKHAR DUBEY :  
SHRI MAHBOOB ZAHEDI :

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

(a) whether the Union Government has allowed Burn Standard & Company Ltd. (BSCL) to dispose of its assets;

(b) if so, whether the Union Government has sought permission to this effect from BIFR;

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

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (d) BSCL was referred to BIFR in 1994, which is a quasi judicial authority. Once a company is referred to BIFR under Section 22 of Sick Industrial companies (Special Provisions) Act (SICA), no property of the company can be disposed off without approval of BIFR. Accordingly, the company has approached BIFR in June, 2005 for fresh approval to sell its idle assets at Jabalpur, Kolkata and other locations of closed units.

[Translation]

**Kissan Seva Kendra**

3560.SHRI CHANDRA MANI TRIPATHI :  
DR. LAXMINARAYAN PANDE :  
SHRI JOACHIM BAXLA :  
SHRI PRABHUNATH SINGH :  
SHRI VIKRAMBHAI ARJANBHAI MADAM :  
SHRI RATILAL KALIDAS VARMA :  
SHRI HARISHCHANDRA CHAVAN :  
SHRI C. KUPPUSAMI :

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

(a) whether the Indian Oil Corporation Limited (IOC) is contemplating to set up retail outlets in rural areas under the name "Kissan Seva Kendra".

- (b) if so, the details thereof;
- (c) the number of such retail outlets proposed to be set up during the current year, State-wise;
- (d) the total expenditure likely to be incurred thereon;

(e) whether IOC has drawn up any plan to create awareness in the rural areas about the Kendras; and

(f) If so, the details thereof?

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

(b) to (d) Indian Oil Corporation Limited (IOC) have initiated steps to set up low-cost retail outlets in rural areas under the name 'Kisan Seva Kendra'. They plan to develop around 1,000 such outlets throughout the country during the current year 2005-06. However, the setting up of these outlets, as also State-wise allocation, will depend on various factors like availability of land, viability of locations, obtaining statutory approvals, etc. Besides supplying diesel and other petroleum products, these outlets are proposed to provide for non-oil facilities like the sale of fertilizer, seeds, pesticides, items of daily need like flour, soap, etc., and facilities like banking, internet kiosk, communication facilities, etc. It is estimated that setting up of each such outlet would cost around Rs.5 lakh.

(e) and (f) The various steps taken by IOC to create awareness in the rural areas about the Kisan Seva Kendras, include advertisements in local newspapers, display of notice/copy of advertisement in panchayat offices and writing letters to Sarpanches/Presidents/Adhyakshas of Village Panchayats.

[English]

#### Monitoring of Cable Network Companies

3561.SHRI P.S. GADHAVI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the total income generated by the Government from various private cable network companies during each of the last three years;

(b) whether the Government has any monitoring agency to check and inspect the *Modus operandi* of these cable network companies;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the corrective measures taken/proposed to be taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) No such record is maintained by the Ministry of Information & Broadcasting.

(b) and (c) The Cable Television Networks (Regulation) Act, 1995, aimed to regulate the operation of Cable Television Networks in the country and for matters connected therewith or incidental thereto, provides that the District Magistrate or a Sub-Divisional Magistrate or a Commissioner of Police will act as authorized officers within his local limits of jurisdiction for the purpose of enforcement of the provisions of the said Act.

(d) and (e) Do not arise.

#### Regularisation of Temporary Employees in Railways

3562.SHRI SUBRATA BOSE : Will the Minister of RAILWAYS be pleased to state :

(a) the number of temporary employees working in the Railways, zone-wise;

(b) whether any action plan has been prepared by the Government to regularize them;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

[Translation]

#### Royalty on Crude Oil

3563.SHRI PUNNA LAL MOHALE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the committee constituted to formulate a new royalty scheme with regard to crude oil has submitted its report;

(b) if so, the details thereof; and

(c) the follow-up action taken by the Government?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) yes, Sir. An Inter-Ministerial Committee was constituted by the Government to evolve a new scheme for royalty on crude oil w.e.f. 1.4.1998 in view of the phased dismantling of the Administered Pricing mechanism (APM). The Committee consulted all stakeholders, including the State Governments in major oil and gas producing areas, National Oil Companies (NOCs), and expert opinion from the National Institute of Public Finance and Policy (NIPFP), an eminent autonomous body supported by the Ministry of Finance. The Committee submitted its report to the Government in November, 2001.

The main recommendations of the Committee were as under:

- (i) Royalty on crude oil be fixed on ad-valorem basis.
- (ii) The Crude price to be considered for determining royalty should be the market driven price obtained/obtainable by the producers under the deregulated price regime.
- (iii) Royalty calculations should be made on a monthly basis.
- (iv) A deduction of 7.5% and 10% of the crude oil price as a post well head cost be allowed for offshore and onshore areas respectively to arrive at the well-head price of crude for the purpose of levying royalty.
- (v) Royalty rates should be gradually reduced to align with rates applicable under the New Exploration Licensing Policy (NELP).

(vi) For heavy crude oils of 25 degree API and less, the royalty rate should be lower by 2.5% than those applicable for normal crude oils.

(vii) The recommendations would be applicable for areas given to NOCs on nomination basis, Production Sharing contracts where NOCs are licensees and onland discovered fields to be awarded to Pvt./Joint Venture companies.

(c) Based on the recommendations of the Committee, the Government notified a new scheme of royalty on the 17th March, 2003.

#### Privatisation of Defence Projects and Ordnance Factories

3564. SHRI HANSRAJ G. AHIR :

SHRI RAKESH SINGH :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government has taken any decision to privatize the defence projects and Ordnance factories;

(b) if so, the details thereof;

(c) whether any time schedule has been fixed for implementing the said decision; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) :  
(a) No, sir.

(b) to (d) Do not arise.

[English]

#### Stray Animals at Airports

3565. SHRI N. JANARDHANA REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether most of the airports in the country are

facing problems of stray animals coming on to the runways and turning them into a major safety hazard;

(b) if so, the action the Government has taken for the safety of the runways which are vulnerable;

(c) whether the Airports Authority of India (AAI) has installed electrified perimeter fences around large and sensitive airports;

(d) if so, the details of those airports and how far these arrangements have proved successful in warding off the stray animals;

(e) whether the encroachment on the airport land at some places are responsible for these hazards; and

(f) if so, the steps taken by the Government to clear those encroachments?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) No, Sir. However, as a precautionary measure Airports Authority of India (AAI) has erected boundary wall around the operational areas at most of the airports. Security guards have also been posted at the access gates.

(c) No, Sir.

(d) Does not arise.

(e) Sometimes, encroachment on or near the airport land at some airports is one of the factors which could be responsible for causing hazards.

(f) Airport Directors coordinate with local authorities to remove encroachments and also employ legal procedures under the AAI Act.

#### Flight From Rajkot to Delhi

3566.DR. VALLABHBHAI KATHIRIA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any survey has been conducted to start direct flight between Rajkot and Delhi;

(b) if so, the details thereof;

(c) whether the Government plans to start direct flight from Rajkot to Delhi; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Government has not got any survey conducted in the recent past, for gauging the traffic potential between Rajkot and Delhi.

(c) and (d) At present, no scheduled operators including private scheduled operator is operating any air service on Rajkot-Delhi sector.

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. 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.

#### ROBs in Punjab

3567.SARDAR SUKHDEV SINGH LIBRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether proposals for construction of railway over bridges at Lalheri Road Phatak near railway station Khanna and Brahmin Majra near Sirhind railway station in Punjab are pending with the Railways;

(b) if so, the present status of these projects; and

(c) the time by which these proposals are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU) : (a) to (c) The works of Road over bridges at Lalheri Road Phatak near Railway Station Khanna in lieu of Level Crossing (LC) No. 155B at Km. 332/17-19 and Brahmin Majra near Sirhind Railway Station in lieu of LC No.145B at Km.314/13-15 in Punjab are sanctioned works of 2003-04. These works are to be executed on cost sharing basis i.e. Railway will execute work on bridge proper across the tracks and State Government will execute work of approaches. The detailed Estimates for approaches and General Arrangement Drawing (GAD) in both cases are awaited from State Government. Railways will make all efforts to complete its portion of work alongwith work on approaches by State Government.

[Translation]

#### Investment in Refinery By ONGC

3568.DR. CHINTA MOHAN :

SHRI RAJIV RANJAN SINGH "LALAN" :

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

(a) whether the Oil and Natural Gas Corporation (ONGC) proposes to invest Rs.4,000 crore in a refinery in Kakinada;

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

(c) whether the ONGC is mainly entrusted with the responsibility of oil exploration and oil production in the country; and

(d) if so, the reasons for investing in oil refining sector?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Oil and Natural Gas Corporation Ltd.(ONGC) have entered into a Memorandum of Understanding (MOU) with Kakinada Sea Ports Ltd. (KSPL) and Infrastructure Leasing and Financial Services (IL&FS) for the development of a Port-based Special

Economic Zone (SEZ) at Kakinada adjacent to the Kakinada Deep Water Port. The objective of the MOU is to boost economic and industrial growth in the Coastal region of this State through accelerated development of the SEZ at Kakinada. ONGC have proposed to make investments in an export-oriented refinery project at Kakinada.

(c) and (d) In addition to their areas of core competence, ONGC have been exploring options for the diversification of their activities by forward and backward integration. In this endeavour, ONGC have been advised to explore the feasibility of setting up of the export-oriented refinery at Kakinada through Mangalore Refinery & Petrochemicals Ltd. (MRPL), one of ONGC's subsidiaries.

[English]

#### Export of Petroleum Products

3569.SHRI G.V. HARSHA KUMAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government has set any target for Export of Petroleum Products during 2005-06;

(b) if so, the details thereof; and

(c) the actual export earnings during the first quarter of the current financial year?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The estimated export of petroleum products during 2005-06 is 13.305 MMT worth Rs.20374.0 crore.

(c) The actual export earnings during the first quarter of 2005-06 amounted to Rs.8962.0 crore.

#### Schools Run by Railways

3570.DR. K. DHANARAJU :

SHRI RAGHURAJ SINGH SHAKYA :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of schools being run by Railways in different parts of the country, zone-wise;

(b) whether most of the schools run by the Railways are up to Eighth standard;

(c) if so, the reasons therefor;

(d) whether there is any proposal to upgrade some of the schools to Senior Secondary level;

(e) if so, the details thereof, zone-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A statement is attached.

(b) Yes, Sir.

(c) Provision of educational facility is primarily the responsibility of State Government / Central Government. However, within the constraints of resources, schools upto 8th standard have been provided as a welfare measure where there is concentration of Railway employees and educational facilities provided by other agencies are found quite inadequate.

(d) No, Sir.

(e) and (f) Do not arise.

#### Statement

*The details of number of Schools being run by Railways in different parts of the country is as under:*

Railway Zone/ Production Units	Number of Schools	Schools upto 8th standard
1	2	3
Central Railway	19	15
Eastern Railway	52	45

1	2	3
Northern Railway	12	10
North Eastern Railway	5	1
North East Frontier Railway	28	20
Southern Railway	13	2
South Central Railway	40	22
South Eastern Railway	33	20
Western Railway	37	32
North Western Railway	18	14
East Central Railway	53	49
East Coast Railway	11	9
South Western Railway	5	3
West Central Railway	15	12
North Central Railway	9	7
South East Central Railway	14	09
Rail Wheel Factory	Nil	Nil
Diesel Component Works	Nil	Nil
Diesel Locomotive Works	3	2
Integral Coach Factory	Nil	Nil
Rail coach Factory	Nil	Nil
Chittaranjan Locomotive Works	22	17
Total	389	289



**Modernisation of Kharagpur  
Railway Workshop**

3571. SHRI PRABODH PANDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is considering to modernize the Kharagpur Railway Workshop in West Bengal;

(b) if so, the details thereof;

(c) the number of employees working at present in the workshop;

(d) whether several workmen will lose their jobs due to the modernization;

(e) if so, the estimated number of employees likely to be affected; and

(f) the steps taken/proposed to be taken by the Government to rehabilitate the surplus employees?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. Inputs shall, however, be provided in a need based manner as part of on going process for all workshops including Kharagpur Railway workshop.

(b) Does not arise.

(c) Total number of employees working in the workshop at present is 9517.

(d) No, Sir.

(e) and (f) Do not arise.

[Translation]

**Opening of Petrol/Diesel  
Outlets in Rajasthan**

3572. SHRI JASWANT SING BISHNOI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the details of the petrol/diesel retail outlets proposed to be opened in Rajasthan during 2005-2006, location-wise; and

(b) the details of the outlets opened till date, location-wise?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The public sector oil marketing companies (OMCs) have set up 31 retail outlet dealerships in the State of Rajasthan during the period April to June, 2005. Location-wise details of these retail outlets are given in the statement enclosed. The commissioning of retail outlet dealerships has to undergo various stages, i.e., advertisement of locations, selection of dealers as per the prescribed guidelines, field verification of the selected candidates, issue of Letters of Intent to dealer-selects, acquiring suitable land for the outlets, obtaining necessary statutory approvals/licences, construction, etc. Thus, the number of retail outlets that would come-up in the State in the remaining part of the year would depend on these factors.

**Statement**

*Retail outlets (ROs) commissioned by the public sector oil marketing Companies (OMCs) in the State of Rajasthan during the period April to June, 2005.*

S. No.	Name of OMC	ROs commissioned at	
		Location	District
1	2	3	4
<b>A. Indian Oil Corporation Limited</b>			
1.		Seruna	Bikaner
2.		Anadra-Gulabganj	Sirohi
3.		Sankhla Phata	Bikaner

1	2	3	4
4.	Rithola	Chittorgarh	
5.	Nindar	Jaipur	
6.	Mangrol	Chittorgarh	
7.	Mawal	Sirohi	
8.	MP Border NH-79	Chittorgarh	
9.	Korti Mod	Tonk	
10.	Khatoli	Kota	
11.	Mallah	Bharatpur	
12.	Behaj	Bharatpur	
13.	Jhunjhunu	Jhunjhunu	
14.	Gangapur City	Sawai Madhopur	
15.	Antela	Jaipur	
16.	Bachrain	Bharatpur	
17.	Daadiya	Sikar	
18.	Ajmer Bye-Pass	Ajmer	
19.	Mehar Kalan	Jaipur	
20.	Khimsar	Nagaur	
21.	Shamboopura	Chittorgarh	
<b>B. IBP Co. Limited</b>			
22.	Hanumangarh	Hanumangarh	
<b>C. Bharat Petroleum Corporation Limited</b>			
23.	Bagot	Nagaur	

1	2	3	4
24.	Jhadoli	Sirohi	
25.	Pachgaon	Dholpur	
26.	Patel Circle Station Road	Udaipur	
27.	Kishangarh Ajmer	Ajmer	
28.	Pachgaon	Dholpur	
<b>D. Hindustan Petroleum Corporation Limited</b>			
29.	Kapren	Bundi	
30.	Hindoli	Bundi	
31.	Makrana Town (WML)	Nagaur	

**National Commission for backward Classes**

3573.SHRI GIRIDHARI YADAV :

SHRI HARIKEWAL PRASAD :

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

(a) whether the National Commission for backward Classes (NCBC) examines all the requests received for inclusion of any class of citizen as a backward class in the central list of OBCs;

(b) if so, the details thereof alongwith the details of requests received and cleared during the last one year, State/UT-wise;

(c) the details of requests pending with the Commission at present, State/UT-wise;

(d) the time by which the pending requests are likely to be examined;

(e) whether the Government has reviewed the functioning of the said Commission; and

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

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

(b) and (c) A statement giving details regarding

requests received by NCBC during the last one year, the cases cleared and the cases pending with the Commission is enclosed.

(d) Since information is awaited from State Governments, it is not possible to give a time limit in the matter.

(e) and (f) No Sir.

#### Statement

*The number of requests/Cases received, cleared and pending during the last one year*

S. No.	State/UT	Castes/Communities/ Synonyms/Sub-castes	Date of Case Registered/Pending	Status (Date of Advice Tendered to (GOI))
1	2	3	4	5
1.	Andaman & Nicobar	1. Ranchis	08.04.2005	Public Hearing held.
		2. Karens	08.04.2005	-do-
2.	Andhra Pradesh	1. Darvesh (Faqeer)	09.06.2005	Information/Reply to Questionnaire awaited from State/Rep.
3.	Bihar	1. Shah	29.11.2004	-do-
4.	Delhi	1. Rawat/Rajput Rawat	03.03.2005	-do-
5.	Himachal Pradesh	1. Jat/Jaat	20.05.2005	-do-
6.	Jharkhand	1. Teli-Malik (Muslim)	08.06.2005	-do-
7.	Karnataka	1. Nadar	29.11.2004	
		2. Kunchitiga		Advice tendered on 26.10.2004
8.	Orissa	1. Badhel	12.01.2005	Information/Reply to Questionnaire awaited from State/Rep.
		2. Kurum	01.07.2005	-do-
9.	Rajasthan	1. Mev	30.11.2004	-do-

1	2	3	4	5
		2. Moyla/Musla (Msulim Kumhar)	28.03.2005	-do-
		3. Nagauri (Muslim)	28.03.2005	-do-
		4. Sindhi Musalman	28.03.2005	-do-
		5. Deshwali Muslim	28.03.2005	-do-
		6. Charaniya	13.07.2005	-do-
10. Tamil Nadu		1. Gajula Baliya	14.10.2004	-do-
11. Uttranchal		1. Rai Sikhs (Mahtams)	16.08.2004	Public Hearing held.
		2. Rawanlata Jaunpuri Community	29.06.2005	Information/Reply to Questionnaire awaited from State/Rep.

*(Request received from State/UT Govt. for inclusion of castes/communities  
appearing in the State List not in the Central List.*

S. No.	State/UT	Castes/Communities/ Synonyms/Sub-castes	Date of Case Registered/Pending	Status (Date of Advice Tendered to (GOI)
1	2	3	4	5
1.	Daman & Diu	1. Luhar (Panchal)	12.05.2005	Information is awaited from UT.
		2. Kansara		
		3. Kumbhar (Prajapati)		
		4. Danam Goswami Gosain		
		5. Rana		
		6. Kapdi		
		7. Khatri (Vankar)		
		8. Khatri (Rangara)		
		9. Mangela		
		10. Baria		

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1	2	3	4	5
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11. Sorthi
12. Soni, Sonar
13. Koli Patel
14. Koli Machhi
15. Koli Kadia
16. Koli Khania
17. Mali
18. Kasbati (Muslim)
19. Mansuri (Muslim)
20. Darji
21. Salat
22. Bhoi
23. Vanza
24. Kharva
25. Khatki (Butcher)
26. Kureshi (Muzavar),  
Mogal, Thapania,  
Vadhel (Muslim)
27. Mir
28. Fakir
29. Khalifa (Nai)

2. West Bengal

1. Banshi Barman
  2. Bharbhujia
  3. Gangot
  4. Dewan
  5. Patidar
  6. Pashadia-Muslim
  7. Rai (including Chamling)
- 

29.06.2005

Information is awaited from State.

1	2	3	4	5
3.	Assam	1. Marm, Newar (Nepali Community) 2. Khaund (Ex-Tea Garden Labourers/Tribes) 3. Swar (Tea Garden and Ex-Tea Garden Tribes)	07.07.2005	Information is awaited from State.
4.	Madhya Pradesh	1. ....Bargahi, Bargah, Gowari, Mahakul (Raut), Mahakul, 2. ....Asada 3. ....(Vaishnava) 4. ....Dawej 5. Wari 6. ....Tharwar 7. ....Jammalondhi 8. ....Madhav 9. ....(Kashyap, Nishad, Batham), Singraha, jalari (Jalamalu in Bastar Dist.) 10. Panwar 11. Bhopa, Manbhav 12. ....batthi, Baretha, Rajak 13. Mina (Rawat), Meena (excluding Sironj Tehsil of Vidisha, Latehri Tehsil) 14. ....Dhariya, Dhoshi, (Gadariya), (Pal, Bahel)	06.07.2005	Information is awaited from State.

1 2

3

4

5

16. ....Koshkatı (Lmgayat),  
Dukar, Kolhati
17. ....Dholi, Damarni
18. ....Nunga, Lohar, Lohar
19. ....Haridas
20. ....Jhhani, Soni (Swamkar)
21. ....Koyri
22. ....Joshi (Bhadderi),  
Dakocho, Dakota
23. ....Qtari, Garhwa, Jhariya
24. ....Khathiya, Kafer
25. ....Kurm-Vanshi, Chandrakar,  
Chandra Nahu, Kumbhi,  
Sirwi
26. ....Dudsena
27. ....Kalotha
28. ....Usrete
29. **Panka**
30. **Kisri, Kasri**
31. **Voveriya**
32. ....Nahal
33. **Khairuwa**
34. ....((Tanwar)
35. **Mowar**
36. **Aghariya**
37. **Tloor, Toori**

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1	2	3	4	5
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38. Sut, Sarthi

39. Telanga, Tilga

40. Rajbhar

41. Saragra

42. Golan, Gawalan, Gaulan

43. Rajjadh, Rajjhadh

44. Jadam

45. Gayaar/Pardhaniya

46. Kudmi

47. Vava Mahra/Kaushal,  
Vaya

48. Villopt

49. Anjana

50. Thoria

51. Rewari

52. Rusta/Rohela

*Islamic Group*

53. ....Shah, Sai, Kabrakotu

54. ....Kankar

55. Seeshgar

56. Goli

57. Rajgeer

58. Dafali



1	2	3	4	5
		61. Sentras Kharadi Kamalligar		
		62. Sheikh Mehtar		
		63. Mukeri, Makarani		
		64. Balshwar		
		65. Vani		
		66. Bishnoi Jat		
		67. Rathore Jati		

**Loan to Traditional Backward  
Artisans by NBCFDC**

**3574. PROF. MAHADEORAO SHIWANKAR :**  
**SHRI NARENDRA KUMAR KUSHAWAHA :**  
**SHRI MOHD. TAHIR :**

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

(a) whether the Government has assessed the status of the traditional backward artisan through the National Backward Classes Finance and Development Corporation as appeared in the Dainik Jagran dated July 25, 2005;

(b) if so, the details thereof and measures taken to improve their status;

(c) the total number of beneficiaries belonging to traditional backward artisans who have been provided loans alongwith the total funds disbursed to them during each of the last three years, State/UT-wise; and

(d) the total number of beneficiaries proposed to be provided loans alongwith the funds disbursed/to

be the disbursed during the current year, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (c) The Government have not undertaken any assessment of the status of the traditional backward artisans through National Backward Classes Finance and Development Corporation (NBCFDC). However, castes/communities from amongst traditional backward artisans which have been included in the Central List of OBCs are eligible for availing financial assistance from NBCFDC at concessional interest rate for undertaking various income generating activities. A statement regarding number of beneficiaries provided loan by NBCFDC during the last three years is enclosed.

(d) NBCFDC approves Annual Action Plan (AAP) for States/UTs on the basis of AAP submitted by the State Channelising Agencies (SCAs), the past performance of the SCAs and availability of funds with the Corporation. A statement-II showing AAP for States/UTs approved by NBCFDC and the number of beneficiaries proposed to be provided loans during the current financial year is enclosed.

**Statement-I**

*National Backward Classes Finance & Development Corporation Statewise Disbursement and No. of 'Other Backward Classes' Beneficiaries assisted during the last three years and upto 11.08.2005*

S. Name of States		2002-03		2003-04		2004-05	
No.		Disbursement	Beneficiaries	Disbursement	Beneficiaries	Disbursement	Beneficiaries
		Rs. Lacs	Nos.	Rs. Lacs	Nos.	Rs. Lacs	Nos.
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1750.00	41917	1150.00	24065	250.00	135
2.	Assam	327.44	241	95.68	274	80.20	220
3.	Bihar	175.00	180	7.50	10	170.00	523
4.	Chhattisgarh	101.50	203	25.00	40	108.19	137
5.	Chandigarh (UT)	0.00	0	15.00	25	24.70	72
6.	Delhi (UT)	100.00	200	50.00	55	50.00	78
7.	Gujarat	2210.42	3136	350.00	615	350.00	880
8.	Goa	122.56	72	46.67	26	28.45	15
9.	Haryana	0.00	0	200.00	940	175.00	769
10.	Himachal Pradesh	199.75	176	182.84	256	250.00	500
11.	Jammu and Kashmir	100.00	40	15.00	30	40.60	97
12.	Jharkhand	0.00	0	270.30	540	0.00	0
13.	Karnataka	1200.98	9276	1690.77	7757	1000.00	6528
14.	Kerala	3133.40	17635	3068.50	11900	1697.50	5362
15.	Madhya Pradesh	275.50	993	492.50	1292	148.75	507
16.	Manipur	0.00	0	0.00	0	0.00	0
17.	Maharashtra	1169.65	3088	2684.00	5570	1950.00	5941
18.	Orissa	5.00	50	50.00	105	50.00	495
19.	Punjab	100.00	196	43.00	629	200.00	321

1	2	3	4	5	6	7	8
20.	Pondicherry (UT)	50.00	170	50.00	173	50.00	176
21.	Rajasthan	199.75	397	114.68	278	293.40	792
22.	Sikkim	60.00	230	125.00	170	257.90	300
23.	Tamilnadu	325.00	2146	1075.00	28717	800.00	29799
24.	Tripura	0.00	0	0.00	0	99.03	190
25.	Uttar Pradesh	700.00	1894	550.00	1138	616.00	4770
26.	Uttranchal	0.00	0	9.00	40	52.75	74
27.	West Bengal	377.00	2442	750.00	1675	600.00	2857
Total		12592.95	84682	13109.44	86320	9342.47	61538

**Statement-II****National Backward Classes Finance and Development Corporation**

**Annual Action Plan (AAP) Approved till 11.8.2005 and No. of Beneficiaries.**

S. No.	Name of the states	AAP Approved (Rs. in Lakhs)	No. of Benef.
1	2	3	4
1.	Andhra Pradesh	400.00	13718
2.	Bihar	957.48	2146
3.	Chhatisgarh	150.00	343
4.	Goa	100.00	104
5.	Gujarat	690.73	2027
6.	Haryana	300.00	1299
7.	Himachal Pradesh	200.00	326
8.	Jammu and Kashmir	100.00	243

1	2	3	4
9.	Karnataka	1005.00	8066
10.	Kerala	950.00	4164
11.	Madhya Pradesh	300.00	777
12.	Maharashtra	1200.08	3076
13.	Orissa	369.56	1090
14.	Punjab	300.00	651
15.	Rajasthan	400.00	867
16.	Tamil Nadu	850.00	25850
17.	Uttar Pradesh	2000.00	8298
18.	West Bengal	882.25	3150
<b>Union Territories</b>			
1.	Delhi	50.00	122
2.	Pondicherry	49.96	161

1	2	3	4
<b>North East (10% of Total/Allocation)</b>			
1. Assam		150.00	299
2. Tripura		150.00	276
<b>Total</b>		<b>11555.06</b>	<b>77053</b>

#### Closure of PSUS

3575. SHRI HARIKEWAL PRASAD :

SHRI MANSUKHBHAI D. VASAVA :

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

(a) the details of the public sector undertakings which the Government proposes to close down or wind up soon;

(b) whether the Government has made any scientific valuation of the properties of these PSUs;

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

(d) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (d) As on 31.3.2005, the Board for Industrial and Financial Reconstruction (BIFR) has recommended winding up of 29 CPSEs. Action for closure/winding up, as well as valuation/disposal of assets etc. of Central Public Enterprises (CPSE) is taken by the concerned administrative Ministries/Departments on case-to-case basis from time to time. However, the information in this regard is not maintained centrally.

[English]

#### Ultra Sonic Flaw Detectors

3576. SHRI PRABHUNATH SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the ultra sonic flaw detectors and self propelled ultra sonic rail testing cars for detection of hidden flaws in rails/welds are not available in adequate numbers;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken to acquire these equipments in sufficient numbers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. The Ultrasonic Flaw Detection of rail/welds is being done with the help of manual Ultrasonic Flaw Detection (USFD) equipment, as per the prescribed frequency. These equipments are available with the Railways in adequate numbers. However, SPURT Car is used as an additional tool to detect defect in rails in the track at faster speed and reduce the workload of manual testing. In this system, confirmation of defects noticed by the SPURT Car will be confirmed by the manual testing. One SPURT Car was procured in the year 1987, which was condemned in the year 2004-2005, as it was beyond repair.

A Purchase order for procurement of two Self Propelled Ultrasonic Rail Testing (SPURT) Cars has already been placed and the trial run of this car is expected to begin in September 2005. Further procurement of three more SPURT Cars on purchase/operational lease basis, at an estimated cost of Rs.60 crore is included in Green Book 2002-03 under the head "Special Railway Safety Fund" (SRSF). With these arrangements ultrasonic testing potential of rails on Indian Railway track will be enhanced even further.

(b) and (c) Do not arise.

#### Railway Employees Affected by HIV/AIDS

3577. DR. M. JAGANNATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of railways employee are affected by HIV/AIDS as reported in the *Asian Age*: dated June 7, 2005;

(b) if so, whether the Government has assessed the reasons therefor;

(c) if so, the details thereof; and

(d) the measures initiated to contain its spread and to rehabilitate the persons affected by this disease?

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

(b) and (c) Do not arise.

(d) Measures are being taken as per National Aids Control Organisation guidelines to contain the spread and to rehabilitate the persons afflicted by this disease.

[Translation]

#### Contribution of PSUs in GDP

3578. SHRIMATI SANGEETA KUMARI SINGH DEO :  
SHRI JIVABHAI A. PATEL :

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

(a) the contribution of the Public Sector Undertakings in the Gross Domestic Product (GDP) of the country during each of the last three years;

(b) the reasons for lower contribution in proportion to the investments made therein; and

(c) the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) The share of Non Departmental Commercial Undertakings (NDCUs) of Public Sector in Gross Domestic Product (GDP) and in investment in terms of Gross Fixed Capital Formation (GFCF) is as follows:

(Rs. in crore)

Year	All India GDP	Share of NDCUs in GDP	% of NDCUs in GDP	All India GFCF	Share of NDCUs in GFCF	% of NDCUs in GFCF
2000-01	1902999	213157	11.2	498179	83938	16.8
2001-02	2081474	244569	11.7	513543	72287	14.1
2002-03	2254888	281219	12.5	610288	71610	11.7

[English]

#### Setting up of Defence Production Units in Gujarat

3579. SHRI VIKRAMBHAI ARJANBHAI MADAM : Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No.3809 dated December 23, 2004 regarding setting up of production unit in Gujarat and state :

(a) whether the Government has examined the report of the Task Force;

(b) if so, the details thereof;

(c) whether any decision has been taken for setting up the production unit in Gujarat;

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

(e) if not, the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) :

(a) Yes, Sir.

(b) The ordnance factories are set up to meet the sustained long-term demand of arms and ammunition and other military stores of the Armed Forces. The existing capacity of the Ordnance Factories is more than sufficient to meet the existing requirement of the Armed Forces.

(c) In view of the above, there is no proposal for setting up of a production unit.

(d) Does not arise.

(e) Does not arise.

[Translation]

#### Appointment on Compassionate Grounds

3580. SHRI DEVIDAS PINGLE : Will the Minister of DEFENCE be pleased to state :

(a) the number of civilian employees passed away in Deolali Cantonment Board during the last three years;

(b) whether employment on compassionate grounds has been given to the next of kin of the deceased families;

(c) if not, the reasons therefor;

(d) the number of cases for appointment of compassionate ground pending; and

(e) the time by which dependents of the deceased employees are likely to be appointed on compassionate grounds?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Five.

(b) and (c) Yes, Sir. employment has been given to the next of kin of two deceased employees on compassionate grounds. In one case, the next of kin of the deceased

employee has not applied. In two cases, complete documents have not been received.

(d) No case of appointment of compassionate grounds is pending in Deolali Cantonment Board.

(e) Does not arise.

#### Supply of Gas to Dholpur Power Plant

3581. SHRI SRICHAND KRIPLANI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the GAIL (India) Ltd., has entered into an agreement with Rajasthan Vidyut Utpadan Ltd. for supply of LPG to the proposed Dholpur Combined Cycle Gas Power Plant.

(b) if so, the details thereof; and

(c) the time by which the gas will be made available to the said power plant?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) No, Sir. However, GAIL and Rajasthan Rajya Vidyut Utpadan Nigam Limited (RRVUNL) have entered into a Heads of Agreement (HoA) for transmission of 1.7 Million Standard Cubic Metre per day (MMSCMD) of natural gas to the proposed Dholpur plant of RRVUNL. The salient features of HoA are:

— Delivery point of gas - Hazira/Dahej

— Quantity - 1.7 MMSCMD

— Commencement date - To be indicated later.

The sourcing of gas has to be done by RRVUNL directly from the supplies.

#### Survey on Promotion of Education among SC Girls

3582. SHRI MODH. TAHIR :

SHRI NARENDRA KUMAR KUSHAWAHA :

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

(a) whether the Government has conducted any survey for promotion of education among Scheduled Caste girls during 2004-05;

(b) if so, the details thereof;

(c) the details of those States who have lowest literacy rate among SC girls;

(d) whether the Government has launched any scheme for setting up of educational complexes for the SC girls in these States;

(e) if so, the details thereof and the States in which the said scheme has already been launched; and

(f) the expenditure to be incurred on the said scheme during the current year?

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

(b) Does not arise.

(c) A statement showing the literacy rate of SC females in the various States/UTs as per 2001 census is enclosed.

(d) There is no scheme for setting up educational complexes exclusively for SC girls.

(e) and (f) Does not arise.

#### Statement

##### State/UT wise literacy rate of SC female

S.No.	States/UTs	Female
1	2	3
1.	Andhra Pradesh	43.3

1	2	3
2.	Arunachal Pradesh	55
3.	Assam	57.1
4.	Bihar	15.6
5.	Chhattishgarh	49.2
6.	Goa	62.1
7.	Gujarat	57.6
8.	Haryana	42.3
9.	Himachal Pradesh	60.4
10.	Jammu and Kashmir	47.5
11.	Jharkhand	22.5
12.	Karnataka	41.7
13.	Kerala	77.6
14.	Madhya Pradesh	43.3
15.	Maharashtra	60
16.	Manipur	63.0*
17.	Meghalaya	45.2
18.	Mizoram	92.2
19.	Nagaland	NSC
20.	Orissa	40.3
21.	Punjab	48.3
22.	Rajasthan	33.9
23.	Sikkim	55.7
24.	Tamil Nadu	53
25.	Tripura	67.2

1	2	3
26.	Uttar Pradesh	30.5
27.	Uttaranchal	48.7
28.	West Bengal	46.9
29.	Andaman and Nicobar Island	NSC
30.	Chandigarh	57.2
31.	Dadar and Nagar Haveli	67.1
32.	Daman and Diu	75.8
33.	Delhi	59.1
34.	Lakshadweep	NSC
35.	Pondicherry	60

Source : census of India 2001: Provisional

\*Excludes Mao Maram, Paomata and purul sub division of Senapati district of Manipur

NSC-No Notified SC

[English]

#### Rail Corridors

3583.SHRI M. SHIVANNA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the construction of North south corridor from Jayanagar to Yeshawanthpur and East-West corridor from Byappanahalli to Vijayanagar has started;

(b) if so, the details thereof;

(c) the total expenditure likely to be incurred on these projects;

(d) the share of costs to be borne by the Union government and State government on these projects; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, sir. There are no such corridors.

(b) to (e) do not arise.

#### Suspension/Delay of Rail Service

3584.SHRI LALIT MOHAN SUKLABAIYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is aware that every year rail service is delayed/suspended monsoon season due to landslides in between Banderkhal and Damchhera on chaining Lumding-Badarpur rail section of NF Railways;

(b) whether the Railways have taken any permanent remedial action for protection of the aforesaid stretch from landslides instead of clearing spending huge amount is debris every year; and

(c) if so, the details alongwith the time frame of its implementation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Yes, Sir. The Lumding-Badarpur Hill section on Lumding Division of North East Frontier Railway is prone to landslides in monsoon season, which often results in the suspension of rail traffic in the region.

(b) and (c) The Lumding-Badarpur section is sanctioned for Gauge conversion and targeted for completion by March 2009. In this Gauge conversion work, necessary precautions, as per the advice of Geological Experts, is being taken to prevent/minimize landslide on the proposed alignment.

Till such time suitable precautionary measures like clearing of drains & waterways before onset of monsoon and other protection works at critical locations are being taken to reduce the chances of such landslips and minimize traffic disruption.



**Productive Incentive**

3585. SHRI P.C. THOMAS : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the amount given as productivity incentive to the management and non management category of employees, separately in the public sector oil companies during each of the last three years, company-wise;

(b) the justification for such a scheme without concern for the economic realities of the country;

(c) whether the Government plans to extend this scheme; and

(d) if so, the details thereof and the reasons therefore?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) The amount spent by the major

Public Sector Oil Companies towards Productivity Incentive to the management and non-management category of employees company-wise is given in the statement enclosed.

(b) The purpose of the performance-linked incentive scheme is to motivate employees, to improve organizational performance, attract and retain talent in the oil companies and achieve periodic targets in the face of global challenges.

(c) and (d) Based on the recommendations of the Justice Mohan Pay Committee, the Department of Public Enterprises (DPE) issued guidelines on the revision of pay scales etc. for Board-level and below Board-level executives in PSUs vide their OM No. 2(49)/98-DPE(WC) dated 25.06.1999. These guidelines, inter-alia, included performance-related payments, which should not exceed 5% of the distributable profit of the enterprise. The revised pay scales were to be applicable from 01.01.1997 for a period of 10 years.

**Statement**

(Rs. in crore)

Name of the oil PSU	2002-03			2003-04			2004-05		
	Management Category	Non-Management Category	Total	Management Category	Non-Management Category	Total	Management Category	Non-Management Category	Total
ONGC	224.11	120.68	344.79	212.20	114.27	326.47	Not yet paid		
OIL	3.35	9.09	12.44	4.56	12.53	17.09	Not yet paid		
IOC	41.27	48.49	89.76	46.04	48.87	94.91	Not yet paid		
GAIL	16.19	5.59	21.78	18.19	5.36	23.55	19.18	4.92	24.10
HPCL	14.28	15.39	29.67	17.06	18.33	35.39	Not yet paid		
BPCL	15.67	22.73	38.40	18.73	22.13	40.86	Not yet paid		
EIL	7.92	0.92	8.84	7.82	0.97	8.79	7.98	0.83	8.81

### Bogus Rail Ticket Refund Scam

3586. SHRIMATI NIVEDITA MANE : Will the Minister of RAILWAYS be pleased to state :

(a) whether a scam of bogus railway ticket refund has been unearthed in the Western Railway;

(b) if so, the details thereof and the extent of revenue loss to the Railways;

(c) whether any inquiry has been ordered in this regard;

(d) if so, the outcome thereof and the action taken against the persons/officials found guilty; and

(e) the preventive measures to be taken to avoid such irregularity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. A scam of bogus railway tickets was detected by Railway Protection Force, Vadodara Division, Western Railway for which a case was registered vide Crime No.16/2004 under section 3 & 4 of Railway Property (Unlawful Possession) Act, 1966 on 29.12.2004.

In this case 4 railway employees alongwith two outsiders were arrested and 139 forged railway reservation tickets, 8 improperly printed fake railway reservation tickets, Rs.5,000/- in cash and the Computer system used for this were recovered, totally valued at Rs.4,49,618/-. However, the exact loss incurred is not known as enquiry is yet to be completed.

(c) and (d) Yes, Sir. Railway Protection Force, Vadodara, Western Railway was conducting inquiry under sections 3 and 4 of the Railway Property (Unlawful Possession) Act, 1966. In this case 4 railway employees alongwith two outsiders were arrested. However, due to the directions of the Hon'ble High Court of Gujarat inquiry into the case has been halted.

(e) Preventive checks are conducted by the Vigi-

lance Department to unearth such scams. based on the experience gained during these checks, suggestions for further preventive measures and system improvement are sent to the Commercial Directorate for examining the feasibility of their enforcement.

Following measures have been taken:—

(i) Checks on refunds have been intensified.

(ii) Passenger Reservation System (PRS) is being modified to eliminate the possibility of such frauds to the extent possible.

### Setting up of New Airbases

3587. SHRI S.K. KHARVENTHAN : Will the Minister of DEFENCE be pleased to state :

(a) whether the Indian Air Force proposes to set up new airbases in the country;

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

(c) whether the Government is facing any problems in land acquisition for setting up these airbases;

(d) if so, the details thereof; and

(e) the time by which these airbase are likely to be set up?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (e) Setting up of Air bases in the country is based on operational necessity of each location. This evaluation is an on-going process.

### Petroleum Depots

3588. SHRI G. KARUNAKARA REDDY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government is aware that large number of petroleum depots are located in the thickly populated areas in various parts of the country;

(b) if so, whether the Government proposes to remove such Depots to safer places;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) Initially, the Oil Marketing Companies (OMCs) generally select the sites for Petroleum Depots away from populated areas. However, because of the growth and expansion of cities/towns, a few of them are not located in populated areas in various parts of the country. The position is being constantly reviewed by the OMCs and action taken either to resite or to close down such Depots. The list of depots that have been closed/resited/supplies shifted in the recent past by IOC, BPCL and HPCL is enclosed as statement.

**Statement**

S. No.	Name of Oil Marketing Companies (OMCs)	Depots Closed/Resited/Supplies Shifted
1	2	3
1.	IOCL	Amritsar
2.	IOCL	Meerut
3.	IOCL	Palam
4.	IOCL	Jhansi
5.	IOCL	Saharanpur
6.	IOCL	Gorakhpur
7.	IOCL	Agra
8.	IOCL	Jaipur
9.	IOCL	Balasore
10.	IOCL	Khandwa

1	2	3
11.	IOCL	Satna
12.	IOCL	Bhadli
13.	IOCL	Gulberga
14.	IOCL	Belgaum
15.	IOCL	Rajahmundry
16.	IOCL	Tadepalli
17.	IOCL	Erode
18.	BPCL	Agra
19.	BPCL	Ajmer
20.	BPCL	Byapanhalli (Bangalore)
21.	BPCL	Chandrapur
22.	BPCL	Coimbatore
23.	BPCL	Ernakulam
24.	BPCL	Gorakhpur
25.	BPCL	Gwalior
26.	BPCL	Hubli
27.	BPCL	Indore
28.	BPCL	Jaipur
29.	BPCL	Jalandhar (Old)
30.	BPCL	Jodhpur
31.	BPCL	Khandwa
32.	BPCL	Madurai
33.	BPCL	Manmad
34.	BPCL	Mizamabad

1	2	3
35.	BPCL	Patiala
36.	BPCL	Raipur
37.	BPCL	Rajahmundry
38.	BPCL	Saharanpur
39.	BPCL	Sankri
40.	BPCL	Solapur
41.	BPCL	Surat
42.	BPCL	Trichy
43.	HPCL	Balasore
44.	HPCL	Bareilly
45.	HPCL	Moradabad
46.	HPCL	Patiala
47.	HPCL	Guntakal
48.	HPCL	Sanatnagar
49.	HPCL	Belgaum
50.	HPCL	Gulbarga
51.	HPCL	Hubli
52.	HPCL	Combatore
53.	HPCL	Tadepalli
54.	HPCL	Solapur
55.	HPCL	Raipur
56.	HPCL	Manmad
57.	HPCL	Madurai

**Allotment of Petrol Pumps  
to Freedom Fighters**

3589.SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the policy for allotment of petrol pumps/gas agencies/kerosene depots to freedom fighters;

(b) the number of petrol pumps/gas agencies/kerosene depots allotted to freedom fighters during each of the last three years, State-wise/company-wise;

(c) the number of applications of freedom fighters pending with the Government for allotment of petrol pumps/gas agencies/kerosene depots at present; and

(d) the steps taken by the Government for speedy disposal of applications?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) Based on certain broad parameters advised by the Government to the public sector oil marketing companies (OMCs), the latter have framed their respective guidelines for the selection of retail outlet dealerships/ (petrol pumps), LPG distributorships (gas agencies) and SKO-LDO dealerships, and have been making selections/allotments in terms of these guidelines. These guidelines contain a provision for reservation of 2% in allotment of dealerships/ distributorships to Freedom Fighters. Persons applying for dealerships/distributorships reserved for the Freedom Fighters category, are required to attach a certificate or Tamrapatra or an attested copy of the Pension Order issued by the Accountant General in pursuance of the sanction letter from the Ministry of Home Affairs, Government of India of their having been Freedom Fighters. The selection is made by the selection committees of the OMC concerned on the basis of evaluation of the suitability of the candidates vis-a-vis certain laid down parameters and weightages.

(b) and (c) OMC-wise position of the number of retail

outlet dealerships and LPG distributorships allotted to Freedom Fighters during each of the last three years, i.e., 2002-03 to 2004-05, are given in the statement. There has been no allotment of SKO-LDO dealerships under this category during this period. The State-wise details of such allotments and the number of applications received from the Freedom Fighters for allotment of dealerships/distributorships are available with the Director (Marketing) of the OMCs.

(d) The selection of dealers/distributors, including those under Freedom Fighters category, involves various stages like formulation of selection committees, interview of the candidates, capability of the selected candidates to arrange for infrastructure, field verification, issue of Letters of Intent, obtaining suitable land/necessary statutory approvals/licences, construction, etc. The OMCs are being advised to expedite the disposal of pending applications of Freedom Fighters.

#### Statement

*Allotment of retail outlet (RO) dealerships and LPG distributorships (LPG) by the public Sector Oil marketing Companies to the Freedom Fighters during the years 2002-03, 2003-04 and 2004-05.*

Oil Marketing Company	Year	Number of allotments made in respect of	
		RO	LPG
1	2	3	4
<b>Indial Oil Corporation Limited</b>			
	2002-03	7	1
	2003-04	4	7
	2004-05	15	5

1	2	3	4
<b>Bharat Petroleum Corporation Limited</b>			
	2002-03	0	1
	2003-04	0	2
	2004-05	6	1
<b>Hindustan Petroleum Corporation Limited</b>			
	2002-03	2	1
	2003-04	5	2
	2004-05	18	2
<b>IBP Co. Limited</b>			
	2002-03	0	1
	2003-04	4	0
	2004-05	12	0
Total		73	23

[Translation]

#### Centrally Protected Monuments in Rajasthan

3590.PROF. RASA SINGH RAWAT : Will the Minister of CULTURE be pleased to state :

(a) the details of centrally protected monuments in Rajasthan;

(b) the amount spent on construction, preservation and maintenance of these monuments during each of the last three years; and

(c) the revenue earned by the Government from these monuments during the said period?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) There are 160 centrally protected monuments/sites in Rajasthan. A list of the monuments is enclosed as statement.

(b) The amount spent on conservation, preservation and maintenance of centrally protected monuments/sites during the last three years is as under:

	Rupees in Lakhs
2002-03	Rs.186.04
2003-04	Rs.341.34
2004-05	Rs.279.97

(c) The revenue earned from the centrally protected monuments in Rajasthan during the said period is as under:

2002-03	Rs.30,38,972.00
2003-04	Rs.40,04,030.00
2004-05	Rs.56,51,943.00

#### Statement

*List of Centrally Protected Monument/sites Under the Jurisdiction of Archaeological Survey of India In Rajasthan*

S. No.	Locality	Name of monument/site
1	2	3
<b>Ajmer District</b>		
1.	Ajmer	Adhai Din-ka-Jhonpra
2.	Ajmer	Badshahi Haveli
3.	Ajmer	Delhi Gate consisting of one Archway

1	2	3
4.	Ajmer	Gateway of Taragarh Hill
5.	Ajmer	The Marble Pavilions and Balustrade on the Anasagar Bund and the Ruins of the Marble Hamam behind the Anasagar Bund
6.	Ajmer	Saheli Bazar Buildings in Daulat Bagh
7.	Ajmer	Tombs of Abdulla Khan and his wife
8.	Ajmer	Tomb of Allauddin Khan known as 'Sola Thamba'
9.	Ajmer	Tripolia Gate
10.	Ajmer	Kos Minar erected by Emperor Akbar
11.	-do-	Kos Minar erected by Emperor Akbar
12.	-do-	Baori on Jaipur-Ajmer road
13.	Chatri	Kos Minar erected by Emperor Akbar
14.	Chatri	Sarai
15.	Ghugra	Kos Minar erected by Emperor Akbar
16.	Hushiara	Kos Minar erected by Emperor Akbar
17.	Hushiara	Kos Minar erected by Emperor Akbar
18.	Kair	Kos Minar erected by Emperor Akbar
19.	Khanpura	Kos Minar erected by Emperor Akbar

1	2	3
20.	Pushkar	Mahal Badshahi
21.	Pushkar	Brahma Temple
<b>Alwar District</b>		
22.	Bhangarh	Ancient Site
23.	Neelkanth	Siva Temple
24.	Pandrupol	Ancient Remains
25.	Tijara	Lal Masjid
<b>Banswara District</b>		
26.	Arthuna	Siva Temple and Ruins
27.	Vithal Deva	Ancient Remains
<b>Baran District</b>		
28.	Atru/Ganeshganj	Ruins of Temples
29.	Badva	Yupa Pillars
30.	Baran	Temple (12th century)
31.	Krishna Vilas	Ancient Ruins and Structural Remains
32.	Shergarh	Old Temple, Statues and Inscriptions
<b>Bharatpur District</b>		
33.	Bayana	Akbar's Chhatri
34.	Bayana	Ancient Fort with its monuments
35.	Bayana	Jahangir's Gateway
36.	Bayana	Jhajri
37.	Bayana	Lodhi's Minar
38.	Bayana	Saraj Sad-ul-lah

1	2	3
39.	Bayana	Usa Mandir
40.	Bharatpur	Delhi Gate out side the fort
41.	Bharatpur	Fateh Burj near Anah Gate
42.	Bharatpur	Fortwalls including Chowburja gate and Approach Bridge at the Chowburja and Ashtadhatu Gate
43.	Bharatpur	Jawahar Burj and Ashtadhatu Gateway
44.	Bharatpur	Moat surrounding the fort wall
45.	Brahmabad	Idgah
46.	Brahmabad	Islam Shah's gate
47.	Deeg	Deeg Bhawans
48.	Deeg	Looted Gun
49.	Deeg	Marble Jhoola
50.	Kaman	Chaurasi Khamba Temple
51.	Malah	Ancient Mound
52.	Noh	Ancient Mound
53.	Noh	Colossal Image of Yarksha
54.	Rupvas	Lal Mahal
<b>Bhilwara District</b>		
55.	Bijolia	Mahakal and two other temples
56.	Bijolia	Rock Inscription (12th century)
57.	Bijolia	Rock Inscription within the Parasvanath Temple compound (12th Cent. AD)
58.	Khadipur	Ancient Temple known as Kanerki-Putti

1	2	3
<b>Bikaner District</b>		
59. Bikaner	Bhandasar Jain Temple	
60. Morkhana	Jain Temple of Susani goddess	
<b>Bundi District</b>		
61. Bundi	Wall Paintings of Har-do-ti School in the Palace	
62. Keshavraipatan	Ancient Mound	
63. Nainwa	Ancient Mound	
<b>Chittaurgarh District</b>		
64. Badoli	Ghateshwar Temple	
65. Badoli	Kund	
66. Badoli	Shringar Chawri	
67. Badoli	Temple of Ashtamata	
68. Badoli	Temple of Ganesh	
69. Badoli	Temple of Seshashayan	
70. Badoli	Temple of Shiva and Kund	
71. Badoli	Temple of Trimurti	
72. Badoli	Temple of Vamanavata known as Narad Temple	
73. Chittaurgarh	Fort as a whole	
74. Menal	Mahanal Temples and Math	
75. Nagari	Ancient Site and Remains	
76. Nagari	Hathiwada enclosure with Inscription	
77. Nilodh/Jeora	Archaeological Sites and Remains	

**Dausa District**

78. Abaneri	Ancient Mound
79. Abaneri	Baori
80. Abaneri	Harsat Mata-ka-Mandir
81. Lalsot	Banjaron-ki-Chhatri containing pillars similar to the railing pillars of Bharhut Stupa
82. Maheshra	Ancient Mound
83. Ranawas	Ancient Mound
84. Sikrai	Ancient Mound

**Dholpur District**

85. Dholpur/Jhor	Babur's Garden
86. Sone-ka-Gurja	Jogni Jogna Temple
87. Dholpur	Shergarh Fort

**Dungarpur District**

88. Baroda	Jain Temple Inscription
89. Dev Somnath	Somnath Temple

**Ganganagar District**

90. Baror	Ancient Mound
91. Bhannertheri	Ancient Mounds
92. Binjor	Ancient Mounds (2)
93. Chak 86	Ancient Mound
94. Mathula	Ancient Mounds (2)
95. Rang Mahal	Ancient Mounds
96. Tarkhanwala Dera	Ancient Mound



1	2	3
<b>Hanumangarh District</b>		
97.	Ba-do-pal	Ancient Mounds
98.	Bhadrakali	Ancient Mounds
99.	Dhokal	Ancient Mounds
100.	Hanumangarh	Fort Bhatner
101.	Kalibangan	Ancient Mounds
102.	Manak	Ancient Mounds
103.	Munda	Ancient Mounds
104.	Peer Sultan	Ancient Mounds
105.	Pilibangan	Ancient Mound
<b>Jaipur District</b>		
106.	Amber	Jama Masjid
107.	Amber	Laxmi Narainji's Temple
108.	Amber	Sri Jagat Siromaniji's Temple
109.	Amber	Sun Temple
110.	Bairat	Excavated site
111.	Brahmpuri	Punderikji-ki-Haveli-Paintings in a room
112.	Galtaji	Temple containing Fresco Paintings
113.	Sambhar	Excavated site
<b>Jaisalmer District</b>		
114.	Jaisalmer	Fort including Ancient Temples
115.	Lodruva	Ancient Site

1	2	3
<b>Jhalwar District</b>		
116.	Binnayaga	Buddhist Caves and Pillar
117.	Binnayagag	Caves of Niranjani etc.
118.	Dalsagarh/ Gangadhar	Ancient Ruins
119.	Dudhaliya	Ancient Ruins
120.	Hathiagor	Buddhist Caves
121.	Jhalrapatan	Old Temples near the Chandrabhaga
122.	Kolvi	Buddhist Caves, Pillar, I-do-Is
<b>Jodhpur District</b>		
123.	Mandor	Fort
<b>Karauli District</b>		
124.	Karauli	Wall painting in the Palace of Maharaja Gopal Lal
<b>Kota District</b>		
125.	Charchoma	Siva Temple and two unpublished Gupta Inscriptions
126.	Dara	Temple, Fortwall and Statues
127.	Kanswa	Temple with Inscription
<b>Rajsamand District</b>		
128.	Gilund	Archaeological Site and Remains
129.	Kumbhalgarh	Fort as a whole
130.	Navchowk/ Rajsamand	Ghat with Inscriptions, Pavillions and Toranas
131.	Balicha	Chetak Samadhi

1	2	3
132. Khamnor	Badshahi Bagh	
133. Khamnor	Haldighati	
134. Khamnor	Rakta Talai	
<b>Sawai Madhopur District</b>		
135. Ranthambhor	Fort	
136. Alanpur	Jain Temple	
137. Alanpur	Persian Inscription in a Baori	
<b>Sikar District</b>		
138. Harshnath	Harshnath Temple	
<b>Tonk District</b>		
139. Bisalpur	Bisal deoji's Temple	
140. Bundwali doongri	Ancient Mound	
141. Gariagarh/Newai	Ancient Mound	
142. Jhalai	Devapura Barodia Mounds	
143. Khera/Kakor	Hathi Bhata	
144. Nagar	Ancient Mound	
145. Nagar	Excavated Site	
146. Nagar	Mand Kila Tal Inscription	
147. Nagar	Yupa Pillars in Bichpuria Temple	
148. Nagar	Inscriptions in fort	
149. Panwar	Inscription	
150. Rairh/Newai	Excavated site	
151. Todaraisingh	Kala Pahar Temple	
152. Todaraisingh	Kalayanraji's Temple	

1	2	3
153. Todaraisingh	Laxmi Narainji's Temple locally known as Gopinath Temple	
154. Todaraisingh	Old Baories locally known as Hadi-Rani-ka-Kund	
155. Todaraisingh	Pipaji's Temple	
<b>Udaipur District</b>		
156. Kalyanpur	Ancient Ruins	
157. Nagda	Sas Bahu Temple	
158. Chavand	Ruind Palace of Maharana Pratap	
159. Veerpura (Jaisamand)	Hawa Mahal known as Roothi Rani ka Mahal	
160. Veerpura (Jaisamand)	Mahal known as Hawa Mahal	

[English]

#### Gauge Conversion of Hissar-Jaipur Rail Line

3591. SHRI KULDEEP BISHNOI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has any plan to convert Hissar-Sadapur-Churu-Sikar-Ringus-Jaipur meter gauge line into broad gauge;

(b) if so, the details thereof;

(c) the steps taken by the Government for early conversion of this line into broad gauge; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Out of Hissar-Sadapur-Churu-Sikar-Ringus-Jaipur, only the work of gauge conversion of Hissar-Sadapur section has been

sanctioned. For the remaining section, updating survey for gauge conversion has been taken up.

(c) The work of gauge conversion of Hissar-Sadulpur section, which is a sanctioned work, is progressing as per availability of resources. A number of initiatives have been taken to mobilize other than normal budgetary resources to expedite completion of ongoing projects.

(d) Does not arise.

#### Export of Locomotives

3592. SHRI ASADUDDIN OWAISI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are exporting locomotives to foreign countries;

(b) if so, the number of locomotives exported during the last three years, country-wise;

(c) the total foreign exchange earned therefrom during the said period; and

(d) the steps taken or being taken by the Government to export more locomotives?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. However, Public Sector Undertakings under the Ministry of Railways namely RITES Ltd. and IRCON International Ltd. are exporting/leasing locomotives abroad.

(b) RITES has supplied 5 locomotives to Vietnam and 3 locomotives to Bangladesh during 2003-04 and 4 locomotives to Sudan in 2004-05. IRCON International Ltd. has temporarily exported Metre Gauge (MG) locomotives to Malaysia on lease-cum-maintenance basis during the last three years. Presently, IRCON International Ltd. has 25 MG locomotives working in Malaysia.

(c) RITES Ltd. and IRCON International Ltd. have earned foreign exchange of US\$ 3.13 million and US\$ 19.9 million respectively during the last three years.

(d) Public Sector Undertakings under the Ministry of Railways are exploring international market for exporting more locomotives.

#### Sagar Samriddhi Project

3593. SHRIMATI JAYABEN B. THAKKAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Oil and Natural Gas Corporation (ONGC) has launched Sagar Samriddhi Project for Deepwater Exploration;

(b) if so, the details thereof; and

(c) the achievements made so far in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) In August, 2003, Oil and Natural Gas Corporation Ltd. (ONGC) launched a mega campaign called "Sagar Samriddhi" for accelerated exploration of oil and natural gas in deepwater areas off the East and West Coasts of India where they hold 29 deepwater acreages.

In addition to its own drillship, "Sagar Vijay" capable of drilling upto 900 meters, ONGC have hired 2 drillships namely, "Belfor Dolphin" owned by M/s. Dolphin Drilling Ltd., U.K. with the capacity to drill upto 3000 meters and "Discoverer Seven Seas" owned by M/s. Transocean Inc., USA capable of drilling upto 1800 meters water depth.

(c) Under "Sagar Samriddhi", ONGC have drilled 18 deepwater wells as on 1.4.2005, of which 3 are hydrocarbon bearing. The intensive exploration efforts have resulted in 2 gas finds, G-4 and Vashista in Krishna Godawari deepwater establishing 33.48 million tonnes of oil equivalent of gas (OEG) of in place hydrocarbons as on 1.4.2005.

#### Trust for Oil Companies

3594. SHRI A.K. MOORTHY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government proposes to create a Trust for oil companies;

(b) if so, the details thereof; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The Advisory Committee on Synergy in Energy headed by Dr. V.Krishnamurthy has submitted its report with recommendations on policy and structural changes and has also suggested certain management solutions for improved performance of the oil companies in the public sector. One of the major recommendations of the Committee is the setting up of a National Shareholding Trust, modeled after Temasek of Singapore and Khazanah of Malaysia, but with the modification that oil Public Sector Undertakings (PSUs) joining the Trust will continue to retain their PSU character and the Trust will function as a non-profit Trust set up under the Societies Registration Act or under the Companies Act or as a statutory body. The Board of the Trust will comprise eminent personalities from Government, Public Sector and Private Sector. The Committee expects that greater autonomy to the Trust would ensure synergy in operations.

(c) The recommendation is under consideration of the Government.

#### **Opening of Petrol Pumps and LPG Agencies in Maharashtra**

3595.SHRI CHANDRAKANT KHAIRE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the petrol pumps/LPG agencies proposed to be allotted in Maharashtra during 2005-06, location-wise; and

(b) the time by which LPG/Petrol/Diesel agencies are likely to be set up at these places?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Allotment of retail outlet dealerships (petrol pumps) and LPG distributorships by the public sector oil marketing companies (OMCs) in different parts of the country, including in the State of Maharashtra, has to undergo various stages, i.e., advertisement of locations where such dealerships/distributorships are to be set up, selection of dealer/distributors as per the prescribed guidelines of the OMCs, field verification of the selected candidates, issue of Letters of Intent to dealer-selects, etc. Further, setting up of the allotted dealerships/distributorships depends on factors like acquisition of suitable land, obtaining necessary statutory approvals/licences, construction, etc. Thus, the number of retail outlet dealerships and LPG distributorships that would be allotted and set up in the State during the current year, i.e., 2005-06, would depend on these factors. However, the details of locations identified for setting up retail outlets/LPG distributorships in various States, including in the State of Maharashtra, are available with director (Marketing) of the OMCs concerned.

#### **Promotion of Regional Language Films**

3596.SHRI ANANTA NAYAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has any proposal to promote regional language films;

(b) if so, the details thereof; and

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

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) According to the Constitution of India, 'cinema' is a State subject, except certification of films, which is on the Union List. However, the Central Government has taken several supportive measures for the growth of cinema, including regional cinema, through

the National Film Development Corporation Ltd., which extends finance to regional cinema; through the Children's Film Society of India which produces children's films in various languages, including regional languages, through Doordarshan, which exhibits such cinema and through National Film Awards and the Indian Panorama section of the International Film Festival of India by recognizing the best of regional cinema.

#### **Flight between Kolkata and Japan**

3597. SHRI SUNIL KHAN : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government proposes to start flight between Kolkata and Japan;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) Airlines are free to choose their routes as per their commercial judgement. There is no proposal by any Indian carrier for starting flights between Kolkata and Japan at present.

[Translation]

#### **Supply of Gas from HBJ Pipeline**

3598. SHRI GANESH SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) whether the Union Government had received any proposal from the Government of Madhya Pradesh for supply of natural gas to industries in Madhya Pradesh from HBJ pipeline;
- (b) if so, the details thereof; and
- (c) the action taken by the Government thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) Chief Minister, Madhya Pradesh

has written to this Ministry for committing gas supplies to the proposed 150 MW power plant of the Madhya Pradesh State Industrial Development Corporation (MPSIDC) and the allocation of Administered Price Mechanism (APM) gas for CNG projects at Indore, Ujjain and Gwalior.

(b) and (c) A Gas Cooperation MoU has been signed between GAIL and MPSIDC on 5.5.2005. Two major gas pipelines are in the process of implementation in Madhya Pradesh viz., Jagoti-Pitampur Pipeline and Kailaras-makhpur Pipeline to supply gas to various industries. As there is a constraint on the availability of domestic natural gas at present, GAIL is exploring the possibility of meeting the gas requirements in the region through the imported LNG route. Accordingly, GAIL officials are in contact with MPSIDC to address the requirements of new power projects and other industries based on Regasified LNG pricing and the availability of RLNG. GAIL are in the process of forming a Joint Venture with Hindustan Petroleum Corporation Limited (HPCL) to implement city gas projects and CNG in the State of Madhya Pradesh. It is envisaged that the Joint Venture Company would create the required infrastructure for the supply of natural gas to the transport, domestic, commercial and industrial sectors of Indore and later expand to other cities of Madhya Pradesh such as Ujjain and Gwalior.

[English]

#### **Recruitment of Tradesmen**

3599. MAJ. GEN. (RETD.) B.C. KHANDURI : Will the Minister of DEFENCE be pleased to state :

- (a) whether tradesmen like Mess Waiters and Masalchi etc. are enrolled in the 'Non-Matric' category in the Army;
- (b) if so, the name of various trades which are included in this category;
- (c) whether the recruitment for these posts is carried out at the respective Regimental Centres; and

(d) if not, the present system of recruitment and when was it introduced?

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

(b) The names of the various Trades which are included in this category are:—

(i) Barber (ii) Blacksmith (iii) Carpenter (iv) Cook (Hospital) (v) Cook (Mess) (vi) Cook (Special) (vii) Cook (Unit) (viii) Equipment Repairer (ix) kennelman (x) Masalchi (xi) Musician (xii) Painter (xiii) Saddler (xiv) Safai Karamchari (xv) Syce (xvi) Tailor (xvii) Tin Smith (xviii) Waiter Mess (xix) Washerman.

(c) Recruitment for these categories is carried out at both the Branch Recruiting Offices and the Regimental Centres.

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

#### **Pipeline between Paradip and Ranchi**

3600.SHRI JUAL ORAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether a proposal to commission of pipeline between Paradip and Ranchi was under the consideration of the Government;

(b) if so, the progress so far made in commissioning of this project;

(c) the estimated cost of said project; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (d) A feasibility report on the proposal for laying a product pipeline from Paradip to Ranchi was prepared by Indian Oil Corporation Limited (IOCL) in 1996. Government advised IOCL in 1997 that the proposal be processed through the pipeline holding

company, Petronet India Limited (PIL). PIL have not implemented the project.

However, IOC is at present examining an alternative proposal to lay a product pipeline from Paradip to Raipur via Rengali, including a branch pipeline to Bundu (near Ranchi) for evacuation of products from the proposed Paradip refinery. The proposal is at the conceptual stage and preliminary studies have been undertaken. It is linked to the commissioning of the Paradip Refinery project, which is likely to be completed in 2009-10.

#### **Lack of Publicity from ALIMCO**

3601.SHRI MANORANJAN BHAKTA : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Government is aware that wide publicity is lacking from Artificial Limbs Manufacturing Corporation of India (ALIMCO), Kanpur;

(b) if so, the reasons thereof; and

(c) the remedial measures adopted by the Government to give wide publicity for the sake of general public and to increase the production by three folds?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (c) Artificial Limbs Manufacturing Corporation of India (ALIMCO) carries out wide publicity in respect of its products and services by conducting assessment/distribution camps in remote areas of most of the districts of the country including in the North Eastern States. The Corporation has increased its production base by establishing auxiliary centres at Bhubaneswar (Orissa), Bangalore, (Karnataka), Jabalpur (Madhya Pradesh) and Channalon (Punjab).

#### **Impact of Flood on Airlines**

3602.SHRI SUGRIB SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has made any assessment of the damage/loss suffered to the Airlines industry due to recent flood in the country;

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

(c) the number of flights cancelled/suspended due to flood;

(d) the loss suffered by various airlines as a result thereof; and

(e) the steps taken by the Government to deal with such situation in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (e) The information is being collected and will be laid on the table of the Sabha.

#### **Expansion of Madurai Airport**

3603.SHRI E.G. SUGAVANAM : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the present status of expansion of Madurai airport;

(b) whether there is any demand to convert the Madurai airport into an international airport and to also introduce a direct flight from Madurai to New Delhi and Sri Lanka; and

(c) if so, the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) The work of strengthening and extension of runway and associated works is in progress and likely to be completed by July, 2006.

(b) and (c) There have been demands to declare Madurai airport as international airport and also to introduce flights from Madurai to domestic and international sectors especially Gulf and South East Asian countries. No sufficient traffic potential is anticipated

for operation of international air services to/from Madurai. No foreign airline from Sri Lanka or other countries have evinced interest for operation to/from Madurai. Therefore, Government has no proposal at present to declare Madurai airport as international airport. The existing traffic demand at Madurai is adequately catered by various airlines and there is no sufficient traffic potential to warrant more direct flights to domestic sectors including Delhi. However, Indian Airlines already operates direct international flights to Gulf and South East Asian countries from Chennai, Trichy, Coimbatore, Kochi and Trivandrum airports which are in the vicinity of Madurai.

#### **Reservation for Handicapped in Higher Education**

3604.SHRI SANAT KUMAR MANDAL : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the reservation for handicapped in admission for higher education has been abolished; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) No, Sir. Section 39 of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 provides that all Government educational institutions and other educational institutions receiving aid from the Government, shall reserve not less than three percent seats for persons with disabilities.

(b) Does not arise.

#### **Installation of DTH Sets**

3605.PROF. M. RAMADASS : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has any proposal to instal DTH sets free of costs in public institutions;

(b) if so, the details thereof; and

(c) the number of DTH sets so far installed, State-wise?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Provision for distribution of DTH receive units, free-of-cost to Public institutions viz. Anganwadis, Schools, Public Healthd Centres, Panchayats, Youth Clubs, Cooperative societies etc. in the states of Himachal Pradesh, Chhattisgarh, Karnataka, Madhya Pradesh, Rajasthan, Uttaranchal, Gujarat and North-East region was approved, as part of Doordarshan's Ku-Band (DTH) project.

(c) State-wise number of DTH sets installed, so far, is as under:

Name of the State	No. of DTH sets installed
1. Chhattisgarh	524
2. Gujarat	1,242
3. Himachal Pradesh	94
4. Karnataka	1,500
5. Madhya Pradesh	1,901
6. North East Region	170
7. Rajasthan	1,926
8. Uttaranchal	280

[Translation]

#### Bofors Case

3606.SHRI MOHAN SINGH : Will the Minister of DEFENCE be pleased to state :

(a) whether in the Bofors case, Delhi High Court has quashed all proceedings against the accused Hinduja brothers and Bofors company;

(b) if so, the details thereof;

(c) whether the Government is contemplating to file Special Leave petition (SLP) in Supreme Court against the said order; and

(d) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) The High Court of Delhi vide its Judgement dated 31.5.2005 has quashed all proceedings against the accused Hinduja brothers and the Bofors Company and discharged them from the case.

(c) and (d) The Judgment dated 31.5.2005 of the High Court of Delhi is being examined by CBI and, if considered appropriate, the Government would be requested by CBI for filing SLP in Supreme Court against the order.

[English]

#### National Conference on Disability

3607.SHRI E. PONNUSWAMY : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether National Conference on Disability was held on June 23, 2005;

(b) if so, the details of discussions held and its outcome;

(c) whether the Government has received any recommendations from the National Human Rights Commission for disabled persons;

(d) if so, the details thereof; and

(e) the action taken or proposed to be taken by the Government thereon?



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

(b) The Conference on Disability was organized by the National Human Rights Commission (NHRC) and recommendations of the Conference are available on their website nhrc.nic.in.

(c) No, Sir.

(d) and (e) Do not arise.

#### **Construction of Luxury Hotels on Railway Land**

3608.SHRI RAVI PRAKASH VERMA :

SHRI ANANDRAO VITHOBA ADSUL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are considering to enter the hospitality sector as reported in the Times of India dated July 24, 2005;

(b) if so, the name of the sites identified for construction of luxury hotels;

(c) whether there is also any proposal under the consideration of Railways to construct market complexes and malls on the railway land; and

(d) if so, the details thereof alongwith the sites selected for the above purposes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Indian Railways are already in the hospitality sector and are presently operating Rail Yatri Niwas and retiring rooms. Indian Railways now plan to build budget hotels at selected locations.

(b) Sites have been identified for budget hotels at six places viz. Madurai, Bangalore Bhopal (Habibganj), Chandigarh, Sealdah, and Secunderabad. Indian Railways are not constructing luxury hotels.

(c) and (d) There is no specific proposal under consideration to construct market complex and malls on Railway land. However, commercial development of land undertaken by Railway includes various end uses of land determined through market feasibility study of the site(s). Such end use of land may also include marketing complex, malls etc.

#### **Behaviour of Staff at Airports**

3609.SHRI AVTAR SINGH BHADANA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it has come to the notice of the Government that behaviour of the staff of different agencies particularly Airports Authority of India, Bureau of Civil Aviation Security and Immigration Department posted at the international airports is not courteous and efficient and they are not prompt in dealing with the passengers;

(b) if so, the number of complaints of aforesaid nature received during the current year so far, and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) Service of officials deployed by various state agencies at the airports are by and large satisfactory. However, occasional complaints are received.

(b) 21 complaints were received by Foreigners Division of Ministry of Home Affairs and 6 complaints by Airports Authority of India. However, no complaints were received by Bureau of Civil Aviation Security.

(c) Staff of Airports Authority of India working at the airports are imparted special training in "Customer Care and Passenger Handling". Regular in-house training programmes are also conducted by NIAMAR, Delhi and at airport for personnel involved in customer care. AAI also conducts orientation programmes on customer care for CISF personnel working at airports. Ministry of

Home Affairs, Foreigners Division organises special training workshops for the immigration staff to bring improvement in the behavioral aspects. Immigration Checks Posts have been computerized for faster clearance. At some airports, passport reading machines have been installed for faster immigration clearance. CCTV cameras have also been installed in Immigration area. Checking from the video recording helps in verifying the allegation against the counter officer. Complaints received are enquired into and immediate action is taken against the erring officials.

#### Poaching of Pilots and Technical Staff

3610. SHRI BALASAHEB VIKHE PATIL :  
SHRI KHARABELA SWAIN :  
SHRI KULDEEP BISHNOI :  
SHRI ASADUDDIN OWAISI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government is aware that the private airlines are poaching the pilots and technical staff of the public sector airlines;

(b) if so, the number of pilots and technical staff left the public sector airlines during the last two years and the current year;

(c) whether the Government has chalked out any plan to check poaching of pilots and technical staff by the private airlines; and

(d) if so, the details thereof?

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

(b) During the last two years and the current year a total of 17 pilots and 32 technical staff left from Air India Limited including Air India Express, 7 pilots and 11 technical staff left from Indian Airlines Limited, 75 pilots and

43 technical staff left from Alliance Air and 10 pilots and 4 technical staff left Pawan Hans Helicopters Limited. This figure include those who opted for voluntary retirement also.

(c) and (d) Meetings were held in the Ministry of Civil Aviation with a view to find out a solution to the poaching of pilots and airlines were asked to finalise a code of conduct among themselves to ensure that flights are not suddenly disrupted causing inconvenience to the passengers.

#### Stolen ID Cards

3611. SHRI UDAY SINGH :  
SHRI ADHIR CHOWDHURY :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that ID cards of a large number of army personnel have been stolen in trains/buses or robbed by militants/terrorists in the past few months;

(b) if so, whether the militants/terrorists are using such stolen/robbed ID cards in Defence establishments and in general public;

(c) if so, the facts thereof; and

(d) the strategies to be adopted to check such stolen/robbed ID cards of army personnel are not misused?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) A few cases of loss of Identity (ID) cards are reported from time to time. AN ID Card is an accountable document the loss of which is taken seriously and investigated by a Court of Inquiry and suitable action taken against the personnel who lost it. No case of militants using stolen ID Cards has come to light, so far. However, following measures have been taken to guard against the loss of an ID Card by Army personnel while traveling in trains/buses:

- Warning messages against the threat of drugging, on Close Circuit TVs and audio equipment at Railway Stations and Bus Terminals.
- Displaying suitable posters on the subject at the office of Movement Control Officer (MCO). Troops are also informed about various safety precautions that they require to take during the move.
- Education of troops during Sainik Sammelans including issue of leave certificate with suitably worded warning against the threat of drugging.
- Wherever possible units/Head Quarters have been directed to ensure that troops carry packed food and water for the journey period so that incidents of drugging are minimized.
- Instructions have also been issued to carry out selective patrolling of sensitive Railway Stations/Bus Terminals.

The ID Cards bear a photograph, signature and thumb impression of the holder which is checked before entry to the Defence Establishment. The Identity Card is laminated and the Photograph is duly authenticated with the office seal before issue to the army personnel. Any attempt to remove the lamination and falsify the Identity Card will cause damage to the Card and it is unlikely that the stolen ID Card will be falsified and misused.

[Translation]

**Development of Stations as  
Model Stations**

3612. SHRI MUNSHI RAM :

MOHD. SHAHID :

SHRI RATILAL KALIDAS VARMA :

SHRI HARIBHAU RATHOD :

SHRI MODH. TAHIR :

PROF. MAHADEORAO SHIWANKAR :

Will the Minister of RAILWAYS be pleased to state :

- (a) the number of Railway stations listed for development as 'Model Stations', zone-wise;
- (b) the number of stations so far developed as Model Stations, zone-wise;
- (c) whether the Railways have identified the stations proposed to be developed as 'Model Stations' during the current financial year;
- (d) if so, the details of those stations;
- (e) whether the Railways have fixed any time frame for completion of works on the stations listed for the development as 'Model Stations'; and
- (f) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The number of stations selected as model stations for the purpose of providing upgraded passenger amenities zone-wise are as under:

Central - 17, Easter - 41, East Central - 29, East Coast - 17, Northern - 40, North Central - 10, North Eastern - 16, Northeast Frontier - 31, North Western - 9, Southern - 31, South Central - 14, South Eastern - 21, Southeast Central - 3, South Western - 8, Western - 24, West Central - 11 and Konkan Railway Corporation Ltd. - 1.

(b) 101 stations have been developed as model station so far. Railway wise position is as follows: Central - 14, East Central - 2, East Coast - 10, Northern - 11, North Central - 4, North Eastern - 11, North Western - 2, Southern - 13, South Central - 10, South Eastern - 2, South East Central - 3, South Western - 6, Western - 5, West Central - 7 and Konkan Railway Corporation Ltd. - 1.

(c) to (f) Development of Model Stations is a continuous process. For development of 319 stations selected upto 2004-05, target date of March, 2008 has been fixed.

[English]

**DTH Application of M/s Space TV Ltd.**

3613. SHRI RAYAPATI SAMBASIVA RAO : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has given approval to the DTH application of M/s Space TV Ltd.;

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

(c) if not, the reasons for the delay?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir. The Government has issued Letter of Intent (LOI) to M/s Space TV Ltd. on 17th May, 2005.

(b) The LOI has been issued as per the term and conditions specified in the guidelines for operating DTH service in India, which are available on Ministry's website ([www.mib.nic.in](http://www.mib.nic.in)).

(c) Does not arise.

[Translation]

**Closure of Units of Directorate  
of Field Publicity**

3614. MOHD. SHAHDI :

SHRI NARENDRA KUMAR KUSHAWAHA :

PROF. MAHADEORAO SHIWANKAR :

SHRI Y.G. MAHAJAN :

SHRI RAJNARAYAN BUDHOLIA :

SHRI SUNIL KHAN :

SHRI MOHD. TAHIR :

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

(a) whether the Government has decided to close down some units of Directorate of Field Publicity as reported in the *Rashtriya Sahara* dated July 24, 2005;

(b) if so, the details of those units;

(c) the estimated number of employees of these units to be accommodated to other places;

(d) whether employees associations have been consulted before taking the decision of their closure; and

(e) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir. In pursuance of the decision taken by the Committee of Secretaries and in partial implementation of Expenditure Reforms Commission's recommendations, the Government has decided to close down 22 (Twenty Two) Field Publicity Units of Directorate of Field Publicity.

(b) The details of the 22 (Twenty Two) Field Publicity Units is enclosed as statement.

(c) 75 (Seventy Five) employees presently working in these 22 units have been accommodated in other units of the same region of Directorate of Field Publicity where they were working.

(d) and (e) There is no registered Employee's Union in DFP.

**Statement**

*List of Field Publicity Units to be closed*

Units	Region
1	2
1. Muzaffarpur	Bihar
2. Ahmedabad	Gujarat
3. Bangalore	Karnataka
4. Thiruvananthapuram	Kerala
5. Calicut	Kerala

1	2
6. Bhopal	Madhya Pradesh
7. Pune	Maharashtra
8. Mumbai	Maharashtra
9. Delhi-I	North West
10. Delhi-II	North West
11. Chandigarh	North West
12. Ludhiana	North West
13. Ambala	North West
14. Bhubaneswar	Orissa
15. Dhenkanal	Orissa
16. Jaipur	Rajasthan
17. Chennai	Tamil Nadu
18. Lucknow	Uttar Pradesh
19. Kanpur	Uttar Pradesh
20. Muzaffarnagar	Uttaranchal
21. Kolkata-I	West Bengal
22. Kolkata-II	West Bengal

#### Special Courts on Dalit Atrocities

3615. SHRI BRAJESH PATHAK : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the Union Government provides Central assistance to the State Governments and Union Territory Administrations under the Centrally sponsored scheme of Implementation of Protection of Civil Rights Act, 1995 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989;

(b) if so, the purpose thereof alongwith the central assistance allocated and released to them under the said scheme during each of the last three years and the current year, State/Union territory-wise;

(c) the details of utilization of central assistance by the each State Government/Union Territory Administration during the said period;

(d) the details of States/Union Territories in which Exclusive Special Courts have been set up to ensure early prosecution of cases under the SCs and STs (PO-A) Act, 1989 alongwith their numbers, State/Union Territory-wise;

(e) the name of States/Union Territory in which such Exclusive Special Courts have not been set up so far alongwith their reasons; and

(f) the measures taken by the Union Government for early setting up of such courts in these States/Union Territory?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (c) Yes, Sir. Under a Centrally Sponsored Scheme, central assistance is released to States/Union Territories on the basis of their proposals. A statement containing details of assistance released and utilized during the years 2002-06 (as on 16th August, 2005) is enclosed.

(d) to (f) There is no specific provision under the Act to set up Exclusive Special Courts. However, for speedy trial and disposal of cases, States/UTs have been requested to set up Exclusive Special Courts. Exclusive Special Courts have been set up in the States of Andhra Pradesh (08 courts), Bihar (11 courts), Chhatisgarh (07 courts), Gujarat (10 courts), Karnataka (07 courts), Madhya Pradesh (29 courts), Rajasthan (17 courts), Tamil Nadu, (04 courts), and Uttar Pradesh (40 courts) which usually account for about 90% of total number of cases of atrocities.

**Statement**

*Details of Central Assistance released and utilisation thereof under the Centrally Sponsored Scheme for implementation of the Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 for the year 2002-03, 2003-04, 2004-05 and 2005-06 (as on 16.08.2005).*

(Rs. in lakhs)

S. State/UT No.		2002-03		2003-04		2004-05		2005-06
		Central assistance released	Central assistance utilised	Central assistance released	Central assistance utilised	Central assistance released	Central assistance utilised	Central assistance released (as on 16.08.2005)
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	328.13950	382.89500	464.41500	433.46500	615.75500	200.02000	117.00000
2.	Bihar	65.00000	58.92000	85.82000	29.28128	0	32.86250	13.00000
3.	Chhattisgarh	88.27000	30.59500	30.09500	46.09000	71.74500	48.88000	16.00000
4.	Goa	0	0.35000	0.72500	0.50000	1.00000	0.35000	0.10000
5.	Gujarat	226.62109	244.31500	256.63792	253.43500	337.79000	33.44500	88.19500
6.	Haryana	27.27950	27.14000	22.23000	18.37525	14.84450	13.35400	9.46025
7.	Himachal Pradesh	4.72000	20.71212	0	36.745720	37.00000	NR	0
8.	Jharkhand	105.97500	8.54500	0	8.54500	0	NR	0
9.	Karnataka	567.0500	353.66000	0	300.62500	531.17350	NR	92.00000
10.	Kerala	73.15350	42.42535	43.69575	45.03250	30.39700	87.29036	117.52020
11.	Madhya Pradesh	435.98000	613.64000	1280.97000	517.94000	314.96500	774.38500	820.01000
12.	Maharashtra	772.52261	114.08010	150.40000	217.95901	343.49000		0
13.	Oriss	0.81200	0.89200	4.95000	0.08750	08.18000	2.08913	1.20000
14.	Punjab	0	33.85000	40.43300	0	57.50000		0
15.	Rajasthan	19.28500	24.14500	33.67844	54.28500	200.00000		21.00000
16.	Sikkim	1.90500	1.45000	0.95000	0.95000	1.50000	1.25000	1.75000

1	2	3	4	5	6	7	8	9
17. Tamil Nadu		336.66680	152.78000	124.61000	184.62500	218.34000	172.5700	160.72000
18. Uttaranchal		22.42000	16.02000	0	12.39500	22.00000	NR	0
19. Uttar Pradesh		886.64000	927.78000	1030.22000	570.20450	610.70000	553.10500	210.00000
20. Dadra and Nagar Haveli		26.32510	29.02000	33.42000	32.39646	30.00000	30.00000	12.00000
21. Pondicherry		29.23102	33.71265	34.63000	30.88924	28.62000	31.26457	37.94500
<b>Total</b>		<b>4017.99612</b>	<b>3116.92722</b>	<b>3637.88011</b>	<b>2793.82643</b>	<b>3475.00000</b>	<b>1981.76556</b>	<b>1717.90045</b>

Note: 1. The unspent central assistance as well as arrears of central assistance of the previous financial year are adjusted while considering releasing central assistance for the current financial year.

2. NR-figures not received

3. Other State Governments/Union Territory Administrations have not submitted proposal for central assistance under the Scheme.

[English]

#### **Global Positioning System**

3616.SHRI KISHANBHAI V. PATEL :

SHRI SUGRIB SINGH :

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

(a) whether Oil and Natural Gas Corporation (ONGC) had produced and commissioned the Global Positioning System - Assisted Improved Navigation System during 1998;

(b) if so, the expenditure incurred on procurement and commissioning of the system;

(c) whether ONGC has been using the system at present;

(d) if not, the reasons for not using the system effectively; and

(e) the action taken against the persons responsible for such lapses?

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

(b) ONGC has incurred an amount of Rs.3,74,89,849 on procurement and commissioning of its Global Positioning System - Assisted Improved Navigation System.

(c) Yes Sir.

(d) and (e) Does not arise in view of the reply of question (c) above.

#### **Reduction in Landing Charges on Non-Metro Airport**

3617.SHRI ANANDRAO VITHOBA ADSUL :

SHRI RAVI PRAKASH VERMA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the air traffic is growing at the rate of

25 per cent yearly and the burden on metro airports is increasing phenomenally;

(b) if so, the facts thereof;

(c) whether the Government proposes to give some incentives to airlines to make non-metro cities their hubs;

(d) if so, the details thereof;

(e) whether there is any proposal to reduce the landing charges on non-metro airports;

(f) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) The total annual growth of international and domestic passengers in the year 2004-05 over the previous year was 21.5%. Some metro airports are experiencing capacity constraints on terminal and airside.

(c) and (d) Requests have been received from Domestic Scheduled Operators for concessions on parking charges at Non Metro Airports, which are under examination.

(e) No, Sir.

(f) and (g) Do not arise.

#### **Illegal Manufacturing of Mini LPG Cylinders**

3618.SHRI RAGHURAJ SINGH SHAKYA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government is aware of illegal manufacturing of mini LPG cylinders in various States;

(b) if so, the details thereof and the number of cases noticed during the last two years;

(c) whether any check has been exercised to stop manufacturing of these cylinders; and

(d) if so, the details thereof and the action taken against the erring persons?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) This Ministry has not received any complaint in this regard in the last two years. Also, the Public Sector Oil Marketing Companies (OMCs) have not come across any such instance during the last two years while procuring mini LPG cylinders in the country.

(c) and (d) OMCs procure LPG cylinders from cylinder manufacturers having valid licences from the Bureau of Indian Standards (BIS), Chief Controller of Explosives (CCOE) and approved by the Oil Industry Technical Committee. These cylinders are manufactured under the close supervision of BIS. besides, OMCs have instituted stringent measures and inspection procedures to ensure that only genuine cylinders are filled at bottling plants and distributed in the market.

#### **Rail Link Between Indian and Bangladesh**

3619.SHRI AJOY CHAKRABORTY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government is considering a proposal for re-opening of rail link between India and Bangladesh for passengers movement through Petrapol Border;

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

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

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

(b) and (c) Do not arise.



### Regional AIR News Channels

3620. SHRIMATI ARCHANA NAYAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

- (a) whether the Government has taken any decision to start new regional AIR news channels in the country;
- (b) if so, the details thereof;
- (c) the steps taken by the Government to implement the decision; and
- (d) the time by which these channels are likely to be started?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) No Sir.

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

### Cargo hub at Nagpur

3621. SHRI SUBHASH SURESHCHANDRA

DESHMUKH :

SHRI SURESH PRABHAKAR PRABHU :

SHRI SUBODH MOHITE :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the estimated cost of the proposed cargo hub at Nagpur; and
- (b) the financial assistance provided or likely to be provided by the Union Government for the said project?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) Government of Maharashtra (GOM) has already formed a Special Purpose Vehicle (SPV) in the name of Maharashtra Airport Development Company (MADC) to develop a multi-modal International Passenger and Cargo Hub airport at Nagpur. The cost of the project is to be firmed up through inter-governmental consultations.

- (b) No decision has been taken by the Government on the question of financial assistance to the project.

### Cancellation of Flights

3622. SHRI NIKHIL KUMAR :

SHRI ADHIR CHOWDHURY :

SHRI RAGHURAJ SINGH SHAKYA :

SHRI KUNWAR MANVENDRA SINGH :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government is aware that a number of flights have been cancelled due to non-availability of pilots/co-pilots in Air India, Indian airlines and Alliance Air;
- (b) if so, the number of flights of Indian Airlines/Air India/Alliance Air cancelled during the last six months, month-wise;
- (c) the reasons for not having the reserve pilots/co-pilots in these airlines; and
- (d) the loss suffered by the Indian Airlines/Air India/Alliance Air due to cancellation of flights as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Air India and Indian Airlines have not cancelled any flight due to non-availability of pilots. However, Alliance Air, a subsidiary of Indian Airlines has been experiencing shortage of operating crew since January, 2005. Accordingly, curtailment/adjustments have been made in the schedule in order to maintain regularity of services within the resources available.

- (c) Airlines constantly endeavour to maintain Pilot aircraft ratio as per the industry norms and as per the requirement of schedule for the network.

- (d) The estimated loss to Alliance Air during the last six months is Rs.80 lakhs.

[Translation]

**Allotment of STD/ISD/PCO  
Booths At Stations**

3623. SHRI KAMLA PRASAD RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has formulated any policy to allot STD/ISD/PCO booths at railway stations/platforms;

(b) if so, the details thereof;

(c) the percentage of commission being fixed for these STD/ISD/PCO booths allotted through tender system; and

(d) the steps being taken for the security of STD/ISD/PCO booths being run by handicapped, Scheduled Castes and Scheduled Tribes allottees?

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

(b) The Policy guidelines for allotment of STD/ISD/PCO booths at railway stations/platforms stipulate the number of booths to be provided at each railway station, vertical and horizontal reservation in allotment for different categories of persons, eligibility criteria for selection of booth operators, procedure for selection, licence fee and other charges to be realised etc.

(c) The percentage of commission payable to the Railways under the tender system is a minimum of 10% subject to maximum of 100% as payable to the booth operator by the authorised service provider.

(d) Instructions have been issued to extend the STD/PCO booths contracts of physically handicapped persons till 27.4.2007, subject to their working being satisfactory. Instructions have also been issued that the contracts of booths holders other than physically handicapped persons, whose total period of contract as on 27.4.2005 is less than 10 years be extended till such period when their total period of contract comes to 10 years or

till 27.4.2007, whichever is earlier, subject to certain conditions.

[English]

**UN Peacekeeping Mission**

3624. SHRIMATI MANORMA MADHAVARAJ :  
SHRI PRALHAD JOSHI :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Permanent Mission of India in New York in its Peacekeeping Mission account held around Rs.400 crore during 2003-2004 in bank without long term investment;

(b) if so, the facts thereof; and

(c) the estimated loss of earnings/interest therefrom?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) and (b) A sum of Rs.505 crore (approximately) was held during 2003-2004, in the Peacekeeping Mission Accounts, being operated by the Permanent Mission of India (PMI), New York, on behalf of Ministry of Defence.

(c) There was no loss of earnings/interest, since the balances were kept in these accounts to meet the regular requirement of money for disbursement of overseas allowances to the troops deployed/to be deployed in various United Nations Missions. These accounts earned interest on a monthly basis.

[Translation]

**Setting up of Military Station at Averi**

3625. SHRI SURESH CHANDEL : Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No.2573 on 16.12.2004 regarding setting up of New Military Station at Averi and state :

(a) the progress so far made regarding the setting up of Military Station at Averi in Himachal Pradesh; and

(b) the time by which the Military Station is likely to be set up?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Land measuring 1259 Bighas, 16 Biswas for Military Station, Averi has been acquired and handed over to army authorities on 18.12.1998. Government sanction for a sum of Rs.1,47,54,150/- for transfer of forest land measuring 261 Bighas, 10 Biswas has been accorded on 31st March, 2005. This amount has been deposited with the Divisional Forest Officer. Formal transfer of the forest land by the forest authority is awaited. Zonal plan for Military Station, Averi would be finalized after taking possession of forest land from the State Government.

Work relating to re-alignment of high tension power line has been sanctioned for Rs.170.51 lakhs.

(b) Setting up of the Military Station is a long term project which is dependent on availability of infrastructure and funds. No time frame can be stipulated for the same.

[English]

#### Vacancies of Presiding Officer in RCT

3626.SHRI PRALHAD JOSHI : Will the Minister of RAILWAYS be pleased to state :

(a) the details of vacancies of the presiding officer in each Railway Claims Tribunal as on date;

(b) whether the Government is aware that the post of presiding officer in RCT, Bangalore has not been filled for the last four years which has resulted in delay in settling the claims;

(c) if so, the reasons therefor; and

(d) the time by which the post is likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) There is no post of

'Presiding Officer' as such in Railway Claims Tribunal (RCT). Each RCT Bench consists of a Judicial Member and a Technical Member who exercise powers vested in them under the provisions of Railway Claims Tribunal Act, 1987. At present, the posts of Judicial Members are vacant at Kolkata (two benches), Guwahati, Patna, Chennai, Bangalore and Nagpur and that of Technical Members are vacant at Delhi, Ghaziabad, Gorakhpur, Lucknow, Kolkata, Patna and Bangalore benches of the Railway Claims Tribunal (RCT).

(b) and (c) The post of member (Judicial) and that of Member (Technical) at Bangalore Bench of RCT have been vacant since 7.5.05 and 21.5.04 respectively and not for the last four years. The respective vacancies have arisen due to transfer. As regards settlement of claims, where the posts of Members are vacant, Circuit Benches are held by the Members from other benches of RCT as nominated by the Chairman, RCT from time to time.

(d) To fill up the vacant posts of member (Technical), including that of Bangalore bench of RCT, the recommendations of the Selection Committee are awaiting approval of the Competent Authority. Regarding the vacant posts of member (Judicial), including that of Bangalore bench of RCT, selection process has been initiated by notifying the vacancies.

[Translation]

#### Air Services from Ranchi to Mumbai

3627.SHRI HEMMAL MURMU : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government proposes to increase the frequency of flights on Mumbai-Delhi-Ranchi route;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) 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. It is, therefore, upto airlines to provide air services to specific places depending upon the traffic demand and commercial viability. Indian Airlines, however, has no plans to increase frequency of its operation on Mumbai-Delhi-Ranchi Route since aircraft in its fleet are fully committed to operation of services in the existing scheduled.

[English]

#### Redesigning of EMU

3628.SHRI M. SREENIVASULU REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are aware that passengers are facing problems due to lack of toilet facilities in EMUs;

(b) if so, whether there is any proposal for redesigning of EMU; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) EMUs are used for short distance commuter traffic. As per policy trains running upto 160 Kms. or for journeys upto four hours are permitted without toilets. Toilets are however available at stations. There is no proposal to redesign EMUs in respect of toilet provision.

#### Allotment of Goods Bogies

3629.SHRI ADHIR CHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether a scam was unearthed by the Railways in 2003 in which foodgrains exporters were found using take credit letters and bank endorsements allegedly in connivance with Railways and FCI officials to allot goods bogies;

(b) if so, the facts thereof;

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

(d) if so, the outcome thereof; and

(e) the action taken by the Railways against the erring officials/persons found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. No such scam was unearthed by the Railways in 2003.

(b) to (e) Do not arise.

[Translation]

#### Fellowship to SC/ST Students for Higher Studies

3630.SHRI CHANDRA MANI TRIPATHI :  
SHRI HANSRAJ G. AHIR :

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

(a) whether students belonging to SC/ST are provided fellowship for higher studies;

(b) if so, the details of the fellowship provided to such students during 2004-05 and 2005-06, State/UT-wise;

(c) whether the Government has imposed some new conditions for receiving fellowship;

(d) if so, the details thereof;

(e) whether the Government is aware that SC/ST students are facing difficulties in getting fellowship due to imposition of new conditions therein; and

(f) if so, the steps being taken by the Government to remove the aforesaid difficulties?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) Yes Sir. The University Grant Commission (UGC) and Council of

Scientific and Industrial Research (CSIR) provides fellowship to SC/ST students to undertake advanced studies and research leading to M.Phil/Ph.D degrees under the scheme of Junior Research Fellowship (JRF) in Humanities, Sciences and Social Sciences and JRF in Engineering and Technology.

(b) The information is being collected and will be laid on the Table of the House.

(c) No sir.

(d) to (f) Do not arise.

[English]

#### Performance of AIR and Doordarshan

3631. SHRI P.S. GADHAVI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government has recently reviewed the performance of Doordarshan and AIR network in the country in the context of growing competition from private channels;

(b) if so, the details thereof;

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

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

(e) the steps taken to ensure effective coordination between AIR and DD to take on challenges of the private channels?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (d) Prasar Bharati has informed that the performance of DD and AIR network in the country is continuously reviewed by Prasar Bharati Board keeping in view the growing competition from private channels. However, the mandate of Prasar Bharati is that of a Public Service Broadcaster as against the commercial focus of

private channels. In order to strengthen Prasar Bharati various steps have been taken as part of long term strategy which are as follows:—

(i) A Committee under the Chairmanship of Secretary of the Government of India, Ministry of Information & Broadcasting, with experts has been set up to evolve a viable financial structure for Prasar Bharati.

(ii) Prasar Bharati has constituted Policy and Executive Committees as well as Management Committee to review the performance of DD and AIR and take such policy and other decisions as are required to improve their functioning.

(iii) Prasar Bharati has also established six Marketing Division to improve its performance in terms of commercial earnings.

(iv) Commercial Rate Cards are being rationalized for both AIR and DD from time to time to facilitate fuller utilization of time slots available.

(v) Special attention is being paid to the requirements of Jammu and Kashmir and the North East and additional allocations being made for the purpose.

As a result of these measures the revenue earning of DD has increased to Rs.665.27 crores during 2004-05.

(e) Effective co-ordination between AIR and DD is being done through cross promotion of AIR by DD and DD by AIR of its programmes and utilization of airtime through good packaging as also by putting them together on the DTH platform of Prasar Bharati. DD Direct Plus is the only free-to-air channel in the DTH platform, which presently has 33 TV channels and 12 Radio Channels of AIR without the subscribers having to pay any recurring cost whatsoever.

### Shilpagram Project

3632.DR. ARUN KUMAR SARMA : Will the Minister of CULTURE be pleased to state :

(a) whether the Government has taken up the Shilpagram project at Guwahati; and

(b) if so, the progress of far made and the target set for commissioning of the project?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Yes, Sir. The Government has already taken up the Shilpagram Project at Guwahati through North East Zone Cultural Centre.

(b) The construction of Shilpagram Project at Guwahati is nearing completion. Major portion of construction works are completed. Landscaping/beautification and furnishing of building components are in progress. The North East Zone Cultural Centre is targeting to commission the Shilpagram Project shortly.

### Electrification of Railway Line between Pondicherry and Villupuram

3633.DR. K. DHANARAJU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government proposes to electrify the Railway line between Pondicherry and Villupuram;

(b) if so, the details thereof; and

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

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

(b) Electrification work of Villupuram-Pondicherry section of Southern Railway has been sanctioned at a cost of Rs.08.60 crore, as a material modification to gauge conversion estimate.

(c) Work since started and targeted for completion in the current financial year.

### Oil and Gas Discoveries

3634.SHRI BADIGA RAMAKRISHNA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the details of new oil and gas discoveries announced during the last three yeas both in off-shore and on-shore by various public sector oil companies, company-wise;

(b) the total investment made/likely to be made by these companies, project-wise;

(c) the estimated oil and gas likely to be produced, project-wise; and

(d) the impact thereof on the domestic availability and import bill?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) The details of oil & gas discoveries made by Oil & Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) and Private/Joint Venture Companies during last three years i.e. from April, 2002 to March, 2005 are given in the statement enclosed.

(b) The total investment made on exploration activities by ONGC and OIL in the last three years is given below:

(figures in Rs. Crore)

	2002-03	2003-04	2004-05
ONGC	1927.61	2542.3	3277.69
Oil	276.1	314.9	327.75

ONGC and OIL have a 10th Five year Plan Outlay of Rs.33,418.95 crore and Rs.5,000 crore respectively. In addition, M/s Cairn Energy (India) Pty. Ltd. has planned to invest US \$1.44 billion for the development of 4 discoveries declared as commercial in the State of

Rajasthan. The approved investment plan for development of gas discoveries made in the Krishna Godavari Basin by Reliance Industries Limited (RIL) consortium is about US \$ 2.5 billion.

(c) It may be noted that after a discovery is made, it is appraised to establish its commerciality on the basis of reserves and, later, techno-economic feasibility. Once commerciality is established, a development and production plan is prepared to exploit the oil and gas reserves.

From the oil discoveries made in the Rajasthan block operated by Cairn Energy India Pvt. Ltd., oil production is expected to commence during the year 2007-08 and may peak at 6 Million Metric Tonnes per Annum.

From the gas discoveries made in the Krishna Godavari deepwater block operated by Reliance Industries Limited, gas production is expected to commence during the year 2008-09 with a plateau production rate of 40 Million Standard Cubic Metre per Day (MMSCMD).

(d) Any increase in domestic oil and gas production helps in reducing the import dependence of the country to that extent.

#### Statement

*Discoveries made by ONGC, OIL and Pvt./JV Companies in 2002-03 ONGC (6 discoveries)*

S. No.	Name of the discovery	Type
1.	Chinnewala Tibba (Rajasthan)	Gas
2.	GS-49 (KG Offshore)	Gas
3.	GS-KW (KG Offshore)	Oil & gas
4.	Barmali (Assam)	Oil
5.	Laipling gaon (Assam)	Oil
6.	Vasai West (Mumbai Offshore)	Oil & gas

#### OIL (5 discoveries)

S. No.	Name of the discovery	Type
1.	Matimekhana (Assam)	Oil & gas
2.	East Deohal (Assam)	Oil & gas
3.	North Dikom (Assam)	Oil & gas
4.	Matimekhana-II (Assam)	Oil & gas
5.	Baghjan (Assam)	Gas

#### Pvt./JV companies (7 discoveries)

S. No.	Area/State	Operator	Name of Discovery	Type
1.	Rajasthan (RJ-ON-90-1)	Cairn	Rageshwari	Oil
2.			Dhirubhai-1	Gas
3.	Eastern Offshore (KG-DWN-98/3)		Dhirubhai-2	Gas
4.		RIL	Dhirubhai-3	Gas
5.			Dhirubhai-4	Gas
6.	Gujarat		Bhima-1	Gas
7.	(CB-ONN-2000/2)	Niko	NS	Gas

#### ONGC (6 discoveries)

S. No.	Name of the discovery	Type
1	2	3
1.	G-4 (KG Offshore)	Gas
2.	Sonamura (Tripura)	Gas

1	2	3
3.	NMT (Mumbai Offshore)	Gas
4.	Sitarampuram (Andhra Pradesh)	Oil & gas
5.	Degam (Gujarat)	Oil
6.	East Lakhbari (Assam)	Oil & gas

**OIL (3 discoveries)**

S. No.	Name of the discovery	Type
1.	Mechaki-1 (Assam)	Oil & gas
2.	North Chandmari (Assam)	Oil & gas
3.	East Rajali (Assam)	Oil & gas

**Pvt./JV companies (7 discoveries)**

S. No.	Area/State	Operator	Name of Discovery	Type
1.	Rajasthan		Mangla	Oil
2.	(RJ-ON-90/1)		Greater Rageshwari (GR-F)	Oil
3.		Cairn	Kameshwari	Oil
4.			NA (Aishwarya)	Oil
5.	Western Offshore ((CB-OS-2)	Cairn	CBX Structure	Gas
6.	Eastern Offshore (KG-DWN-98/3)	RIL	Dhirubhai-5	Gas
7.			Dhirubhai-6	Gas

**Discoveries made by ONGC, OIL and Pvt./JV companies in 2004-05****ONGC (4 discoveries)**

S. No.	Name of the discovery	Type
1.	Tiphuk (Assam)	Oil & gas
2.	Wamaj (Gujarat)	Oil
3.	D-33 (West Coast Offshore)	Oil & gas
4.	Vashishta (East Coast Offshore)	Gas

**OIL (3 discoveries)**

S. No.	Name of the discovery	Type
1.	North Tinali (Assam)	Oil & gas
2.	West Zaloni (Assam)	Oil & gas
3.	Samdang (Assam)	Oil & gas

**Pvt./JV companies (12 discoveries)**

S. No.	Area/State	Operator	Name of Discovery	Type
1.	Rajasthan (RJ-ON-90/1)	Cairn	NC (Shakti)	Oil
2.			NV (Bhagyam)	Oil
3.			Vijaya (NR-1)	Oil
4.			Vandana (NR-2)	Oil
5.	Gujarat (CB-ONN-2000/1)	GSPC	PK#2	Oil



1	2	3	4	5
6.	Eastern Offshore	RIL	Dhirubhai-7	Gas
7.	(KG-DWN-98/3		Dhirubhai-8	Gas
8.			Dhirubhai-16	Gas
9.	Eastern Offshore		Dhirubhai-9	Gas
10.	(NEC-OSN-97/1)		Dhirubhai-10	Gas
11.			Dhirubhai-11	Gas
12.			Dhirubhai-15	Gas

[Translation]

**Violation of RPSAR, 1985  
and RTAR, 1980**

3635. SHRI HARIKEWAL PRASAD :  
SHRI BIR SINGH MAHATO :

Will the Minister of RAILWAYS be pleased to state :

(a) the salient features of the Railway Passenger Service Agent Rules, 1985 and Railway Tourism Agent, Rules 1980;

(b) whether the Government is aware that these rules are being violated; and

(c) if so, the number of complaints received with regard to the violation of these rules during the last three years and the action taken by the Government against the persons found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) The salient features of Rail Travellers' Service Agents (RTSA) Rules 1985 and Rail Tourist Agents (RTA) Rules 1980 are enclosed as statement.

(b) and (c) Some complaints as and when received regarding violation of these Rules, are duly investigated and necessary action is taken. Separate statistics of such complaints is, however, not maintained.

**Statement**

The salient features of Rail Travellers' Service Agents (RTSA) Rules, 1985 and Rail Tourist Agents (RTA), 1980 are as under:—

**1. Rail Travellers' Service Agents (RTSA) Rules, 1985**

(i) The conditions for appointment of RTSAs are:

(a) Applicant should be in possession of the latest Income Tax Clearance Certificate.

(b) Applicant should be having office and premises properly maintained with adequate conveniences and amenities in the city so as to accommodate the visit of sufficient number of customers.

(c) Applicant should not be convicted in a criminal case involving moral turpitude.

(ii) The security deposit on furnishing of which the licence is issued or renewed is Rs. 15,000/- in cash and a Bank Guarantee for Rs. 40,000/- in addition.

(iii) For the service rendered by the RTSAs, they will realise prescribed service charges from their clients.

**2. Rail Tourist Agents (RTA) Rules, 1980**

A person applying for appointment as RTA on railway must satisfy the following conditions/requirements, namely:—

(a) should possess a trade licence from the competent authority to carry on the business of a tourist agent in India;

(b) must be financially sound and should possess the latest income tax clearance certificate from the Income Tax Authority of India.

- (c) should have obtained recognition to act as travel agent from the Government.
- (d) should have been carrying out the business of a travel agent for a minimum period of one year;
- (e) should possess a money changers licence from a competent authority to deal with/handle the foreign exchange in India;
- (f) must have an office and the premises properly maintained with adequate conveniences at the central place of the city as as to accommodate the visit of sufficient number of customers and to provide them with the reasonable conveniences.

[English]

#### Excess baggage on Indian Airlines

3636.DR. M. JAGANNATH : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Indian Airlines allows excess baggage to certain category of passengers on its flights;
- (b) if so, the criteria for allowing excess baggage to such passengers;
- (c) the average excess baggage allowed to such passengers; and
- (d) the steps taken to regulate excess baggage on Indian Airlines flights?

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

(b) and (c) The details are as under:—

- (i) For members of Frequent Flyer Programme (FFP), it is based on the following membership tiers.

Normal FFP members - 10 kgs additional

baggage allowance on the Indian Airlines domestic and international sectors.

Silver Edge Club members - 20 kgs additional baggage allowance in domestic sectors and 10 kgs extra baggage allowance on the Indian Airlines international sectors.

Golden Edge Club members - 20 kgs additional baggage allowance on the Indian Airlines domestic and international sectors.

However, additional baggage allowance is not available for Golden Edge/Silver Edge/FFP members on all flights operating with ATR-42 and Dornier-228 aircraft due to loading regulations.

- (ii) For Indian Airlines - American Express and ABN AMRO bank co-brand cardholders: 10 kgs additional baggage allowance (if the passengers are also a Flying Return member, then this is not applicable).

(d) The passengers are charged at pre-fixed rates when they are carrying baggage in excess of their allowance.

[Translation]

#### Construction of Railway Junctions

3637.SHRI DEVIDAS PINGLE : Will the Minister of RAILWAYS be pleased to state :

- (a) the criteria laid down for construction of new railway junctions;
- (b) the number of new junctions constructed on the basis of the above criteria during the last five years indicating the number of the proposals pending for clearance;
- (c) whether the Government proposes to convert the Nasik road railway station into a Railway Junction; and

(d) if so, the time by which construction work is likely to be started for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) A Junction, in the context of rail transport, is a point at which a branch line or separate route diverges from the main line. There is no criterion for construction of new railway junction in isolation.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[English]

#### **Doubling of Rail Line from Viramgam to Rajkot**

3638.DR. VALLABHBHAI KATHIRIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government has any proposal to double the rail line from Viramgam to Rajkot;

(b) if so, whether any survey has been conducted in this regard;

(c) if so, the details thereof; and

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

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

(b) to (d) Do not arise.

#### **Alang Ship Recycling Yard**

3639.SHRI VIKRAMBHAI ARJANBHAI MADAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Union Government has received

any proposal from the Government of Gujarat for opening of a separate office of the Explosive Department at Alang ship Recycling Yards in Gujarat;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Government have received a suggestion from the Government of Gujarat to amend Rule 43 of the Petroleum Rules, 2002 to include ship breaking activities so that inspection of ships after beaching is done by the Explosive Department. The Government of Gujarat has also requested the opening of a separate office of the Explosives Department at Alang Ship Recycling Yard in Gujarat.

This Ministry is in the process of consulting the Ministries/Department concerned for their views on the proposed amendment in the Petroleum Rules, 2002. An appropriate view on opening a separate office of the Explosives Department at Alang Ship Recycling Yard might be considered after the decision on the proposed amendment in the Petroleum Rules, 2002 has been taken.

#### **Telecasting of Bengali News**

3640.SHRI LALIT MOHAN SUKLABAIIDYA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there is any demand from the people of Barak Valley for telecasting daily news in Bengali from silchar Doordarshan Kendra;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) to (c) Prasar Bharati have informed that they

had received requests to this effect last year but due to shortage of manpower, infrastructure and resources, Doordarshan has not been able to start such bulletins so far.

#### **Fare Structure**

3641. SHRI G. KARUNAKARA REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether there is any proposal to change the fare structure of airlines to attract more customers; and
- (b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) No, Sir. Government has no proposal in this regard. After repeal of Air Corporation Act, 1953, domestic air fares are not regulated by the Government.

#### **Steam Heritage Tourism**

3642. SHRI KULDEEP BISHNOI : Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government has identified certain routes to run steam locomotives as part of its drive to launch steam heritage tourism;
- (b) if so, the details thereof and the routes identified for the purpose; and
- (c) the special care taken by the Government to see that pollutants from the steam locomotives are absorbed or to shift from coal based fire to an oil based one to prevent soot?

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

(b) Presently, following sections have been identified for running of trains with steam locos:—

- (i) Fairy Queen Service between Delhi Cantt. and Alwar.

- (ii) New Jalpaiguri-Darjeeling on Darjeeling Himalayan Railway
- (iii) Mettupalayam-Uthagamandalam on Nilgiri Mountain Railway
- (iv) Simla-Kanda Ghat on Kalka-Simla Railway.
- (v) Neral-Matheran on Matheran Light Railway.
- (vi) Pathankot-Palampur on Kangra Valley Railway.
- (c) Exploratory efforts are being made to shift from coal based fire to an oil based one.

#### **Expansion of Cuttack-Dubri and Naupada-Gunpur Rail Lines**

3643. SHRI ANANTA NAYAK :  
SHRI JUAL ORAM :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government has received any proposal from the Government of Orissa for expansion of Cutack-Dubri and Naupada-Gunpur rail lines;
- (b) if so, whether the Rail Vikash Nigam Ltd. has prepared a report in this regard;
- (c) if so, the details thereof;
- (d) whether any plan has been formulated by the Rail Vikash Nigam Ltd. for speedy completion of Daitari-Banspani and Haridashpur-Paradip rail lines;
- (e) if so, the details thereof; and
- (f) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Proposal has been received from the State Government of Orissa for railway infrastructural development in order to cater to the anticipated upsurge in traffic generation and movement in view of the upcoming steel plant of M/s POSCO and other plants in Orissa. The proposal includes doubling of Daitari-

Banspani and Haridaspur-Paradeep and also early completion of Angul-Sukinda new line and extension of Naupada-Gunupur line up to Theruvali.

(b) and (c) Yes, Sir. The Rail Vikas Nigam Limited (RVNL) has prepared a Concept Paper in this regard. The traffic likely to be generated on the four projects have been analyzed keeping in view various Memoranda of Understanding (MoU) signed by Orissa Government with the Industry. The cost of development of infrastructure and other assets to deal with the projected traffic has also been worked out.

(d) to (f) Daitari-Banspani is targeted for completion by 31/03/2007 and Haridaspur-Paradeep by 31/03/2008. On Daitari-Banspani new line, formation works are in advance stage of completion and tender for balance works is under process. For Haridaspur-Paradeep new line, land acquisition and bridgeworks have been taken up and formation of Special Purpose Vehicle (SPV) is under process.

#### **Ticket Counter**

3644.SHRI SUNIL KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether any ticket-counter is available at the Halt station between Panagarh and Mankar in Eastern Railway;

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

(c) whether the Government is aware that in the absence of a Ticket Counter at the said Halt station, the passengers are facing a lot of difficulties; and

(d) if so, the steps taken by the Government to open a ticket counter at the said Halt station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (d) Since there is no halt station between Panagarh and Mankar stations over Asansol Division of Eastern Railway, the question of providing a ticket counter does not arise.

#### **Vehicle Care Centres**

3645.SHRI JUAL ORAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether there is any proposal to set up vehicle care centres at petrol/diesel retail outlets;

(b) if so, the details thereof; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Oil Marketing Companies (OMCs) provide various types of vehicle care facilities at their retail outlets. The vehicle care facilities include Authorized Service Centres, General Vehicle Service Centres, Spare Parts Shops, etc. which are provided and maintained by retail outlet dealers. These facilities are provided by retail outlets depending on the requirements of the local area.

(c) These facilities are provided by the OMCs in accordance with their commercial considerations.

#### **Panchayati Raj Training Centres**

3646.SHRI MANORANJAN BHAKTA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether any proposal of Andaman and Nicobar Administration is pending with the Union Government for establishment of new Panchayati Raj training Centres at Port Blair;

(b) if so, the details thereof; and

(c) the time by which the proposal is likely to be cleared?

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

pending with the Ministry of Panchayati Raj for the establishment of new Panchayati Raj training centres at Port Blair.

(b) and (c) The Ministry of Panchayati Raj supports capacity building training programmes for newly elected representatives of Panchayats so that they can effectively carry out their duties and responsibilities as envisaged in the Constitution. For this purpose, the Ministry has earmarked a total of Rs.29.40 crores for the current financial year, 2005-06.

**Petrol/Diesel Retail Outlets  
on Contract Basis**

3647.SHRI SANAT KUMAR MANDAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether various public sector oil companies are running their petrol/diesel retail outlets on contract labour basis;

(b) if so, whether the Union Government has issued any guidelines to oil companies regarding appointment of labour contractors;

(c) if so, the total number of such retail outlets where there was a long gap between appointment of labour contractors and the duration of agreements with oil companies; and

(d) the action being taken by the Union Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) The public sector oil marketing companies (OMCs) are running some of their retail outlets on a Company Owned company Operated (COCO) basis under the supervision of an officer of the oil company concerned with labour assistance provided by labour contractors, till regular dealers are appointed.

(b) The Government have advised the OMCs to formulate their own policy and procedure for operating retail outlets on a COCO basis, including the procedure for the appointment of labour contractors.

(c) and (d) The commencement of the agreement with the labour contractor is from the date of his appointment and, hence, there is no gap between the appointment and duration of the contract.

**Violation of Indian Airspace**

3648.SHRI UDAY SINGH :

SHRI BRAJESH PATHAK :

SHRI ADHIR CHOWDHURY :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware of violation of India's airspace by some countries;

(b) if so, the details of violations of airspace reported during the last three years so far; and

(c) the action contemplated by the Government to check such violation?

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

(b) The details of violation of the Indian airspace by other countries during the last three years are enclosed as statement.

(c) The required Air Defence measures are continuously reviewed and assessed depending upon the exigencies of situation. Protests are also lodged with the concerned country through diplomatic channels at appropriate levels.

**Statement**

The details of violation of the Indian airspace by other countries during the last three years and the current year (upto 10th August, 2005) are as follows:—

S. No.	Name of the Country	Year of violation			
		2002	2003	2004	2005 (upto 10.8.2005)
1.		7	5	3	3
2.		Nil	1	1	2
3.		1	Nil	Nil	Nil
4.		Nil	3	Nil	Nil
Total		8	9	4	5
					26

**New Rail Lines between  
Palani-chamraj Nagar**

3649.SHRI S.K. KHARVENTHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether any demand for construction of a new rail line between Palani-Chamraj Nagar via Satyamangalam-Gopichettipalayam is pending with the Government;

(b) if so, the details thereof; and

(c) the present status thereof?

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

(b) Demand for construction of new line connecting Chamrajanagar and Palani via Satyamangalam, Puliampatti, Annur, Avanashi, Palladam & Dharapuram was received.

(c) Final location survey for construction of new line from Chamrajanagar to Satyamangalam as a part of Bangalore-Satyamanglam new line project and survey for construction of new line from Erode to Palani via Dharapuram has been taken up.

[Translation]

**Sharing of Pension**

3650.SHRI KAILASH MEGHWAL : Will the Minister of DEFENCE be pleased to state :

(a) whether the widows of the martyrs of Indian Army are getting the amount of life insurance, compensation amount, pension and other benefits like allotment of agriculture land, house etc.;

(b) if so, whether it is also a fact that after some time several such widows get married and settle with their new husbands after getting all these benefits with the result that the parents of the martyr are left without any means of livelihood during their old age;

(c) if so, whether the Government is considering any proposal for making provision for sharing pension between the widow and the parents;

(d) if so, the details thereof and the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BJOY HANDIQUE) :

(a) Widows/nominees as per nomination made by the martyrs get life insurance benefits, liberalised family pension, death gratuity, ex-gratia, etc.

Agriculture land, houses, etc. are given by the State Governments based on their respective policies.

(b) Widows of martyrs are entitled to full liberalised family pension even after their marriage if they look after their children after remarriage. In case of Personnel Below Officer Rank (PBOR), the liberalised family pension can be given to parents as first award if nomination exists in their favour.

There is a provision for division of liberalised family pension on demand by the dependent parents.

(c) and (d) A proposal to grant a share of liberalised

family pension to the parents of the martyrs is under consideration. No definite time frame can be indicated, as the proposal is required to be examined in consultation with other concerned agencies/Ministry/Departments.

**Funds for Ahmadnagar-Beed-Parli  
New Rail Lines**

**3651. SHRI CHANDRAKANT KHAIRE :** Will the Minister of RAILWAYS be pleased to state :

- (a) the progress so far made on construction of Ahmadnagar-Beed-Parli-Bajnath new rail line;
- (b) the funds allocated for Ahmadnagar-Beed-Parli Bajnath new rail line during the current financial year;
- (c) whether the Government has received any request to increase the allocation for the said proposal so that the project is completed expeditiously;
- (d) if so, the details in this regard; and
- (e) the time by which the construction work on new rail line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Final Location Survey completed. Land acquisition completed in 15 Kms length i.e. Ahmadnagar-Narayandoh section. 71 % earthwork completed in this section. 1 major and 10 minor bridges completed.

(b) Rs.10.38 crore.

(c) and (d) A letter dt.24.06.2004 was received from Chief Minister, Maharashtra regarding adequate budget provision to complete ongoing Railway Project expeditiously.

(e) No target date of completion has been fixed.

**Entry of Male Passengers in  
Ladies Coaches**

**3652. SHRI MUNSHI RAM :**  
**MOHD. SHAHID :**

**SHRI NARENDRA KUMAR KUSHAWAHA :**  
**SHRI MOHD. TAHIR :**  
**PROF. MAHADEORAO SHIWANKAR :**

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Railways are aware that male passengers travel unchecked in ladies coaches in EMUs as reported in the Dainik Jagran dated June 11, 2005;
- (b) if so, the details thereof;
- (c) the number of such cases reported during the current year and the action taken thereon;
- (d) whether the Railways have launched any special drive to ensure security of the female passengers; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. But it is not a fact that male passengers are travelling unchecked in ladies compartment. This problem is noticed mostly in the suburban sections of Delhi, Mumbai and the big cities, in local suburban trains, due to excessive crowding in the other compartments.

(c) Due to such drives, a total of 16,852 male persons were apprehended by Railway Protection Force while travelling in ladies compartments during the current year, 1st January, 2005 to 30th June 2005. out of which 15,990 were nprosecuted in the Courts of Law. An amount of Rs.20,99,479/- has been realised from them as fine.

(d) and (e) To prevent such offences, in addition to the Travelling Ticket Examiners deployed on trains, special Surakshini/Tejaswani/Bhairavi Squads have been constituted with women ticket checking staff (where available) and women staff of Railway Protection Force/Government Railway Police. The ladies compartments in affected sections are escorted by armed police personnel in the



night hours. Other special Squads are also deployed in the sections/trains, as and when required, against such miscreants.

[English]

### Reforms in Military Justice System

3653. SHRI RAYAPATI SAMBASIVA RAO :

SHRI IQBAL AHMAD SARADGI :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government is aware that various civil courts have been intervening in the armed forces justice system;

(b) if so, whether the Government would consider to make reforms in military justice system; and

(c) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) Members of the Armed Forces have approached High Courts and the Supreme Court to redress their grievances related to personnel and disciplinary matters. In some such cases, the Courts have intervened and granted redressal.

(b) and (c) On consideration of the recommendations made by the Hon'ble Supreme Court and the Law Commission of India, the Government have decided, in principle, to set up an Armed Forces Tribunal for hearing of appeals against orders in cases of Court Martial as also for adjudication of Service matters of Armed Forces personnel. The proposed Tribunal will have powers to decide questions of both Law and Fact. Legislative proposals are under consideration of the Government.

### Loading and Unloading of Wagons

3654. SHRI ANANDRAO VITHOBA ADSUL :

SHRI RAVI PRAKASH VERMA :

SHRI ADHALRAO PATIL SHIVAJIRAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the railway contractors are responsible for loading and unloading the wagons within the free period allowed by the Railways as per the norms of model tender system;

(b) if so, whether the contractors are liable to pay any compensation or demurrage/wharfage to the Railway;

(c) if so, whether there is no mechanism/ practice in vogue to review the performance contractors periodically and fix responsibility for recovery of demurrages;

(d) if so, the reasons thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) Consignor/ consignee is responsible for loading/unloading of the wagon(s) within the permissible free time prescribed by the Railway. Demurrage charge is levied for detention of wagon beyond the permissible free time. However, no demurrage is levied for detention of wagons(s) by the engineering Department of Indian Railways.

### Refinery in Lohgada

3655. SHRI REWATI RAMAN SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the work on the proposed refinery in Lohgada near Allahabad has started;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the time by which the work is likely to be started?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) Land has been acquired and walled-off but construction is yet to begin.

(c) As at present, the implementation of the refinery project for Uttar Pradesh is slated to be taken up after completion of the Central India Refinery Project at Bina (Madhya Pradesh). The scheduled completion of the Central India Refinery Project is in 2009-10.

#### Special Railway Safety Fund

3656.SHRI BRAJA KISHORE TRIPATHY :

SHRI KISHANBHAI V. PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a non-lapsable Special Railway Safety Fund (SRSF) was created in October, 2001 to wipe out arrears of renewal/replacement of overaged assets of track, bridges, rolling stock, signaling system and safety enhancement works;

(b) if so, the allocation made and the expenditure incurred under SRSF in each year since its inception;

(c) the progress of works done against the targets fixed for each items under the said fund; and

(d) the time by which the remaining works are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (d) yes, Sir. A non-lapsable 'Special Railway Safety Fund' (SRSF) of

Rs.17000/- crore has been set up w.e.f. 1.10.2001 to wipe out the arrears in renewal/replacement of overaged assets of track, bridges, rolling stock, signaling gears and some safety enhancement works, within a fixed time frame of 6 years from 2001-2002 to 2006-07.

(b) The year-wise allocation expenditure (Net) from SRSF is as follows:—

Year	Allocation (Net)	Expenditure (Net)
2001-02	1400 (Revised Estimate)	1434.28
2002-03	2310 (Revised Estimate)	2486.31
2003-04	2350.66 (Revised Estimate)	2583.77
2004-05	3645 (Provisional) (Revised Estimate)	3677.80
2005-06	3522 (Budget Estimate)	248.88 (Upto May'05)

(c) The physical targets fixed for the replacement of various assets and actual performance, under SRSF, is as follows:

#### (I) 2001-02 to 2004-05

Type of Assets	Physical Targets for 2001-07	Physical Performance from 2001-02 upto March 05
1	2	3
Track Renewals	16538 Complete Track Renewal (CTR) kms	11740.54 Complete Track Renewal (CTR) kms
Bridge Works	2700 bridges	1681 Bridges
Signalling & Telecommunications	1448 stations complete, 911 stations casual renewals	Complete renewal=637 stations, Casual Renewal=374

1	2	3
	<i>Diesel locos</i>	
	— Broad Gauge (BG)-93,	
	— Narrow Gauge (NG)-6;	68 locos,
	Coaches—	Coaches—
	— Metre Gauge (MG) 520,	— 54 Metre Gauge coaches
	— Narrow Gauge (NG) 157,	— 36 Narrow Gauge Coaches.
	— Broad Gauge (BG) 186,	— 330 Broad Gauge Coaches
Rolling Stock	— Diesel Multiple Unit (DMU) 12,	(including Electric Multiple Unit,
	— Electric Multiple Unit (EMU) 599,	Diesel Multiple Unit, <i>Overhead</i>
	— Overhead Electric OHE inspection,	Electric cars).
	Car 52	
	Wagons 7698 (Vehicle Units)	3875 wagons
	Self Propelled Accident Relief Trains	
	(ART) 60;	

## (ii) 2005-06

Type of Assets	Physical Targets 2005-06	Cumulative Actual Physical Performance April'05 till June'05
1	2	3
Track Renewals	1650 CTR Kms.	324.60 CTR Kms
Bridge Works	325 Nos.	56 nos.
	Signalling gear renewal:—	
Signalling & Tele-communications	— Complete Renewal 433 stns.,	— Complete Renewal 29 stns..
	— Casual Renewal 300 stns.	— Casual Renewal 30 stns.
	— NG locos - 4,	
Rolling Stock	— BG Coaches 12,	— BG Coaches 12,
	— MG Coaches 20,	— MG Coaches - 11

1	2	3
	— NG coaches 20,	— NG Coaches-1,
	— OHE car 10,	
	— AC EMU 79,	
	— AC/DC EMU 90,	— AC/DC EMU 15,
	— Wagons 3095	— Wagons 565

### Restructuring of BCAS

3657. SHRI NIKHIL KUMAR :

SHRI BAPU HARI CHAURE :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government proposes to review the aviation security arrangements made at airports and also to restructure the Bureau of Civil Aviation Security (BCAS) to make it more effective;

(b) if so, the details thereof;

(c) whether the threat perception in the aviation sector has further increased in the past few months;

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

(e) the steps taken to provide adequate security at the airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) At all airports in the country, adequate security arrangements are in force according to the guidelines of Annexure 17 of International Civil Aviation Organisation (ICAO) and India's National Civil Aviation Security Programme. As a part of the ongoing process of strengthening of aviation security, a proposal for restructuring of the Bureau of Civil Aviation Security (BCAS) is at preliminary stage.

(c) to (e) No specific feedback has been received from the concerned intelligence agencies. However, to further strengthen security arrangements at airports the Government has taken following steps:—

- (i) Time bound deployment of Central Industrial Security Force (CISF) at all operational airports in the country.
- (ii) Deployment of Quick Reaction Teams at major airports.
- (iii) Introduction of Ladder point frisking whenever and wherever necessary.
- (iv) Deployment of Sky Marshals on all domestic scheduled flights of Indian Airlines, Jet Airways and Air Sahara on random basis.
- (v) Regular monitoring of security arrangement through inspections and dummy checks;
- (vi) Installation of Closed Circuit Televisions (CCTVs) at important airports.
- (vii) Strengthening of Training of security personnel.

### Agreement with IAC

3658. SHRI ASADUDDIN OWAISI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Indian Airlines had entered into an

agreement with the International Aviation Corporation (IAC) for training its pilots on the French Jets;

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

(c) whether the Indian Airlines have deputed its pilots for training;

(d) if not, the reasons therefor;

(e) whether IAC has sought damages from Indian Airlines for alleged breach to send its pilots for training; and

(f) if so, the details thereof and the reaction of the Indian Airlines thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. The agreement which was valid for one year effective 15th October, 2004 inter-alia, includes the following:—

- Indian Airlines to provide a minimum of 66 trainees over the first three months.
- Payment @ GBP 11,380 per trainee.
- In the event of cancellation of training by Indian Airlines more than 30 days prior to its commencement, there will be a 50% charge for such training. If training is cancelled within 30 days of the first day of the month in which it is scheduled to occur, payment in full in respect thereof shall become due.

(c) and (d) Yes, Sir. Indian Airlines deputed 10 senior Trainees Pilots (1st batch) to International Aviation Corporation (IAC) for the said simulator training.

(e) and (f) IAC has claimed GBP 4,95,031 as cancellation charges in respect of the 56 pilots scheduled for training in October, November and December 2004 and who were not sent by Indian Airlines, plus the claim for interest. The matter is presently subjudice in the commercial courts at London. Indian Airlines has appointed Advocates to deal with the case.

### **Agreement with USA**

3659.SHRI PRALHAD JOSHI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government has decided to go for a comprehensive Umbrella Agreement on technical assistance in Civil Aviations aimed at streamlining the flights and airport operations with USA;

(b) if so, the details thereof;

(c) whether this agreement incorporates the recommendations of Naresh-Chandra committee on Civil Aviation reforms in India, such as revamping of DGCA; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) A Memorandum of Agreement (MQA) in civil aviation has been proposed by the US Government, which provides for assistance in the following fields:—

- Providing technical and managerial expertise in developing, improving and operation of civil aviation infrastructure, standards, procedures, policies, training and equipment.
- Providing training for Civil aviation personnel.
- Inspection and calibration of our civil aviation equipment and air navigation facility.
- Assistance in airport certification in India.
- Assistance in the field of Helicopter Operational Safety initiative.

(c) No, Sir.

(d) Does not arise.

### **Unused Airports**

3660.SHRI GANESH SINGH :  
SHRI SUBRATA BOSE :

SHRI ADHALRAO PATIL SHIVAJIRAO :

SHRI HITEN BARMAN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of unused airports in the country at present, State/UT-wise;

(b) the expenditure incurred on maintenance of these unused airports during each of the last three years;

(c) the loss suffered by the Government due to non-utilisation of these airports during said period;

(d) the details of unused airports made operational by the Government during the last two years; and

(e) the details of the unused airports proposed to be made operational during 2005-06?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) The number of unused airports in the country at present, State/UT-wise is Maharashtra-3, West Bengal-5, Chhattisgarh-1, Jharkhand-1, Andhra Pradesh-3, Gujarat-1, Karnataka-2, Uttar Pradesh-2, Orissa-1, Bihar-3, Tripura-3, Madhya Pradesh-3, Arunachal Pradesh-1, Assam-2 and Tamil Nadu-1.

(b) The expenditure incurred on maintenance of these unused airports during each of the last 3 years is 2002-03 (Rs.1.31 crores); 2003-04 (Rs.1.29 crores) and 2004-05 (Rs.1.37 crores) respectively.

(c) Since these are non-viable airports, loss is minimised due to non-utilisation of these airports and other economic measures taken by AAI.

(d) The airports at Jabalpur, Hubli and Belgaum and the Civil Enclaves at Gwalior, Allahabad and Gorakhpur were made operational during the last 2 years.

(e) Development works are planned at Cooch Behar airport in West Bengal and Mysore airport in Karnataka during 2006-07 and 2005-06, respectively, to make them operational.

### Running of Steam Engines

3661.DR. K. DHANARAJU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Board has funded the projects on the Technology Transfer of Oil Fired Steam Engines to run old type of steam engines;

(b) if so, the thereof alongwith terms of the cost effectiveness;

(c) whether it is profitable when compared to the Diesel and Electric Locos;

(d) if so, the details thereof;

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

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) No, Sir. However, Golden Rock Workshop of Southern Railway has converted steam locomotives into oil fired, which are under trial. Further proliferation will depend upon the success of trial.

(c) and (d) Do not arise.

(e) and (f) Steam locomotives were inefficient mode of traction as compared to diesel/electric traction. Therefore, in view of heritage value, some of them have been preserved, for display and hauling trains of tourist attraction. Remaining condemned steam locomotives have been disposed off as scrap.

### Physically Handicapped

#### Status to Dwarfs

3662.SHRI BADIGA RAMAKRISHNA : Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state :

(a) whether the government of Andhra Pradesh has

conferred the status of physically handicapped to dwarfs as reported in the Asian Age dated July 20, 2005;

(b) if so, the details thereof and facilities/concessions likely to be extended to dwarfs;

(c) whether the Union Government has any plan to confer the status of physically handicapped to dwarfs and offer same concessions to them all over the country;

(d) if so, the details thereof and the progress made in this regard so far; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : (a) to (e) Dwarfs in the country are eligible to avail facilities as persons with locomotor disability (orthopaedically handicapped) under the Persons with Disabilities Act, 1995. Government of Andhra Pradesh through its order dated 14.7.2005 has extended the benefits available to physically handicapped persons from the State Government to dwarfs

#### Stoppage of Train

3663.SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of RAILWAYS be pleased to state :

(a) the norms/criteria adopted for providing stoppage of a train;

(b) whether the Railways have received representations/demands from State Governments/different organisations for providing stoppage of trains in different stations;

(c) if so, the number of such representations/demands received during the last one year; and

(d) the action taken/to be taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) Provision of stoppages depends upon commercial justification, operational feasi-

bility, pattern of service and availability of alternative services.

(b) to (d) Yes, Sir. Representations are received at various levels of Railway administration ranging from station to the Ministry. These are examined and action as found feasible and justified is taken. The data is too voluminous to be compiled.

*[Translation]*

#### Construction of ROB on Level Crossing

3664.SHRI DEVIDAS PINGLE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have received any proposal from Members of Parliament for construction of a railway overbridge at the level crossing between Eklahara-Kirloskar pumping station on Manmad-Mumbai rail line under the Central Railway Division, Bhusaval:

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken by the Railways thereon?

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

(b) and (c) Do not arise.

*[English]*

#### Amendment to Petroleum Rules, 2002

3665.SHRI VIKRAMBHAI ARJANBHAI MADAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state refer to the reply given to Unstarred Question No 2282 on March 17, 2005 regarding Petroleum Rules, 2002 and state :

(a) whether Government has taken any decision to amend Rule 43 of Petroleum Rules, 2002 to include ship breaking activities;

(b) if so, the details thereof; and

(c) if not, the reasons for the delay and the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Government have received a suggestion from the Government of Gujarat to amend Rule 43 of the Petroleum Rules, 2002 to include ship breaking activities so that inspection of ships after beaching is done by the Explosives Department.

The Ministries/Department concerned are being consulted for their views on the proposed amendment. This Ministry would take a decision on notifying the amendment after taking into consideration their views.

#### Special Trains

3666.SHRI KISHANBHAI V. PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have received requests for starting Special trains during 2004 and 2005;

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

(c) the number of Special trains sanctioned during the said period, zone-wise;

(d) the criteria for sanctioning of Special trains;

(e) the reasons for rejection of Special trains during the said period; and

(f) the steps taken/proposed to be taken for starting more Special trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (b) Yes, Sir. Representation for special trains are received at various level of Railway administration ranging from station to the Ministry level. These are examined and action as found feasible and justified is taken. The data is too voluminous to be compiled.

(c) The details of the special trains run during 2004 and 2005 are as under:

Railway	2004-05	2005 (1.4.2005 to 30.6.2005)
Central	1028	574
Eastern	282	127
East Central	173	130
East Coast	91	125
Northern	1029	691
North Central	250	Nil
North Eastern	1334	594
North East Frontier	76	93
North Western	61	36
Southern	1702	504
South Central	716	57
South Eastern	185	59
South East Central	12	Nil
South Western	2288	1031
Western	1758	365
West Central	819	59
Grand Total	11804	3845

(d) to (f) Running of special trains is an ongoing process which is based on demand, operational feasibility including availability of coaching stock and commercial viability to clear the extra rush of traffic.

#### Barabati Fort in Cuttack

3667.SHRI ANANTA NAYAK : Will the Minister of CULTURE be pleased to state :



(a) whether the Government has undertaken to excavation of Barabati Fort at Cuttack in Orissa;

(b) if so, the progress so far made in this regard;

(c) whether the excavation work has now been discontinued; and

(d) if so, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) Yes, Sir. The Archaeological Survey of India has carried out excavations at the Barabati Fort, District Cuttack, Orissa during the years from 1989-90 to 1996-97 and 2003-2004. The excavation revealed remains of a palace in the middle of the fort, a temple, numerous architectural fragments, pieces of pillar members besides valuable antiquities dating from *circa* 13th century A.D. to 18th century A.D.

(c) and (d) The excavation at the Barabati Fort could not be continued owing to the presence of Government Quarters at the site. The District Administration has been requested to remove the same to enable ASI to take up further excavation.

#### **Doubling of Yeshwanthapura Tumkur Rail Lines**

3668.SHRI S. MALLIKARJUNIAH : Will the Minister of RAILWAYS be pleased to state :

(a) the present status of doubling of rail line from Yeshwanthapura to Tumkur;

(b) the total expenditure so far incurred on the project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) Major bridges have already been completed and earthwork, minor bridges, Road over bridges and ballast collection have been taken up on this project. Work on Yeshwanthapur-Gollahalli (26 kms) is targeted for completion during 2005-06.

Target date for completion of balance section is not fixed.

Rs.48.76 crore has been incurred upto March 2005.

#### **AIR Stations/DD Kendras In West Bengal**

3669.SHRI SANAT KUMAR MANDAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of AIR stations/DD Kendras functioning in West Bengal;

(b) whether any proposal of digitalization of these Kendras is under consideration of the Government;

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

(d) the amount sanctioned by the Government for this purpose?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) Prasar Bharati has informed that currently, six A.I.R. stations and three Doordarshan Kendras are functioning in West Bengal.

(b) to (d) Yes, Sir. Digitalization of Kendras for improving performance is an on-going process. In West Bengal (W.B.), while A.I.R. production facilities in two locations, namely, Murshidabad and Siliguri, are fully digitalized, radio stations at Kolkata and Kurseong, are partly digitalised. All stations in W.B. are expected to be digitalised by 2006-07.

Doordarshan Kendra (DDK) at Kolkata has already been fully digitalised. DDK at Jalpaiguri is expected to be digitalised partially by 2006 at an estimated cost of Rs.17 crore for both. Digitalisation of DDK at Shantiniketan would depend upon future availability of resources.

#### **Scam in 'Rake-for-Rent'**

3670.SHRI UDAY SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have busted a scam 'Rake-for-rent' in 2003;

(b) if so, the details thereof;

(c) whether the Railways have conducted any inquiry into the matter;

(d) if so, the details and outcome thereof;

(e) the action taken by the Railways against officials/persons found guilty; and

(f) the corrective steps taken to check recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) No, Sir. No such scam was detected by the Railways in 2003.

(b) to (f) Do not arise.

#### Creation of a New Division

3671.SHRI S.K. KHARVENTHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether any demand for creation of a new division with Coimbatore or Erode as its headquarters is pending with the Railways;

(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) No, Sir.

(b) Does not arise.

(c) New Divisions are set up keeping in view the factors like size, workload, accessibility, traffic patterns and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations. The proposal for creation of a new railway division at Coimbatore or Erode, when seen in the light of these considerations, has not been found operationally feasible. The demand received at times from various VIPs/Forums as such has been replied in negative accordingly.

#### Bilateral Air Service Agreement

3672.SHRI E. PONNUSWAMY :

SHRI G.V. HARSHA KUMAR :

SHRI RAVICHANDRAN SIPPIPARAI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any bilateral Air Service Agreements have been made during the last three months; and

(b) if so, the details of the agreements made with the countries?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. Bilateral air services consultations were held with Qatar, Netherlands, Belgium, Germany, Canada, Bhutan, Philippines and Brazil/South Africa during the last three months for enhancement of existing air services operation.

Details of additional capacity granted alongwith additional point of call during the above bilateral talks are as under:—

Name of the Country	Date of bilateral talks	Additional capacity Granted per week	Additional point of call
1	2	3	4
Qatar	12.5.2005	2500 seats + 7 frequencies to Nagpur	Delhi and Nagpur

1	2	3	4
Netherlands	17.5.2005	7 services from winter, 05 and another 7 services from Summer 06	Hyderabad & Cochin
Belgium	18.5.2005	8400 seats	Mumbai & Chennai Instead of Mumbai or Chennai
Germany	25.5.2005	8400 seats	Hyderabad, Goa and Cochin
Canada	3.6.2005	35 services	Bangalore, Kolkata, Chennai and Hyderabad
Bhutan	6.7.2005	37 services	Chennai, Mumbai and Guwahati
Philippines	21.7.2005	7 services	Mumbai, Delhi, Chennai and Kolkata
Brazil/South Africa	26.7.2005	14 services	—

[Translation]

Setting up of Airports in Hill Areas

3673.SHRI MUNSHI RAM :  
MOHD. SHAHID :  
SHRI NARENDRA KUMAR KUSHAWAHA :  
PROF. MAHADEORAO SHIWANKAR :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the Government proposes to set-up airports in the hilly areas of the country;
- (b) if so, the details thereof, location-wise;
- (c) the time by which the construction work is likely to commence;
- (d) whether the Government proposes to purchase 50 seater aircraft for the hilly areas;
- (e) if so, the details thereof; and
- (f) the time by which these aircraft are likely to be purchased?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) Yes, Sir. Government has plans for setting up new greenfield airport at Pakyong near Gangtok in Sikkim and Chiethu near Kohima in Nagaland which are in preliminary stages.

(c) Construction of airports would depend upon availability of funds, required land and statutory clearances from various agencies. The execution period will be approximately 30-36 months from the date of commencement.

(d) to (f) Indian Airlines proposes to obtain 6 ATR 42-320 Aircraft on dry lease from France for which several rounds of discussions have been held. Current validity of the offer is 2nd September 2005.

[English]

Permission to Foreign Airlines

3674.SHRI BRAJA KISHORE TRIPATHY :  
SHRI BADIGA RAMAKRISHNA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether designated airlines of Sri Lanka and ASEAN countries have been permitted to operate their flights to various tourist places in India;

(b) if so, the details thereof; and

(c) the time by which these airlines are likely to start their flights to the said destinations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) The designated airlines of all the 10 ASEAN countries and Sri Lanka have been offered unlimited access to 18 tourists gateways in India namely Patna, Lucknow, Guwahati, Gaya, Varanasi, Bhubaneshwar, Khajuraho, Aurangabad, Goa, Jaipur, Port Blair, Kochi, Calicut, Thiruvananthapuram, Amritsar, Visakhapatnam, Ahmedabad and Tiruchirapalli.

(c) While some services on these routes have commenced actual operations by a foreign airlines are guided by their commercial judgement.

#### **Conversion of Defence Land Into Revenue Land**

3675.SHRI MANORANJAN BHAKTA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government has given any assurance to convert the defence land into revenue land after the Tsunami devastation in Andaman and Nicobar Islands;

(b) if so, the details thereof; and

(c) the further action taken by the Government in this regard?

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

(b) and (c) Do not arise.

#### **Prior permission for Foreign TV Channels**

3676.SHRI ASADUDDIN OWAISI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that foreign television channels require prior permission to cover natural calamities; and

(b) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) and (b) The uplinking guidelines stipulates that the use of all equipment/platforms for collection of footage/news by channels uplinked from outside for specific programme(s)/events(s) of temporary duration will be entertained on recommendation from the PIB and permitted in consultation with the Ministry of Home Affairs and other Ministries/Departments concerned.

Further, the request of foreign channels, which are uplinked from outside, are considered for grant of temporary permission for live uplinking of specific events including natural calamities for a short duration on a case to case basis.

#### **Expenditure on Indo-Iran Gas Pipeline**

3677.SHRI PRALHAD JOSHI :

SHRI RAM KRIPAL YADAV :

SHRI Y.G. MAHAJAN :

SHRI DALPAT SINGH PARSTE :

SHRIMATI KIRAN MAHESHWARI :

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

(a) the estimated cost of Indo-Iran Gas pipeline project; and

(b) the details of the total investment already made by the Government on the said project?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) The proposal for a gas pipeline from Iran to India through Pakistan is at an initial stage of discussion. Cost estimates of the project will be known after the detailed feasibility report has been prepared. No investment has been made by the Government so far on this project.

#### **Cargo Handling Facilities**

3678. SHRI GANESH SINGH :

SHRI ADHALRAO PATIL SHIVAJIRAO :

SHRI A.K. MOORTHY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the name of airports in the country having cargo handling facilities at present;

(b) whether the Government is considering to make available cargo facilities in some more airports; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) Airports Authority of India has established cargo handling facilities at Kolkata, Mumbai, Chennai, Delhi, Guwahati, Lucknow, Nagpur and Coimbatore airports.

(b) and (c) Yes, Sir. Airports Authority of India has provided cargo handling facilities at Amritsar, Jammu and Indore airports.

#### **Fleet Strength**

3679. DR. K. DHANARAJU :

SHRI G. KARUNAKARA REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the fleet strength of Indian Airlines, Air India and Alliance Air separately at present;

(b) the number out of them which are flight worthy and are running on regular flights;

(c) the reasons for which the remaining aircraft are not made flight worthy; and

(d) the steps the Government proposes to take to repair these aircraft and make them fit for flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (d) The details of fleet strength of Air India, Indian Airlines and Alliance Air are as under:—

#### **Air India including Air India Express**

Aircraft type	Total fleet
A310-300	20
B747-300	02
B747-400	11
B747-400 (Combi)	01
B777-200 ER	03
B747-200	02 (phased out & awaiting disposal)
B737-800	03

#### **Indian Airlines including Alliance Air**

A300	03
A320	47
B737	11
ATR-42	04
DO-228	02

The entire fleet of Air India, Indian Airlines and Alliance Air aircraft is maintained in airworthy condition and is deployed in the operation of regular flights on the network as per the schedule.

### Rail Projects

3680. SHRI JASHUBHAI DHANABHAI BARAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have approached the World Bank for funding projects under the National Rail Vikas Yojana;

(b) if so, the details of these projects;

(c) whether the World Bank has agreed to provide funds for these projects;

(d) if so, the details thereof; and

(e) the time by which the funds is likely to be provided?

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

(b) to (e) Do not arise.

### Revival of HCL

3681. SHRI JUAL ORAM : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government has any proposal to revive the Hindustan Cable Ltd. (HCL);

(b) if so, whether the techno-viability study report of the revival of HCL has been prepared;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (d) HCL is a sick PSU registered with BIFR since November 2002. The Operating Agency (IDBI) prepared a Draft Rehabilitation Scheme (DRS) of Rs.1448 Crore. The DRS was based on

unrealistic assumptions relating to demand of Polythene Insulated Jelly Filled cables.

IIT Kharagpur was also commissioned to conduct a technical study of HCL which submitted its report in November, 2004. The technical study report recommended diversification in related and unrelated products. The report also recommended additional cash infusion of Rs.195 crores in addition to the Rs.1448 crores suggested in the DRS. The report had mentioned the names of the alternative products without conducting any study on issues related to feasibility and marketability of the recommended products.

In the absence of any appropriate recommendation, no decision could be taken.

The company has now engaged M/s. Tata Consultancy Services Ltd. for a detailed techno economic study. The report, after examination, will be placed before the Board for Reconstruction of Public Sector Enterprises (BRPSE) for advice. A final decision regarding the company will be taken on the basis of the recommendation of the BRPSE.

### Resource Crunch in Railways

3682. SHRI ANANDRAO VITHOBA ADSUL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are facing resource crunch despite its largest network in the country;

(b) if so, the reasons thereof;

(c) whether the Railways have examined the reasons for such resource crunch;

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

(e) the steps taken by the Railways to overcome the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (e) While Railways are not facing any resource crunch for meeting their

non-plan requirements, there will always be a need for more resources to take care of its continuing developmental and expansion programmes covered by plan investments.

Efforts are being made to further increase the availability of resources for plan finance, be it through internal resources or budgetary support. Innovative measures like cost sharing with other Central Government Departments, State Governments and Public-Private partnerships have also been adopted. Certain identified works under "National Rail Vikas Yojna" are also being provided funds through Rail Vikas Nigam Limited, a Special Purpose Vehicle (SPV), especially set up for this. In the Budget 2005-06, Ministry of Finance has proposed establishment of an SPV to finance infrastructure projects in specified sectors. Certain railway projects have also been identified for posing before this SPV for funding. The Government has also declared four projects, pertaining to development of Jammu & Kashmir and North East (NE) Region, as National Projects for providing additional funds separately.

#### **Improvement in Refining process by IOC**

**3683.SHRI ANANTA NAYAK :** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Indian Oil Corporation has taken any steps to bring improvement in the refining process;

(b) if so, the technologies adopted by IOC in the refining sector; and

(c) the amount of investment proposed to be made by IOC in the new technology?

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

(b) The details of technology adopted by Indian Oil Corporation (IOC) in the refining sector is given below:—

1. Fluidised Catalytic Cracking
2. Hydrocracking
3. Diesel Hydrotreatment
4. Resid Fluidised Catalytic Cracking
5. Catalytic Iso-Dewaxing
6. Wax Hydrofinishing
7. Solvent Dewaxing/Deoiling
8. Hydrogen Generation
9. Sulphur Recovery
10. ISOSIV
11. Soaker Visbreaking
12. Delayed Coking
13. Catalytic Reforming
14. Isomerisation
15. INDMAX
16. Hexane Hydrogenation
17. N-Methyl 2-Pyrrolidone(NMP) Extraction
18. Residuum Oil Supercritical Extraction—Propane Deasphalting
19. Fluidised Catalytic Cracking (FCC) Gasoline desulphurisation

(c) The anticipated cost towards Royalty/License fees and Basic Engineering fees for acquiring new technologies proposed to be employed by IOC in the refining sector is Rs.155 crore (approximately).

#### **Agreement between ONGC and Mittal Group of Companies**

**3684.SHRI E. PONNUSWAMY :**  
**KUNWAR MANVENDRA SINGH :**

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

(a) whether ONGC has signed an agreement with Mittal Group of Companies to explore oil and gas as reported in the 'Hindustan Times' dated July 24, 2005;

(b) if so, the details thereof;

(c) the areas specified for their working; and

(d) the work-plan drawn for their implementation and the benefits likely to be achieved?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) On 23.7.2005, Oil and Natural Gas Corporation Ltd. (ONGC) and its wholly owned subsidiary, ONGC-Videsh Ltd. (OVL), have signed two Memoranda of Understanding (MOUs) with the Mittal Group of Companies, with the intention of synergising their mutual strengths in the pursuit of energy security by working together in identified regions, especially Central Asian and West African countries which are rich in oil and gas resources and where M/s. Mittals have a strong presence through their successful global steel business.

(c) and (d) The MOUs, which are subject to the approval of the Boards of Directors of the respective Companies as well as the Government, set a framework to identify areas of mutual interest in the hydrocarbons sector and establish modalities for the parties to synergise their respective strengths in pursuance of common objectives. The MOUs envisage joint participation in the hydrocarbon business in identified territories. With these objectives in mind, the parties have agreed to set up two joint venture companies, namely, (i) ONGC-Mittal Energy Ltd.; and (ii) ONGC – Mittal Energy Services Ltd.

#### **Programmes/Seminars by NIAMAR**

3685. SHRI BRAJA KISHORE TRIPATHY :  
SHRI BADIGA RAMAKRISHNA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the programmes/courses/seminars organised by the National Institute of Aviation Management and Research (NIAMAR) during 2004-05;

(b) the names of the countries participated in each programme/course/seminar during the said period;

(c) the number of officials of various organisations participated in such programmes/courses/seminars; and

(d) the extent to which such programmes/courses/seminars are able to improve the functioning of Indian aviation industry?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) The National Institute of Aviation Management and Research (NIAMAR) organised programmes/courses/seminars during 2004-05 on various subject like ISO certification, Airport Terminal Management, Computer Programmes, Management Development, Project Management, General and Personnel Management, Works and Accounts, Aeronautical Information and Survey, Aviation Security, Dangerous Goods and Public Grievances etc.

(b) Besides representatives from India, participants from Sri Lanka, Tanzania, Uganda and Maldives also attended the programmes during the period.

(c) Total 1435 participants from various organisations participated in such programmes/courses/seminars during the period.

(d) The training programmes/courses/seminars conducted by NIAMAR contribute by improving efficiency in job performance as the training enhances the three main components of job performance i.e. skills, knowledge and attitudes required to perform the job.



### Aviation Traffic

3686. SHRI GANESH SINGH :

SHRI ADHALRAO PATIL SHIVAJIRAO :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the civil aviation sector in India is facing crisis;
- (b) if so, whether the share of India in total world aviation traffic continues to remain minuscule;
- (c) if so, the reasons therefor; and
- (d) the specific steps being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) No, Sir. There is no crisis in Indian Civil Aviation sector since the air traffic is registering a growth of about 17%.

(b) The total scheduled traffic of the world is about 1.7 billion passengers out of which Indian's share is about 36 million.

(c) The developing countries all around the world have lower volumes of air traffic compared to developed world because of their overall economic conditions.

(d) Some of the measures taken include, *inter alia*—

1. Granting of permission to new Indian domestic carriers to start operations.
2. Granting of enhanced capacity entitlements to foreign carriers under the bilateral ASA's.
3. Designation of private Indian carriers on international sectors to increase India's utilization of bilateral entitlements.
4. Upgrading airport infrastructure and improving ATC capacity.

5. Granting permission for building new Greenfield airports with public/private partnership.

### Meeting with OBC Railways Employees Organisations

3687. DR. K. DHANARAJU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it was decided to hold periodical meetings with Other Backward Classes (OBC) Railway Employees' Organisations to monitor the implementation of reservation as well as to redress the grievances of OBC Employees;

(b) if so, the number of meetings held in this regard during 2004-05; and

(c) the steps taken by the Government to ensure that periodical meetings are held?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) to (c) yes, Sir. Informal meetings, not more than twice a year are held with the OBC Federation/Association at different levels to discuss their demands/grievances, subject to a request made in this regard. As such, during the year 2004-05, 15 informal meetings have been held at the Zonal Headquarters/ Production Units and 39 meetings on the respective Divisions.

(English)

### Concessional Tickets to Delegates

3688. SHRI SUSHIL KUMAR MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the delegates arrived to attend the Conference of a religious organisation called "Jamait Ulama-i-Hind" held recently in New Delhi were given concessional tickets by the Railways;

(b) if so, whether such facility was ever given to the delegates participating in the Conference of a religious organisation before that so far;

(c) if not, the justification of giving the said facility to this organisation; and

(d) whether the Government proposes to extend such facility to other religious organisation in future; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) concession was granted to delegates attending the 28th general session of Jamait Ulama-i-Hind held at Delhi in May, 2005.

(b) and (c) In the recent past, concession to delegates of Jamait Ulama-i-Hind was granted in the years 1983, 1986, 1991, 1993, 1995 and 2000. Concession was also granted to other organisations/institutions, including ones, for example Sant Nirankari Mandal, Sree Swaminatha Swami Seva Samaj, Mata Amritanandamayi Math, Kanchi Kamakoti Peetadhipathi, Catholic Bishop Conference of India, etc.

(d) and (e) Concessions are not given as a matter of routine except those which are mentioned in the Indian Railway Conference Association Coaching Tariff Part I (Vol.II). In all other cases, concession requests are dealt on case to case basis irrespective of caste, religion or any particular sect.

[English]

#### **Revival of HMT Factory, Tumkur**

3689.SHRI S. MALLIKARJUNIAH : Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state :

(a) whether the Government proposes to revive HMT factory, Tumkur;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government to clear to

outstanding wages of the employees?

THE MINISTER OF STATE OF THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV) : (a) to (c) A revival plan for HMT Watches of which HMT Watch Factory, Tumkur is one of the manufacturing unit is being prepared for consideration of the Government.

(d) The Government has provided financial assistance of Rs.22.10 crore to HMT Watches Ltd. as loan to clear the outstanding wages of employees of all its units including unit at Tumkur. Wages upto 31.03.2005 have been disbursed.

#### **Shortage of Petroleum Products in Car Nicobar**

3690.SHRI MANORANJAN BHAKTA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government is aware that there is an acute shortage of petroleum products in Car Nicobar area of Andaman and Nicobar Islands;

(b) if so, the reasons therefor; and

(c) the steps being taken by the Government to ensure adequate supply of petroleum products in the said area to meet the requirements of the consumers?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) to (c) Supplies of Petroleum Products to the Car Nicobar area of the Andaman and Nicobar Islands are made by the Indian Oil Corporation Limited (IOC). IOC have reported that there is no shortage of Petroleum Products in this area. They have further reported that the Andaman and Nicobar Administration have requested IOC to construct storage tanks at Car Nicobar and other islands for storage of High Speed Diesel for the Electricity Department. The project is expected to be completed by the end of December, 2005.

### Posting/Transfer Policy for Doctors

3691. CHAUDHARY BIJENDRA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a posting/transfer policy for the Doctors working in the hospitals/dispensaries/centres in the North Eastern Railway;

(b) if so, the details thereof;

(c) whether there are some Doctors who have been working in the same Railway hospital/centre for more than 20 years in the North Eastern Railway; and

(d) if so, the details alongwith the reasons therefor?

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

(b) Each doctor is assessed regularly for his/her performance, utility and popularity and then a decision is taken regarding his/her transfer/posting etc.

(c) Yes, Sir.

(d) Seven Doctors of North Eastern Railway have been working in the same Railway hospital/centre for more than 20 years which is covered as per the policy mentioned above.

### Production/Manufacturing Units

3692. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) the number of production/manufacturing units in the Railways;

(b) whether Union Government proposes to provide more autonomy to these production/manufacturing units; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF

RAILWAYS (SHRI R. VELU) : (a) There are six production units under the Ministry of Railways. Names of the units and their locations are as under:—

1. Chittaranjan Locomotive Works, Chittaranjan, West Bengal.
2. Diesel Locomotive Works, Varanasi. U.P.
3. Integral Coach Factory, Chennai, Tamil Nadu.
4. Rail Coach Factory, Kapurthala, Punjab.
5. Rail Wheel Factory, Bangalore, Karnataka.
6. Diesel Loco Modernisation Works, Patiala, Punjab.

(b) Yes Sir.

(c) A revised Memorandum of Understanding (MOU) has been processed, to be signed between the Production Units and the Ministry of Railways. This specifies performance indicators for the Production Units and enhanced powers devolved to the General Managers of the Units, to achieve these indices. This revised MOU has been sent to General Managers of all Production Units for acceptability of the same, so that formal MOU can be processed for signature.

### Shortage of Spare Parts

3693. SHRI RAVI PRAKASH VERMA : Will the Minister of DEFENCE be pleased to state :

(a) whether Indian Armed Forces are facing shortage of spare parts since the division of erstwhile USSR;

(b) whether Indian and overseas companies in the defence sector have set up a joint venture to maintain equipment supply to the Indian armed forces;

(c) if so, the details thereof; and

(d) the other steps taken by the Government to meet the shortage of spares parts?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : (a) to (d) There have been problems in obtaining spares and equipment of Ex-Soviet origin after the division of the Union of Soviet Socialist Republics (USSR). Some of the equipments of Russian origin have become obsolete and their spares are not being produced.

To overcome the shortage of spares and equipment of erstwhile USSR origin, the Government of the Russian Federation has set up an Indo-Russian Joint Venture Company under the name of Rosoberon-service (India) at Mumbai under the Indian Company Act, 1956. This Joint Venture is designed to provide complete range of Life Cycle Product support service in India, in respect of all Russian Military equipment.

The non-availability of certain spares is being addressed through in-house manufacture and indigenization in India. Fresh acquisition contracts stipulate a commitment from the Russian side for the lifetime support of the equipment and giving advance notice to the Indian side if an Original Equipment Manufacturer (OEM) wishes to stop further production of the equipment to enable the Indian side to procure lifetime spares for support of the equipment. The Government had taken up the matter with the Government of the Russian Federation requesting for allowing direct interaction with the Original Equipment Manufacturers for better product support. The Russian side has so far allowed such interaction with 21 original equipment manufacturers.

[Translation]

#### **LPT/HPT Telecasting Centres in Rajasthan**

3694. PROF. RASA SINGH RAWAT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the places where Low Power Transmitters (LPT)

and High Power Transmitters (HPT) telecasting centres are located in Rajasthan at present;

(b) the steps being taken by the Government to increase their capacity;

(c) whether the Government has received any complaints regarding the poor quality of reception of telecast from Doordarshan and various other channels;

(d) if so, the details thereof; and

(e) the corrective steps taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF CULTURE (SHRI S. JAIPAL REDDY) : (a) The details of High Power Transmitters (HPTs) and Low Power Transmitters (LPTs) located in Rajasthan are given in statement enclosed.

(b) The existing LPT at Bikaner is envisaged to be replaced by a HPT, with an augmented power capacity from 1 kW to 10 kW by 2006-07. LPTs (100 W) at Banswara, Chittaurgarh, Dungarpur, Hanumangarh, Jhalawar, Jhunjhun, Nagaur, Pali, Sikar, Sirohi, Ganganagar and Udaipur are envisaged to be replaced with automode LPTs (500 W) in phases during the remaining Tenth Plan period.

It has been the constant endeavour of Government to expand the coverage of Doordarshan (DD) to uncovered and underserved areas, including backward and rural areas. With this end in view, the Ku Band transmission service (free-to-air DTH) of Doordarshan, with a bouquet comprising thirty-three T.V. and twelve Radio channels, was launched on 16th December, 2004. This service can be received anywhere in the country [except A&N Islands], with the help of a small sized dish receive system.

(c) to (e) The quality of Doordarshan telecasts both in terrestrial and satellite modes has been generally found to be satisfactory. However, complaints about reception when received are attended to promptly.

**Statement****TV Transmitters in Rajasthan****(a) High Power Transmitters (HPTs)**

Ajmer	Bundi	Jaipur	Jodhpur
Ajmer (DD News)	Bundi (DD News)	Jaipur (DD News)	Jodhpur (DD News)
Barmer (interim)	Jaisalmer		

**(b) Low Power Transmitters (LPTs)**

Alwar	Anupgarh	Bali	Banswara
Baran	Bari Sadri	Barmer	Basava
Bhadra	Bharatpur	Bhilwara	Bhinmal
Bikaner	Chirawa	Chittaurgarh	Churu
Deeg	Dungarpur	Ganganagar	Gangapur (Sawaimadhopur)
Hanumangarh	Hindaun	Jaisalmer	Jalore
Jhalawar	Jhunjhun	Karanpur	Karauli
Kesriaji	Khetri	Kishnagarh-Vas (Alwar)	Kotputli
Kushalgarh	Makrana	Mount Abu	Nagar
Nagaur	Nathdwara	Navalgarh	Nimaj
Nohar	Nokha	Pali	Phalodi
Pilani	Pirawa	Pratapgarh	Raisinghnagar
Rajgarh (Churu)	Ratangarh	Rawatsar	Sagwara
Salumber	Sardarshahr	Sawaimadhopur	Shahpura
Sikar	Sirohi	Sojat	Sridungargarh
Sujangarh	Suratgarh	Taranagar	Tonk
Udaipur	Vallabhnagar	Alwar (DD News)	Bansi (DD News)
Bikaner (DD News)	Udaipur (DD News)		

[English]

### Setting up of Refineries by ONGC

3695. SHRI RAGHURAJ SINGH SHAKYA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Oil and Natural Gas Corporation (ONGC) proposes to set up refineries in the country;

(b) if so, the locations identified for this purpose;

(c) the amount allocated for each refinery and the time by which the work on these refineries is likely to be started;

(d) whether any survey was conducted before the decision was taken to set up these refineries; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : (a) and (b) At present Oil & Natural Gas Corporation Limited (ONGC) has indicated its interest in setting up a refinery in Rajasthan and an export-oriented refinery in Kakinada. This could be done through, or in association with Mangalore Refinery Petrochemicals Limited (MRPL), which is a wholly owned subsidiary of ONGC.

(c) These projects are at a very initial phase of appraisal.

(d) and (e) Based on oil discoveries made by the Cairn Energy consortium in Barmer district of Rajasthan, the ONGC/MRPL have expressed interest in setting up a refinery with a capacity of 7.5 million Metric Tonne per annum. Two other Oil Public Sector Undertakings, namely, Indian Oil Corporation Limited (ICO) and Hindustan Petroleum Corporation Limited (HPCL), have also expressed interest in setting up a well-head refinery at the site in Rajasthan. These companies have approached Government to designate them as the Government

nominee for purchase of crude oil under the Production Sharing Contract (PSC) for the block RJ-ON-90/1.

Any investment plan for such a refinery can only be firmed up after Government have designated their nominee for the purchase of crude oil under the PSC.

As a part of the MOUs signed between ONGC, Kakinada Seaports Limited (KSL) and Infrastructure Leasing and Financial Services (IL&FS) for the development of a port-based special economic zone at Kakinada, deepwater port, ONGC propose to make investments in an export-oriented refinery project. ONGC have been advised to explore the feasibility of setting up such a refinery through its subsidiary MRPL.

### Medicine Stores in Hospital/Dispensaries

3696. CHAUDHARY BIJENDRA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether medicine stores in the Railway hospitals/centres/dispensaries are managed by qualified pharmacists;

(b) if so, the details thereof;

(c) whether some of the medicine stores in the hospitals/dispensaries/centres are not being managed by the pharmacists in the North Eastern Railways;

(d) if so, the details alongwith the reasons therefor;

(e) whether the medicine store in the Kathgodam Railway hospital in North Eastern Railway is managed by a pharmacist; and

(f) if not, the reasons therefor?

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

(b) In all Railway Hospitals/Dispensaries except few rare exceptions, there is a post of pharmacist who looks after the medicine store.

(c) No, Sir. Except one railway dispensary, at Kathgodam, all Railway Hospitals and Railway dispensaries of North Eastern Railway have a pharmacist who manages the medical store.

(d) Only Railway dispensary/Kathgodam, North Eastern Railway does not have the post of pharmacist. The post of pharmacist has been surrendered about 5 years back.

(e) No, Sir.

(f) The medicine store in Railway dispensary Kathgodam, North Eastern Railway is not managed by a pharmacist as the post of a pharmacist does not exist. It is being managed by a nurse.

12.00 hrs.

## RULING BY THE SPEAKER

### Re: Question of Privilege

[English]

MR. SPEAKER : Hon. Members, on 12th August 2005, Shri Ramji Lal Suman, hon. Member, gave notice of a question of privilege under rule 222 of the Rules of Procedure and Conduct of Business in Lok Sabha against one Swapn Dasgupta, the correspondent of the newspaper 'The Pioneer', which carried an article published on 7th August 2005 titled "Speaker asks for trouble". In his notice, Shri Ramji Lal Suman stated that the article was highly objectionable, as it had adversely commented on the prestige and dignity of the high office of the Speaker, and as it had raised doubts on the motive of the Speaker and tried to drag him into controversies. A copy of the relevant publication was enclosed to his notice.

Hon. Members Shri Devendra Prasad Yadav, Shri Sitaram Singh, Shri Ram Kripal Yadav, Shri Ganesh Prasad Singh and Shri Raghunath Jha also gave notices of privilege against the editor and printer of the newspaper

and the said correspondent regarding the same publication on the ground that the impugned article questioned the impartiality of the Speaker and they further contended that it was a calculated attempt to defame the House and the high office of the Speaker.

Shri M.P. Veerendra Kumar also gave a notice of privilege against the correspondent in view of the contents of the above Article.

After hearing Shri Ramji Lal Suman who raised the matter on the floor of the House, I made the following observations:

"I am thankful to you for taking up this matter and for raising it. Now, let me conduct this. You have made your observation. I do not want to linger this. I have already read that. I feel that there are some people who pay lip service to parliamentary democracy but try their best to denigrate this great institution. We need not take notice of all irresponsible and immature utterances made out of frustration and desperation. I treat all the motivated institutions with the contempt they deserve and I close the matter."

Thereafter, several other hon. Members, namely, Prof. S.P. Singh Baghel, Prof. Ram Gopal Yadav, Shri Devendra Prasad Yadav, Prof. Vijay Kumar Malhotra, Shri Prabhunath Singh, Shri Mohd. Salim and Shri N.N. Krishnadas made submissions on the issue and because of the interruptions in the proceedings, I adjourned the House at 12.26 p.m. and held a meeting with the leaders in my room. The House reassembled at 12.47 p.m. when Shri Devendra Prasad Yadav made submissions on the issue and I observed that I would give my ruling next week.

Pursuant thereto, I wish to give my ruling as follows:—

In the impugned article, it has been alleged, amongst others, that the present Speaker of Lok Sabha has extra-territorial loyalty, that he is a committed Speaker, that he is partisan and that he has no sense of prestige, that he is highhanded in his behaviour and has no sense of fair play.

It is well established that the speeches and writings, which cast reflection on the character and impartiality of the Speaker in the discharge of his duty, constitute breach of privilege and contempt of the House (Kaul and Shakdher—Practice and Procedure of Parliament (5th Edition) Pages 279-280).

In May's Parliamentary Practice (20th Edition) at page 159, it has been observed that the reflections on the character of the Speaker and the accusations of partiality in the discharge of his duty have been held to constitute breaches of privilege or contempt. At page 235 of the same edition of May's Parliamentary Practice, it has been observed that "reflections upon the character or actions of the Speaker may be punished as breaches of privilege. His action cannot be criticized incidentally in debate or upon any form of proceeding except a substantive motion."

According to me, the position in law is beyond any doubt and to anyone concerned with the parliamentary system, it is clear that the impugned article not only reeks of malice but is highly contumacious in its conception and in its contents as it deliberately accuses the Speaker of partiality and reflects on his character and actions as Speaker, which amounts to gross breach of privilege of the Speaker and also of the House.

It has been contented by some hon. Members on the floor of this House that journalists enjoy the freedom of Press and that one is entitled to criticize the Speaker. The present Speaker has not claimed any immunity from any *bona fide* criticism, which no doubt has also to take note of the privileges of this great institution.

Freedom of Press, a cherished fundamental right in our country, is subject to reasonable restrictions, as contemplated by the Constitution itself, and cannot and does not comprise of deliberately tendentious and motivated attacks on the great institutions of this Republic and their officers and functionaries. The freedom of Press does not also contemplate making of reckless allegations, devoid of truth and lacking in *bona fides*. In the name of

exercising freedom of Press, there cannot be trial by the press in which it plays the role of both the accuser and the judge.

Freedom of Press also encompasses fundamental duties of the Press, which call for showing respect for others and responsible behaviour and cannot permit denigration of the constitutional bodies and the institutions and their important segments.

It should be noted that although the Presiding Officer of this House is publicly accused of improper behaviour and of partisanship, he cannot join in any public controversy. A most disquieting development is that when the matter has been raised in the House and the Speaker has reserved his ruling, there are open discussions in the Electronic Media as also in the same newspaper where the concerned correspondent and his Editor have tried to justify the allegations and thereby, in my opinion, have aggravated the breach of privilege. Significantly, the Speaker can only be a viewer of the so-called discussion and not a participant. The Speaker has to depend on the commitment of the hon. Members of this House, who are keen to preserve the dignity and the status of this great institution. Precisely, for this reason, I had expressed my thanks to those hon. Members, who raised the matter on 12th August, 2005 on the floor of this House because only by such reference, the exposure of the contumacious acts could be made. I have no manner of doubt that if such serious accusation of partisanship and libellous allegations had been against the judiciary, it would have been glaring examples of contempt of Court.

While reiterating my view of the allegations, I wish particularly to refer to some deliberately factual misstatements made in the impugned article in an attempt to make out a case, so that the hon. Members and the country may be aware of the truth.

The impugned article refers to the so-called conflict between the Chair and one hon. Member over Parliamentary agenda and it has alleged that the said hon. Member felt that she was being gagged and as such had staged



a dramatic protest. This accusation is clearly motivated. So far as I have been informed, the hon. Member attended the House only on one day in the current Monsoon Session. She had given a notice of Adjournment Motion on an issue identical with the one, which had been fully discussed for several hours as an Adjournment Motion only on 26th July last and as such could not be allowed under rule 58 (V) to be raised again in the same Session. She had not participated in the discussion and no other notice and I repeat, no other notice, or any intimation was ever submitted by the hon. Member to Lok Sabha nor to the office of the Speaker of her intention to raise any other matter or issue. Thus, there was no occasion for disallowing any matter, which the hon. Member wanted to raise during the whole of the Fourteenth Lok Sabha. In spite of this fact, baseless allegations of gagging one particular Member have been made and the motive is clear.

Further, it has been alleged in the impugned article that on an occasion, charges of highhanded behaviour (*Tanashahi*) had been made by some hon. Members directed at the Speaker, when it was categorically stated by the hon. Deputy Leader of Bharatiya Janata Party that the slogans raised by some hon. Members of his Party were directed at the Government and not at the Speaker. Such statement was given wide publicity and there is no reason to assume that the correspondent and others did not know of the same yet made the most scurrilous allegations against the Speaker.

Further, it has been alleged that in the Monsoon Session, 34 Calling Attention Motions had been admitted, of which 22 have been raised by the Left parties and that 14 of the 21 Short Duration Debates under Rule 193 have been initiated by the Left. These are nothing but imaginary particulars and I have no manner of doubt that this has been deliberately concocted with a view to bolster up the contrived attempt of alleging partisanship against the Presiding Officer. Anyone believing in truth or exactitude could not have made such reckless and tendentious allegations, which have only compounded the contumacious conduct.

In this circumstance, when the contents of the impugned article, on their face, are grossly libellous and amount to contempt of the Presiding Officer of the House and thereby of the entire House and of the hon. Members thereof, what should be done? One wonders what is the dignity and prestige of this august House, when it has a Presiding Officer with such vices and negative attributes as has been depicted in the impugned article? I ask myself: "Does the publication even enhance the prestige of the Media in this country?" I yield to none in my regard for the Media and its right to discharge its functions in a *bone fide* and constructive manner.

Since assumption of this high office, I have been regularly meeting with the Editors and the leading Correspondents of the Media and have sought their co-operation and valuable suggestion. The Press is rightly described as the Fourth Estate, because without a free and responsible Press, alive to its duties and believing in truth and honesty, this democratic system would almost collapse. I only hope that the fraternity to which the Correspondent belongs would consider the matter in its proper perspective.

As to the action to be taken, I have already made my observations on 12 August, 2005, which I reiterate with all the emphasis in my command. I believe that the disapprobation by large sections of this hon. House of the contents of the impugned article, clearly indicates their opinion that the publication is grossly contumacious and a deliberate affront to this hon. House, whereby gross breach of privilege has been committed. Submission has been made with considerable force and justification for reference of the matter of the Committee of Privileges.

However, to my mind, in view of the condemnation on the floor of the House, and as it would be beneath the dignity of this great institution to take further note of the motivated imputations in the impugned article, I do not give my consent as requested and I treat this matter as closed, of course, with the observation that in future reckless and contumacious conduct indulged in by whosoever may be

would be dealt with in the appropriate manner so as to preserve and enhance the dignity of the highest public forum in our country.

12.12 hrs.

# PAPERS LAID ON THE TABLE

*[English]*

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE) : Sir, I beg to lay on Table a copy of the Coast Guard Discipline (Amendment) Rules, 2005 (Hindi and English versions) published in Notification No. S.R.O. 33 in weekly Gazette of India dated 15-21 May, 2005, under sub-section (3) of section 123 of the Coast Guard Act, 1978.

[Placed in Library, See No. LT 2640/05]

THE MINISTER OF ENVIRONMENT & FORESTS (SHRI A. RAJA) : Sir, on behalf of Shri S. Jaipal Reddy, 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 National Film Development Corporation Limited, Mumbai, for the year 2002-2003.

(ii) Annual Report of the National Film Development Corporation Limited, Mumbai, for the year 2002-2003, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(iii) Statement (Hindi and English versions) showing reasons for delay in laying the papers.

[Placed in Library, See No. LT 2641/05]

(b) (i) Review by the Government of the working of the National Film Development Corporation Limited, Mumbai, for the year 2003-2004.

(ii) Annual Report of the National Film Development Corporation Limited, Mumbai, for the year 2003-2004, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(iii) Statement (Hindi and English versions) showing reasons for delay in laying the papers.

[Placed in Library, See No. LT 2642/05]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : Sir, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 14A of the Aircraft Act, 1934:—

(1) The Aircraft (First Amendment) Rules, 2005 published in Notification No. G.S.R. 330 (E) in Gazette of India dated the 20th May, 2005, together with an explanatory note.

(2) The Aircraft (Second Amendment) Rules, 2005 published in Notification No. G.S.R. 400 (E) in Gazette of India dated the 16th June, 2005, together with an explanatory note.

(3) The Aircraft (Third Amendment) Rules, 2005 published in Notification No. G.S.R. 401 (E) in Gazette of India dated the 16th June, 2005, together with an explanatory note.

[Placed in Library, See No. LT 2643/05]

(4) A copy of the Annual Report (Hindi and English versions) of the Chief Commissioner of Railway Safety, Lucknow, for the year 2003-2004, under section 10 of the Railways Act, 1989.

[Placed in Library, See No. LT 2644/05]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SURYAKANTA PATIL) : Sir, I beg to lay on the Table a copy each of the following statement (Hindi and English versions) showing action taken by the Government on the assurances, promises and undertakings given by the Ministers during various sessions of Twelfth, Thirteenth and Fourteenth Lok Sabha.

#### **Twelfth Lok Sabha**

1. Statement No. XXIX Third Session, 1998.

[Placed in Library, See No. LT 2645/05]

2. Statement No. XXXII Fourth Session, 1998.

[Placed in Library, See No. LT 2646/05]

#### **Thirteenth Lok Sabha**

3. Statement No. XXXI Second Session, 1999.

[Placed in Library, See No. LT 2647/05]

4. Statement No. XXXII Third Session, 2000.

[Placed in Library, See No. LT 2648/05]

5. Statement No. XXVII Fourth Session, 2000.

[Placed in Library, See No. LT 2649/05]

6. Statement No. XXVI Fifth Session, 2000.

[Placed in Library, See No. LT 2650/05]

7. Statement No. XXV Sixth Session, 2001.

[Placed in Library, See No. LT 2651/05]

8. Statement No. XXXIII Seventh Session, 2001.

[Placed in Library, See No. LT 2652/05]

9. Statement No. XX Eighth Session, 2001.

[Placed in Library, See No. LT 2653/05]

10. Statement No. XVIII Ninth Session, 2002.

[Placed in Library, See No. LT 2654/05]

11. Statement No. XV Tenth Session, 2002.

[Placed in Library, See No. LT 2655/05]

12. Statement No. XIII Eleventh Session, 2002.

[Placed in Library, See No. LT 2656/05]

13. Statement No. XI Twelfth Session, 2003.

[Placed in Library, See No. LT 2657/05]

14. Statement No. VIII Thirteenth Session, 2003.

[Placed in Library, See No. LT 2658/05]

15. Statement No. VII Fourteenth Session, 2003.

[Placed in Library, See No. LT 2659/05]

#### **Fourteenth Lok Sabha**

16. Statement No. V Second Session, 2004.

[Placed in Library, See No. LT 2660/05]

17. Statement No. III Third Session, 2004.

[Placed in Library, See No. LT 2661/05]

18. Statement No. I Fourth Session, 2005.

[Placed in Library, See No. LT 2662/05]

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN) : Sir, I beg to lay on the Table—

- (1) A copy of the Memorandum of Understanding (Hindi and English versions) between the National Minorities Development and Finance Corporation and the Ministry of Social Justice and Empowerment, for the year 2005-2006.

[Placed in Library, See No. LT 2663/05]

- (2) A copy of the Forty-Second Report (Hindi and English versions) of the Commissioner for Linguistic Minorities for the period from July 2003 to June 2004 under article 350 B (2) of the Constitution.

- (3) A copy of the Explanatory Note (Hindi and English versions) of the Report mentioned at (2) above.

[Placed in Library, See No. LT 2664/05]

12.13 hrs.

MESSAGES FROM RAJYA SABHA  
AND  
BILLS AS PASSED BY RAJYA SABHA

[English]

SECRETARY GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

- (i) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Hindu Succession (Amendment) Bill, 2005, which has been passed by the Rajya Sabha at its sitting held on the 16th August, 2005."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Bihar Appropriation (Vote on Account) No.2 Bill, 2005, which was passed by the Lok Sabha at its sitting held on the 5th August, 2005 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."
- (iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No.3) Bill, 2005, which was passed by the Lok Sabha at its sitting held on the 8th August, 2005 and transmitted to the Rajya Sabha for its recommendations and to state that this House

has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (iv) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No.4) Bill, 2005, which was passed by the Lok Sabha at its sitting held on the 8th August, 2005 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

2. Sir, I also lay on the Table the Hindu Succession (Amendment) Bill, 2005 as passed by Rajya Sabha on the 16th August, 2005.

12.14 hrs.

STANDING COMMITTEE ON ENERGY

Seventh Report

[English]

SHRI GURUDAS KAMAT (Mumbai North East) : Sir, I beg to present the Seventh Report (Hindi and English versions) of the Standing Committee on Energy (2005-06) on Action Taken by the Government on the recommendations contained in the Forty-second Report on the subject "Hydro Power — A critique" (Thirteenth Lok Sabha) of Ministry of Power.

12.14½ hrs.

STANDING COMMITTEE ON LABOUR

Statements

[English]

SHRI SURESH K. SUDHAKAR REDDY (Nalgonda) : Sir, I beg to lay on the Table a copy each of the following

statements (Hindi and English versions) of the Standing Committee on Labour:—

- (1) Statement showing further action taken by the Government on the recommendations/observations contained in Thirty-Fourth Report of the erstwhile Standing Committee on Labour & Welfare (2003-2004) (Thirteenth Lok Sabha) on the recommendations/observations contained in Thirty-second Report (Thirteenth Lok Sabha) on Demands for Grants 2003-2004 of the Ministry of Labour.
- (2) Statement showing further action taken by the Government on the recommendations contained in Third Action Report of the Standing Committee on Labour (2004-2005) (Fourteenth Lok Sabha) on the recommendations contained in First Report (Fourteenth Lok Sabha) on Demands for Grants (2004-2005) of the Ministry of Labour and Employment; and
- (3) Statement showing further action taken by the Government on the recommendations contained in Fourth Action Report of the Standing Committee on Labour (2004-2005) (Fourteenth Lok Sabha) on the recommendations contained in Second Report (Fourteenth Lok Sabha) on Demands for Grants (2004-2005) of the Ministry of Textiles.

12.14½ hrs.

## STANDING COMMITTEE ON HUMAN RESOURCE DEVELOPMENT

### One Hundred Sixty-fifth Report

[English]

PROF. BASU DEB BARMAN (Mathurapur) : Sir, I beg to lay on the Table a copy (Hindi and English versions) of the One Hundred Sixty-fifth Report of the Standing Committee on Human Resource Development on "The Commissions for Protection of Child Rights Bill, 2005".

[English]

(Interruptions)

MR. SPEAKER : He is entitled to make a statement.

(Interruptions)

SHRI SUKHDEV SINGH DHINDSA (Sangrur) : He should resign from the Lok Sabha itself. ... (Interruptions)

[Translation]

Hon. Prime Minister has offered apology, even then, he is giving justification... (Interruptions)

[English]

MR. SPEAKER : May be that is your demand. But he has a right. I have permitted him to make a statement.

(Interruptions)

MR. SPEAKER : Shri Dhindsaji, you are such a responsible Member. Your feelings have been expressed. I am not deleting it. But let him make a statement under the rules.

(Interruptions)

[Translation]

SHRI SUKHDEV SINGH DHINDSA : Alright, I and hon. Members of my party walk out of the House.

12.15 hrs.

(Shri Sukhdev Singh Dhindsa and some other Hon'ble Members then left the House)

[English]

MR. SPEAKER : I respect your sentiments. But he has a right to speak.

(Interruptions)

MR. SPEAKER : Nothing will go on record.

(Interruptions)\*

\*Not recorded.

MR. SPEAKER : You are not enhancing the dignity of the House.

*(Interruptions)*

12.15½ hrs.

# STATEMENT UNDER RULE 199

## Personal explanation by the Minister regarding his resignation

*[English]*

SHRI JAGDISH TYTLER (Delhi Sadar) : Mr. Speaker Sir, I sincerely thank you for acceding to my request to allow me to make a statement in this August House, to bring out the circumstances which made me submit my unconditional resignation from the Council of Ministers led by the hon. Prime Minister so that the people of this country at large and the people of my constituency, who voted me to this August House, the Sikh Community in its entirety, and those among the Sikh Community that suffered during the shameful riots in 1984, may come to know of the facts concerning me and my involvement there. I can very well realize the pain and sorrow and agony of the victims of the 1984 riots; for I have seen my own father cut to pieces during the exodus of partition.

Sir, I must also be permitted to say that what happened in the aftermath of the assassination of Shrimati Indira Gandhiji on the 31st of October, 1984 has left scars which generations to come will not easily forget, and I stand together with the hon. Prime Minister and Shrimati Sonia Gandhiji, in their commitment and their sincere efforts to assuage the feelings and compensate all those who have suffered.

The subject is the allegation involving me along with those who incited those riots. Every individual goes through moments of introspection and today, when my name has been dragged into it, I feel sad and hurt, because all along these last twenty-one years my political adversaries made their efforts to involve me. But the numerous Commissions and the inquiries including the investigations by the CBI, even whenever there was a non-

Congress Government, negated all those allegations in their totality. ...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad) : They have not said it, ...*(Interruptions)*

MR. SPEAKER : He is giving his statement. You are not bound by it. This is not right under the rules.

*(Interruptions)*

SHRI HARIN PATHAK : He is justifying it. ...*(Interruptions)* It was his decision. ...*(Interruptions)*

MR. SPEAKER : You are all very senior Members. He is entitled to speak. How can I stop him?

*(Interruptions)*

SHRI HARIN PATHAK : He himself resigned. ...*(Interruptions)*

MR. SPEAKER : Shri Jagdish Tytler, please go on. Nothing else will be recorded except the speech of Shri Jagdish Tytler.

*(Interruptions)\**

MR. SPEAKER : I am allowing him under the rules. Prof. Vijay Kumar Malhotra, you know very well that he is entitled to make a statement under the rules.

*(Interruptions)*

MR. SPEAKER : He has not said anything about the Nanavati Commission. I am sorry.

*(Interruptions)*

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA (South Delhi) : In the Nanavati Commission's report...*(Interruptions)*

MR. SPEAKER : Malhotra ji you know that I have to do my duty according to the rules.

*(Interruptions)*

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\*Not recorded.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Alright, we walk out of the House.

12.19 hrs.

*(Prof. Vijay Kumar Malhotra and some other Hon'ble Members then left the House)*

*(Interruptions)*

*[English]*

MR. SPEAKER : Shri Haribhau Rathod, please do not do it.

Nothing will go on record, not even one word except Shri Jagdish Tytler's speech.

*(Interruptions)\**

MR. SPEAKER : He is entitled to make a statement under the rules. I am allowing him to do that.

*(Interruptions)*

SHRI JAGDISH TYTLER : Whenever the media reports, instigated by my adversaries, appeared in the Press, instead of entering into arguments with them. I have always asked the concerned investigating agencies to bring out the truth and may I submit, Sir, that twice during the investigations, the Office of the Police Commissioner, Delhi has intimated me twice in writing that they have found no truth in these allegations.

Sir, may I avail of this opportunity to apprise you and through you to the nation that when the High Court in July, 1996 issued a Show-Cause Notice to the Delhi Police on this very aspect, the office of the Police Commissioner, the DCP-Headquarters submitted a report to the High Court stating that I was nowhere involved in the riots, leave alone in any manner in inciting these riots. Even on the 26th of August, 1997, Justice Anil Dev Singh of the Delhi High Court ordered a CBI inquiry and in that report, the CBI had

very clearly given me a clean chit saying that I was not at all involved.

Sir, on the day of the assassination of Shrimati Indira Gandhi, I was in Shrimati Indira Gandhi's parliamentary constituency in Raebareli along with many important personalities including Shri Arun Singh, former Minister of State for Defence, Shri Sanjay Singh, former Minister of Communications and Shri Ahmed Patel, hon. Member of the Rajya Sabha.

Immediately, on my return to Delhi, I, along with others, got extremely pre-occupied at the residence of Shrimati Indira Gandhi and if I recall correctly, I was first at Akbar Road in the morning and the rest of the day I was at Teen Murti Bhavan near her body.

All these allegations have no meaning till Justice Nanavati Commission's Report came under consideration, which has not basically found anything against me; but for reasons best known to the Commission, the Commission found it fit to drag my name unnecessarily, merely to give credence to baseless and vile accusations arraigned by my adversaries. But surely, Sir, falsehood repeated cannot become truth and it is "probably" true that the Commission has used the word that there is a "probability" of my being involved.

Sir, the Justice Nanavati Commission Report has chosen to give credence to some submissions and ignore others.

Sir, the accusations are bizarre because the blood in my veins is from a Sikh-Kapoor family. My elder brother has married into a Sikh family and one of the prominent Sikh families of Delhi, who was my next-door neighbour, along with other Sikh families were at my residence for more than ten days immediately after the assassination of Shrimati Indira Gandhi during this very tragic period.

The Action Taken Report of the Government laid on the table of Parliament proposed to take no further action as far as my involvement in the riots was concerned. But,

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\*Not recorded.

as you are aware, Sir, due to the present prevalent political compulsions and the vociferous representations – like you saw today – the hon. Prime Minister committed to the House that the matter would be re-investigated. My conscience guided me to put in my resignation so that the investigations are fair and any chance of embarrassment to the hon. Prime Minister; Shrimati Sonia Gandhi, leader of the UPA as well as my colleagues in the Congress Party, and the Parliament of which I have been a loyal member for the past thirty-two years and more, is obviated.

Sir, I only trust and sincerely believe that the investigations being ordered afresh are completed within a specific timeframe so that I stand vindicated.

I would like to challenge them to do the same. Thank you.

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[English]

MR. SPEAKER : Nothing more.

*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura) : Sir, we have a right to speak. ...*(Interruptions)*

MR. SPEAKER : No. Under the rules no debate is permitted. Sorry. We will take up item no. 12 – Shri Ghulam Nabi Azad.

*(Interruptions)*

SHRI BASU DEB ACHARIA : As per the assurance given by the hon. Prime Minister...*(Interruptions)*

SHRI GURUDAS DASGUPTA (Panskura) : Sir, we are seriously protesting. ...*(Interruptions)*

MR. SPEAKER : This is very unfortunate. You are all very senior members. Under the rules, a Minister resigning

can make a statement. It is expressly provided in the rules. No debate is permitted on that statement.

*(Interruptions)*

SHRI GURUDAS DASGUPTA : Sir, it is no debate but we are commenting. ...*(Interruptions)*

MR. SPEAKER : There is no place to comment.

*(Interruptions)*

MR. SPEAKER : It will not be recorded.

*(Interruptions)\**

SHRI BASU DEB ACHARIA : We have a right to make a point. ...*(Interruptions)*

MR. SPEAKER : This is not fair. I cannot accept it. Shri Ghulam Nabi Azad to make the statement.

*(Interruptions)*

MR. SPEAKER : Nothing else will be recorded.

*(Interruptions)\**

MR. SPEAKER : I cannot be a party to the breach of the rules. Sorry.

*(Interruptions)*

MR. SPEAKER : It is entirely for you to accept the statement or not. If you have to say that, you have to say it elsewhere.

*(Interruptions)*

MR. SPEAKER : The hon. Minister.

*(Interruptions)*

SHRI GURUDAS DASGUPTA : Sir, we have every right to make a comment under the Rules. ...*(Interruptions)*

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\*Not recorded.



MR. SPEAKER : No, you are not entitled to make a comment. You are wrong. Show me that rule under which you are entitled to comment.

*(Interruptions)*

MR. SPEAKER : Sorry. Shri Acharia, you know very well.

*(Interruptions)*

SHRI BASU DEB ACHARIA : The Prime Minister have assured the House that Government...*(Interruptions)*

MR. SPEAKER : He has said that his only expectation.

*(Interruptions)*

MR. SPEAKER : Kindly take your seat.

*(Interruptions)*

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

*(Interruptions)*

MR. SPEAKER : His only request is that the investigation should be expedited. What is wrong with that?

*(Interruptions)*

MR. SPEAKER : Nothing will be recorded.

*(Interruptions)\**

MR. SPEAKER : I cannot follow what you are trying to say.

*(Interruptions)*

MR. SPEAKER : He has not denied the right of the Prime Minister. He has not questioned the Prime Minister's decision.

*(Interruptions)*

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\*Not recorded.

MR. SPEAKER : Sorry. Nothing is being recorded. You are very responsible and very senior Members. You know.

*(Interruptions)*

MR. SPEAKER : Nothing is being recorded.

*(Interruptions)\**

MR. SPEAKER : Hon. Minister Shri Ghulam Nabi Azad.

Let us proceed with the business. We have so much business to transact. An important Bill is there.

12.27 hrs.

## BUSINESS OF THE HOUSE

*[English]*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD) : With your permission, Sir, I rise to announce that Government Business during the week commencing Monday, the 22nd of August, 2005 will consist of :

1. . Consideration of any item of Government Business carried over from today's Order Paper
2. Consideration and passing of the Protection of Women from Domestic Violence Bill, 2005.
3. Consideration and passing of the following Bills, as passed by Rajya Sabha:—
  - (a) The Hindu Succession (Amendment) Bill, 2005;
  - (b) The Displaced Persons Claims and Other Laws (Repeal) Bill, 2005;

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\*Not recorded.

(c) The Immigration (Carriers' Liability) Amendment Bill, 2005; and

(d) The Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum (Amendment) Bill, 2005

4. Consideration and passing of the Railways (Amendment) Bill, 2004 after it has been passed by Rajya Sabha.

5. Consideration and adoption of the recommendations of Railway Convention Committee (2004) contained in their Second Report on 'Rate of Dividend for 2005-06 and Other Ancillary Matters'.

6. Consideration and passing of the High Court and Supreme Court Judges (Salaries and Conditions of Service) Amendment Bill, 2005.

7. Consideration and passing of the Warehousing Corporations (Amendment) Bill, 2005, after it has been passed by Rajya Sabha.

[Translation]

SHRI HARIKEWAL PRASAD (Salempur) : Mr. Speaker, Sir, the following items, which is in the public interest, may be included in the list of business for the next week:

1. The Rajbhar, Bind, Mallah, Prajapati and Kewat castes in the eastern Uttar Pradesh are in a pitiable condition. Their standard of living is very low and they are very backward. The Uttar Pradesh Government has urged the Union Government to include these castes in the scheduled castes, which is pending for a long time. The business related to acceptance of the motion.
2. There is continuous jam at the southern end of the Salempur Railway Station due to movement of more than one lakh vehicles. There is a new to construct an overbridge in public interest.

[English]

MR. SPEAKER : Next, Shri Shailendra Kumar, I admire your tenacity.

[Translation]

SHRI SHAILENDRA KUMAR (Chail) : Mr. Speaker, Sir, the following items may be included in the list of Business for the next week:

1. There is need to make a comprehensive legislation to check the increasing population in the country providing for punitive action against persons having more than three children.
2. There should be an arrangement for job oriented education in the country. Legal (Constitutional) provision for providing free health and education should be implemented.

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora) : Sir, the following items may be included in the list of Business for the next week:—

1. Need to undertake long term measures in addition to immediate relief and rehabilitation work in view of the loss of life and property caused by recent heavy rainfall and floods in the hilly areas of the country especially in Ranthi area, Dharchula block and Madkot area, Munsyari block in Uttaranchal.
2. Need to make adequate arrangements for teaching including appointment of lecturers in the colleges of the country especially in Government college Lohaghat, Bageshwar Baluakot, Gangolihat, Chaukhutiya, Manila, Syalade, Jaintes, Munsyari etc. in Uttaranchal which is also the demand of the agitating student's union and the guardians of the students are making such demands.

[English]

SHRI BIR SINGH MAHATO (Purulia) : Sir, the following items may be included in the next week's agenda:

- (i) Laying of new railway line between Jhargram and Purulia, which is a tribal belt. it requires the railway line for the development of this hilly and tribal area.
- (ii) Coverage of the Purulia District, and the areas of West Bengal adjoining the Jharkhand State with Bengali Channel by Doordarshan.

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur) : Sir, the following items may be included in the list of Business for the next week:—

1. In view of the fact that people have to pay Rs.50 to Rs.100 as rickshaw and autorickshaw fare for going to Bilaspur from Uslapur and also consumer 3 hours causing loss to the tune of Rs.3 lakh per day as the following trains do not stop at Uslapur station in Bilaspur district in Chhattisgarh State, the following trains be provided stoppage at Uslapur station:—

Utkal Kuliga Express, Upper Current Express, Samath Express, Hirakund Express, Durg-Kanpur Express, Durg-Gorakhpur Express, Chhattisgarh Sampark Kranti Express.

2. Need to undertake the work of road construction under Pradhan Mantri Sadak Yojana in relation to the roads constructed by PWD in rural areas which is in bad shape and to start new work on category - I roads also by covering them under Pradhan Mantri Sadak Yojana.

SHRI TUKARAM GANPAT RAO RENGE PATIL (Parbhani) : Sir, the following items may be included in the list of Business for the next week:—

1. Need to provide pension to the employees and teachers of Navodaya Vidyalaya Samiti working in rural areas.
2. Need to streamline the unsatisfactory service of BSNL in Marathwada region and make available SIM-cards for mobile service of BSNL.

[English]

MR. SPEAKER : Shri Kanshiram Rana – not present.

[Translation]

SHRI HARISINH CHAVDA (Banaskantha) : Sir, the following items may be included in the List of Business for the next week in the public interest:—

1. Need to upgrade Palanpur as model railway station and provide necessary facilities according as there is no model railway station in North Gujarat.
2. Need to provide level crossings at Chandsar and Piprala in Gandhidham-Palanpur railway section.

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla) : Sir, the following items may be included in the List of Business for the next week:—

1. Need to release an additional amount of Rs,500 crore from the National Calamity Contingency Fund to the Himachal Pradesh Government in order to compensate the loss suffered by the State due to heavy floods on 26th June, 2005.
2. To provide funds on priority basis for immediate repair of the national highways in Himachal Pradesh damaged due to floods particularly National Highway 22.

[English]

SHRI P. MOHAN (Madurai) : The following items may be included in the next week's agenda:—

- (i) There are monuments aplenty in every country as testimonials to their ancient cultural heritage. They are well protected, preserved and maintained as tourist spots. Our country is also equally rich in such wealth. But they need to be protected with still more care. For example, Madurai which is supposed to be Athens of South India, Varanasi, Mahabalipuram, Taj Mahal etc., are ideal cultural heritage spots while tourism is globally getting a status of an industry.
- (ii) Our Government postulates that every house should invariably have a tree. Present day students are advised to plant tree saplings. Electricity Boards indulge in cutting/felling/pruning trees along power lines. So, air is getting polluted. Oxygen in the atmosphere is depleting leading to health hazard and green-house imbalance. This needs a serious review and trees need total protection.

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MR. SPEAKER : We will now take up Item No.13, Calling Attention by Shri N.N. Krishnadas.

Item No.14, we will take up next week. I will try to do it as quickly as possible, either on Monday or Tuesday, Mr. Gurudas Dasgupta.

12.36 hrs.

### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

**Situation arising out of Shortage of LPG in  
the Country and steps taken by the  
Government in regard thereto**

[English]

SHRI N.N. KRISHNADAS (Palghat) : Sir, I call the attention of the Minister of Petroleum and Natural Gas to

the following matter of urgent public importance and request that he may make a statement thereon:

"The situation arising out of shortage of LPG in the country and steps taken by the Government in regard thereto."

\*THE MINISTER OF PETROLEUM AND NATURAL GAS AND MINISTER OF PANCHAYATI RAJ (SHRI MANI SHANKAR AIYAR) : Sir, Public Sector Oil Marketing Companies (OMCs) have reported that except for some temporary shortages in certain areas of operation due to particular circumstances specific to these areas, there is no general shortage of supply of domestic LPG in the country.

For example, in some parts of the State of Kerala, a backlog in LPG supplies was reported owing to a strike by bulk LPG transporters from 18.07.2005 to 22.07.2005 and, thereafter, a strike called by the All Kerala Goods Transporters Association from 31.07.2005 to 03.08.2005. However, the OMCs have reported that this backlog has now been cleared and, at present, there is no shortfall in LPG supplies in the State.

Similarly, a backlog has been reported in Mumbai and the Districts of Solapur, Kolhapur, Sangli, Satara, Pune and Nasik in Maharashtra as these areas have been affected by heavy rain and flooding. To make up for the shortfall, OMCs are moving bulk LPG from Hazira, Jamnagar, Gandhar, Vagodia, Vijapur and Kandla to LPG bottling plants in Maharashtra. At present, the backlog in Maharashtra varies from three to eight days. The situation is being closely monitored and normalcy is expected to be restored within the next ten days.

There is a shortage of cooking gas with LPG distributors in Manipur. This has been reported on account of the economic blockade on National Highways 39 and 53 by the "All Naga Students Association of Manipur" from 19th June, 2005 to the afternoon of 11th August, 2005. Although, this blockade has been temporarily withdrawn on the afternoon of 11.08.2005, it has been reported that

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\*Also placed in Library See No.2665/05.

[Shri Mani Shankar Aiyar]

a bandh call has been given by the "Sadar Hills District Demands Committee of Manipur" from 16.08.2005 to 21.08.2005, thereby affecting the movement of LPG trucks on National Highway 39. On being alerted by the Chief Minister about the gravity of the situation, I asked the Chairman of the Indian Oil Corporation Limited to spare no efforts to ensure the supply of petroleum products including LPG to Manipur in consultation with the State Government administration. The position is also being monitored by the Ministry of Home Affairs. At present, I regret to have to say, Mr. Speaker, Sir, that the LPG backlog in the State of Manipur varies from 20 to 30 days.

SHRI N.N. KRISHNADAS : Sir, I must say that the situation projected by the hon. Minister in his statement is, unfortunately, not correct. Different parts of the country are facing acute shortage of LPG, especially for the domestic purposes. Newspapers have been reporting everyday on the shortage of LPG and cooking gas. In Bangalore, a newspaper report appeared in July saying that for many days there were big traffic jams in very important places of Bangalore city due to queuing up of thousands of vehicles for purchase of LPG for vehicles. There is also a serious backlog of cooking gas supply in Bangalore.

Another serious report appeared in a newspaper that during the very important time of Amarnath Yatra, there was an acute and severe shortage of cooking gas in different parts of Kashmir Valley and Jammu also. Everybody, I think, has seen that news item. With regard to Kerala, the Minister has stated that a strike was called by the LPG transporters from 18th July to 22nd July, and thereafter another strike was called by the Kerala Goods Transporters Association from 31st July to 3rd August, 2005. The Minister also stated that there is no shortfall in the supply of LPG in the State at present. This is not true. In my own Constituency, that is Palghat, even today people are queuing up before the gas agencies for getting cooking gas. Even today, it is taking 20-30 days for refilling of their cylinders. I came to know that there is a shortage of not only the cooking gas

but also of the cylinders. So, what the Minister has stated as not true.

I came to know that the agencies and outlets of oil marketing companies are indulging in some malpractice also. May I know from the hon. Minister whether the Government has implemented any serious monitoring system to check misappropriation or malpractice by these outlets? Is the hon. Minister ready to check the reports submitted by the oil marketing companies in order to find out the reality? It is a fact that even today it is taking 20-30 days for refilling of cylinders. There is no need to say that in the absence of supplies of cooking gas, there is no other fuel available for the people for cooking purposes and for their livelihood. So, what is the Government going to do to tackle this serious situation? That is what I want to know through you, from the hon. Minister.

SHRI BASU DEB ACHARIA (Bankura) : Sir, the statement of the Minister speaks as if there is no shortage of LPG in the country.

MR. SPEAKER : Except in Manipur

SHRI BASU DEB ACHARIA : Except in Manipur. But the fact is that there is a shortage of LPG in several parts of our country. This Calling Attention has arisen out of the acute shortage of LPG in the State of Kerala because there was transporters' strike for a few days. But he has stated in his statement that after the strike was called off, the situation has been normalised and there is no shortage of LPG. But it is not the fact. Even after the strike has been called off, there is a shortage in different parts of the State of Kerala.

He has also stated that in some parts of Maharashtra and Gujarat because of heavy rains and floods, there is a short supply of LPG. He has admitted that the backlog in Maharashtra varies from three to eight days. I would like to know from the hon. Minister this. Has the situation been normalised as of today? He has stated that normalcy is expected in the next 10 days. Would the normal supply of LPG be restored within 10 days in some parts of

Maharashtra and Gujarat, which were affected because of floods?

In Manipur, we know - because we had discussed the situation in Manipur in this House - that blockade was withdrawn on 11th August, 2005 but Bandh was called from 16th August, 2005 to 21st August, 2005. So, from 11th August till 15th August, why sufficient arrangement was not made by IOC SO that crisis was not there? During the blockage, one cylinder was sold in both the National Highways for more than Rs.600 or Rs.700. Why was it so? Enough arrangement was not made during the blockade and when the blockade was withdrawn. I would like to know from the Minister of Petroleum and Natural Gas as to why such arrangement was not made during the one week when there was blockade?

MR. SPEAKER : Please conclude.

*(Interruptions)*

MR. SPEAKER : There are some urgent matters to be taken up. I have to allow them.

SHRI BASU DEB ACHARIA : People of Ladakh face the crisis for at least six months in a year because of shortage of LPG. Same is the case in some parts of Kashmir Valley. One cylinder is sold at a higher price. I would like to know from the hon. Minister as to what arrangement he has made to ensure that there is no shortage of LPG in certain parts of the country where every year people of that part of the country face shortage of LPG. There is a crisis in the production of cylinders. There is shortage of cylinders. I would like to know from the hon. Minister as to how the Government propose to overcome the crisis in regard to the shortage of cylinder. Thank you. Sir.

MR. SPEAKER : Thank you very much.

*[Translation]*

SHRI SHAILENDRA KUMAR (Chail) : Mr. Speaker, sir, I have to ask a question.

*[English]*

MR. SPEAKER : Please take your seat. Not today. We have already decided. When there is time, I will allow you. But today there is no time.

*[Translation]*

SHRI SHAILENDRA KUMAR : By now, I would have asked the question.

*[English]*

MR. SPEAKER : Every day, you have been raising issues. You are a very alert Member. I appreciate it. Do not spoil your record!

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, I am truly grateful to the hon. Member Shri Krishnadas for having raised this question and specifically for having drawn attention to the importance of our controlling malpractices with regard to the use of domestic LPG. I am only sorry that he did not elaborate upon this point which is the crux of the issue before us. We found that in the last couple of years of the previous Government, there was such an excessive growth of demand from distributors - I am not talking about the consumers - for LPG supplies to them that it was not in consonance with the growth in demand of genuine consumers. To tackle this situation, it was decided in June of 2004 that we would start undertaking...*(Interruptions)*

*[Translation]*

SHRI SANTOSH GANGWAR (Bareilly) : Sir, now the number of consumers has doubled...*(Interruptions)*

*[English]*

MR. SPEAKER : It is not permitted. I have got to allow this matter to be raised. Please cooperate.

*(Interruptions)*

SHRI MANI SHANKAR AIYAR : It was decided in June of 2004 that we would start undertaking a very strict monitoring of the supplies made to distributors. We took the average market consumption pattern into account. We took into account the increase in customer level. We took into account cylinders required for releasing double bottle connection. We took into account additional loads that might be required in special circumstances or any backlog that might be developing with a particular distributor to determine the quantity of LPG that would be made available to that distributor. We also put under surveillance distributors who were reporting an abnormally high pattern of consumption and put in place a refill audit for distributors indenting substantially more cylinders than the average consumption pattern would warrant. In consequence of this, we have succeeded simultaneously, in the quarter of April-June 2005, in releasing an additional 14.5 lakh LPG connections but controlling the growth of consumption of LPG to a more 0.5 per cent.

Now, I believe that here we have the root of the dilemma. There are distributors who are in cohorts even with consumers who wish to divert the use of LPG particularly into motor cars. They are not fitted for this purpose. We have an extremely dangerous situation developing where this kind of diversion, because I presume that it is paid for at a premium and is preferred by distributors and their nexus with certain type of consumers to the detriment of other consumers. So, I would like to plead that there is no shortage of supply, in any generic sense, of LPG to distributors. But we need the co-operation of State Governments in being able to check unauthorised use of domestic LPG which is made available only for cooking purposes. Against this background, I do submit to the hon. House that while there is no systemic problem of shortage of gas, episodically there may be shortages of gas that arise from time to time. I think, these are the instances...*(Interruptions)*

*[Translation]*

SHRI SUKDEO PASWAN (Araria) : LPG into motor cars...*(Interruptions)*

MR. SPEAKER : Alright, he has said that there is misuse.

*[English]*

SHRI MANI SHANKAR AIYAR : These are the instances to which attention has been drawn by both the hon. Members and I would like to deal with them.

In the month of July, we have had a five per cent growth as against a 0.5 per cent growth in the country as a whole. We had a five per cent growth in supplies to the State of Karnataka.

So, there is no reason, in principle why there should be pile up of motor cars in front of a key distributor, and I think that is an issue that does need to be looked into. I would just like to come to that in a minute, after dealing with the other episodic instances that have been brought to our attention.

Sir, in Ladakh, we have built up a bottling plant there with a 3 million tonnes capacity per annum. I am intending to visit Ladakh soon after the House rises following the Monsoon Session, and I would take up with the authorities there all issues relating to the supply of petroleum products because as the House is aware and discussed only a few days ago, there has also been a problem of the supply of petroleum products from the Ambala Depot to the Army stationed in Leh. so, at the same time, we will take this up and attempt to make correction.

With respect to Maharashtra, I only gave a generalised average figure as to the period by which we would be able to sort it out. I am happy to provide the following clarifications for specific areas. Sir, home delivery in Mumbai has been resumed by distributors to most areas of Mumbai. However, there is a 5-day backlog in western suburbs in the markets between Goregaon and Dahisar, Kurla and Bhandup and also in Vasai/Virar and Bhayande market areas. In other markets, there is a 1-day backlog.

With respect to Solapur, the backlog is of the order

of two to three days, and Kolhapur has a backlog of seven to eight days. In Sangli, there is a backlog of five days; in Satara, there is a backlog of two to three days; and in Pune, there is a backlog of seven days. In Nasik, there is an average backlog of about three days. In other areas and districts, there is no backlog.

The overall backlog appears to be of the order of 3,000 metric tonnes, and with the immense arrangements we have made to move bulk LPG from Hazira, Jamnagar, Gandhar, Vogadia, Vijapur and Kandla to LPG bottling plants in Maharashtra as also to make import arrangements for 2,000 metric tonnes through M/s. Aegis on an immediate basis, and within the next two months, of 8,000 metric tonnes, we hope that we will be able to overcome all the shortages that have been temporarily caused by the rains in that area. It is in this situation that we are hoping to restore normalcy in Maharashtra in the next 10 days.

As regards Manipur, we have been trying to do all we can to move LPG which would not normally be earmarked for Manipur out of the Barak Valley through Jiribam into the valley areas of Manipur where the shortage appears to be the most acute. But owing to repeated disruptions and the general law and order situation in that area, with which the House is familiar, we have not been able to get things out as quickly as we desire. We estimate that the backlog in that State is of the amount of 1,578 metric tonnes, and within the next 20 to 30 days, I am hoping that we will be able to sort things out. When the problem with the Naga students was resolved, we really thought that we would be able to move and solve the problem, but in between there is this other Bandh that has come, and that is disrupting supplies.

I would request the House not to consider episodic disturbances as systemic disturbances. I have been asked to undertake a special inquiry into this matter. While holding that some of the shortages are the result of very important action that we must take to control diversion, especially as today the subsidy being given by the Government and the oil marketing companies on domestic

LPG is of the order of Rs.200 a cylinder, about nearly Rs.200 a cylinder is the subsidy that is being paid out. I would request the Communist Party (Marxist) of India, as a proletarian party, to weight the interests of the proletariat with the interests of the bourgeoisie, which is the larger consumer of LPG.

I would hate, Mr. Speaker, Sir, to see the party of my friends Comrade Krishnadas and Comrade Basu Deb Acharia turned into a middle class party. Please look at this issue in a larger light and do help us to continue being able to supply larger quantities of kerosene at subsidised prices to the genuinely poor, even if it means some increase in the burden on middle class petit bourgeois consumer of LPG...(Interruptions)

MR. SPEAKER : But they are not responsible for the shortage.

SHRI N.N. KRISHNADAS : In Kerala, the entire working class is using cooking gas only.

MR. SPEAKER : Okay, have you finished, Mr. Minister?

SHRI MANI SHANKAR AIYAR : Sir, I just sat down because he wanted me to yield. I have actually finished the bulk of what I have to say. I accept the suggestion that in addition to what the OMC report says about its own performance, it is necessary for my Ministry to monitor the situation as well. And I have to come back to the House by the next Session with a clarification as to what further is being done in this regard. Thank you.

MR. SPEAKER : It is now for Shri Acharia to respond to your suggestion!

13.01 hrs.

#### SUBMISSIONS BY MEMBERS

- (i) **Re:Reported declaration of Anti-Hijacking Policy by the Government outside the Parliament while the House is in session**



MR. SPEAKER : Now, we shall take up 'matters of urgent public importance'. Prof. Vijay Kumar Malhotra.

*(Interruptions)*

MR. SPEAKER : Please do not disturb the leader of your own Party.

Prof. Vijay Kumar Malhotra.

*(Interruptions)*

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA (South Delhi) : Mr. Speaker, sir, I want to draw your attention towards the fact that...*(Interruptions)*

*(Interruptions)*

*[English]*

MR. SPEAKER : Okay, Your concern for the Left is very much appreciated!

*(Interruptions)*

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, the Parliament session is in progress and the Lok Sabha is also in session since 25th July.

Mr. Speaker, Sir, the Cabinet has taken a decision on the Anti-Hijacking Policy in the night of the 14th August instant. What is this anti-hijacking policy all about, the leader of the House and the Government's spokesperson gave information to all publicity that night. As per the rules if the Lok Sabha or the Rajya Sabha is in session, then the announcement of any policy decision should be made in either House of the Parliament. After the 14th August, the House met on 16th and 17th also and today it is 18th but the Government has not deemed it fit to inform the House about this anti-hijack policy whereas the leader of the House and the spokesperson announced about it in

the public and on the television as well. Though the policy matters involve various consequences, so it would have been better for the Government to have consulted the leaders of all the parties in that regard. Besides, it should have given full details on the matter in the House. I do not want to go into the merits of the policy ...*(Interruptions)*

*[English]*

MR. SPEAKER : I appreciate; ordinarily it should be done only that way.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA : I do not want to go into the merits of this policy. It is stated therein that if a civil aircraft is used as a missile, it would be shot down. There are many such things in that policy and they may be good in the national interest but we do not have any details about it. It is the privilege of the House and it is also a question of propriety. Therefore, any such policy decision should first be announced in the House and thereafter it should be made public. We should not come to know about it through newspapers or any other medium.

*[English]*

Sir, do you have any direction go give?

MR. SPEAKER : I said that ordinarily policy decision should be announced here, during the Session; and there is no doubt about it. But I will look into the details of it.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) : I will convey the feelings of the hon. Member to the Minister concerned.

*[English]*

SHRI GURUDAS DASGUPTA (Panskura) : Yesterday,

there have been 400 blasts in 62 out of 63 districts of our neighbouring country, Bangladesh. People have been killed and a very large number of people have been injured. The incidents are indicative of the emergence of fundamentalist terrorism in our neighbouring State.

MR. SPEAKER : We should not comment on some other country. We are a friendly country. We should not go into their internal matters.

SHRI GURUDAS DASGUPTA : I am not commenting on that. I am only saying what the Government has said about Bangladesh. It is indicative of emergence of fundamentalist terrorist forces there. It is a matter of grave concern to us and definitely it is a matter of grave concern to Bangladesh also because we have a very long land frontier with Bangladesh. There has been a complaint that there are a number of training camps across the border which have been overlooked by the Government there; it is for them to inquire. What is my concern? My concern is that there may be infiltration of fundamentalist terrorists into India through West Bengal and Tripura. We feel extremely alarmed because we are coming from that State. The Government of that State has also expressed alarm. Political Parties are also alarmed. The immediate question is, the border needs to be well protected and for protecting the border, there needs to be adequate number, adequate contingent of security personnel provided by the Government of India.

I have a very small but a very important complaint. All that has been requested all along is that the Indo-Bangladesh border should be well protected. The Government of India is not providing the adequate personnel to do it. After all that has happened there, we are all encircled by terrorists' activity. Only a few days back, we had seen what happened in Sri Lanka. We know what is happening in Pakistan? Therefore, I appeal to the Government of India to take note of what has happened yesterday in Bangladesh, draw a proper lesson and ensure that terrorists' camps are abolished and border of

India with Bangladesh along West Bengal and Tripura is well protected and necessary contingent of security forces are immediately sent there.

MR. SPEAKER : Shri Prabodh Panda wants to associate with this.

PROF. VIJAY KUMAR MALHOTRA : Sir, it is a serious matter. We want to associate with this matter.

MR. SPEAKER : All the names, S/Shri Prabodh Panda, Lakshman Seth and Ramchandra Dome, who want to associate with this, will be recorded.

*(Interruptions)*

SHRI GURUDAS DASGUPTA : Sir, you may at least convey our feelings to the Government.

MR. SPEAKER : The Government is here.

*(Interruptions)*

DR. RAM CHANDRA DOME (Birbhum) : Sir, the Government should react.

MR. SPEAKER : There is no scope for the Government to make a statement now. This is an important issue. We are all concerned about the security of our border. I am sure the Government takes note of it.

*(Interruptions)*

DR. RAM CHANDRA DOME : Sir, let the Government respond.

MR. SPEAKER : He is enough troubled with the Parliamentary work. Do not add troubles for him.

SHRI GURUDAS DASGUPTA : Sir, at least convey our feelings to the Government.

MR. SPEAKER : Do you want to respond?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY

OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) :  
Sir, this is a matter of a foreign country...*(Interruptions)*

MR. SPEAKER : It is a matter of vital importance and that is why I have allowed it to be raised here. It is the Government's duty to take note of it.

DR. C. KRISHNAN (Pollachi) : Sir, on behalf of MDMK, headed by our eminent leader Thiru Vaiko, I would like to draw the attention of the Government to the difficulties faced by the coconut growers in my constituency Pollachi in particular and Tamil Nadu as a whole.

For the last three years the monsoon had failed and there had been no rains as a result of which the coconut yield was very poor. This year, due to heavy rains the coconut yield is fine but the price of copra and coconut has fallen down. The coconut is sold at Rs.2 or Rs.3 per piece and copra is sold at Rs.30 per Kg. I went to the market to investigate the reason for this low price. I found that it is due to the import of de-oiled cake, which is imported under the brand as animal and poultry feed. The de-oiled cake, which is imported, is again crushed and oil is extracted from that. The oil content of the de-oiled cake is up to 70 per cent. This way, the oil is smuggled into our country and as a result the price of the oil produced by our coconut growers has become very less. The coconut is also selling at low price.

My request to the Government is that the import of de-oiled cakes should be thoroughly investigated and regulated.

I would request that the edible oil import should be restricted and export of coconut should be permitted.

SHRI BASU DEB ACHARIA (Bankura) : Sir, three years and four months ago an Inquiry Commission under the chairmanship of Justice Nanavati was constituted to inquire into the Gujarat carnage. But it has not submitted its report. In the meantime, the Additional Director-General of Police, Shri Kumar has filed two affidavits wherein he has stated that ...*(Not recorded)* was directly involved in that.

MR. SPEAKER : It cannot be mentioned. You can say that he has made certain allegations.

SHRI BASU DEB ACHARIA : He has alleged it because there was a direction from the Government that the perpetrators of crime should be protected and no action should be taken against those who committed crimes and those who killed more than 2000 people. People were burnt alive. The Supreme Court of India and National Human Rights Commission have also indicted the Government of Gujarat. People of Gujarat have lost their relatives. A large number of children have become orphans. Till date 61,000 people are still living under the open sky. They have not got justice. If justice is delayed, justice is denied. There should not be further delay. The Commission should submit its report. People should know who has committed this crime and who is responsible for such a carnage where more than 2000 people were killed.

MR. SPEAKER : You cannot dictate to a judicial commission.

SHRI BASU DEB ACHARIA : Sir, I demand that the Government of India should see that the Commission which is inquiring into Gujarat carnage submits its report immediately...*(Interruptions)*

MR. SPEAKER : The Commission cannot be directed. I agree with you. You can only say that it should submit its report within the specified time.

SHRI BASU DEB ACHARIA : The perpetrators of crime and persons who are responsible for such a crime against humanity should be punished.

MR. SPEAKER : The House stands adjourned to meet at 2.10 p.m. and we will take up the National Rural Employment Guarantee Bill.

13.12 hrs.

*The Lok Sabha then adjourned till ten minutes past Fourteen of the Clock*

14.10 hrs.

*The Lok Sabha re-assembled after Lunch at ten minutes past Fourteen of the Clock*

[MR. SPEAKER in the Chair]

14.11 hrs.

NATIONAL RURAL EMPLOYMENT  
GUARANTEE BILL, 2004

[English]

MR. SPEAKER : The House shall now take up item No.15, namely, National Rural Employment Guarantee Bill. Dr. Raghuvansh Prasad Singh.

Where is Dr. Raghuvansh Prasad Singh? I hope he is not unemployed!

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SURYAKANTA PATIL) : Sir, Hon. Minister has come.

[English]

MR. SPEAKER : He is coming fully fortified.

(Interruptions)

[Translation]

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH) : Mr. Speaker, Sir, I beg to move:

"that the Bill to provide for the enhancement of livelihood security of the poor households in rural areas of the country by providing at least one hundred days of guaranteed wage employment in every financial year to every household whose adult members volunteer to be unskilled manual work and

for members connected therewith or incidental thereto, be taken into consideration."

SHRI THAWAR CHAND GEHLOT (Shajapur) : Mr. Speaker, Sir, in today's list of Business, the word is written as "Avyask" though it should be "Vyask". I would like to invite your attention to it.

[English]

MR. SPEAKER : Do you want to say something on this?

[Translation]

DR. RAGHUVANSH PRASAD SINGH : Mr. Speaker, Sir, at the very outset, I place on record my sincere thanks to you for giving your assent to introduce such a historic bill here in this House and obtaining the report after referring it to the standing committee and finally allowing it to be moved and passed in the House. Thereafter, I on my own behalf and on the behalf of crores of people of India especially 72 crores poor residing in India, thank the hon. Prime Minister and hon. Shrimati Sonia Gandhiji for inspiring, allowing and encouraging me for bringing such a landmark, village and poor oriented historic legislation. I would also like to thank the Chairman of the Parliamentary Standing Committee, Shri Kalyan Singhji and other honourable members of the Committee for thoroughly examining the subject and giving recommendations which helped us a lot in bringing it before the House and getting it passed. Sir, the leader of the house, Shri Pranab Mukherjee was incharge of the Group of Ministers on this bill, he as well as his colleagues of the G.O.M. deserved to be thanked for having serious deliberations on this bill for improving it further and this indeed, helped us in giving it the final shape. I also take this opportunity to place on record my heart felt thanks to all the leaders of left parties for guiding and helping me in bringing this bill. I also thank all the allies of the U.P.A. as well as members of Samajwadi Party and BSP.

SHRI MOHAN SINGH (Deoria) : After all you have remembered us.

DR. RAGHUVANSH PRASAD SINGH : You all have waited eagerly for the Bill to be presented and this Bill should be passed early. I am thankful to the entire House for it. All the hon. Members have taken keen interest for its passing. All have wished and made efforts for introduction and passing of this Bill.

Sir, on formation of UPA Government in May, 2004 the national common minimum programme was chalked out to fulfil the aspirations of people of country. The objective of this programme was to solve the problems present before the country. We are committed to that programme and that programme has been lauded by UNO and appreciated at national and international level. Our top priority under the said programme was to solve two major problems before the country i.e. unemployment and poverty, which are stigma on our country. Efforts have been made to address these problems through the said programme, besides efforts have been made to check migration from villages to cities as people migrate to cities in search of employment. Under the said programme at least hundred days guaranteed employment in a year will be provided to each family. This is the major steps towards right to work and this national rural employment guarantee law will be a great tool in fighting against poverty and unemployment. Now in villages it is the talk that villagers will not have to leave village in search of employment. Now villagers will get employment in their villages. The UPA Government has made it a law under which hundred days employment in a year is guaranteed to each family. I am going to give details in this regard. What are the problems of India. In this regard I would like to quote in the House few lines of a poem by poet Gopal singh Nepali:

"Din gaya baras gaye yaatna gayi nahin,

Rotian garib ki prarthna bani nahi,

Shyam ki bansi baji, Ram ka Dhanus Chadha,

Budh Ka bhi Gyan Badha,

Nirdhanta gayi nahin, Nirdhanta gaya nahin."

Sir, today what is the condition of India? A number of great people came here but poverty and unemployment situation is still existing in our country. There is one reason for this. Shri Malhotraji is sitting here. Our national poet Shri Dinkar has said—

"Swanon Ko Milta Doodh dahi, Bhookhe bachche lthlate hain,

Maan ki chhati se chipak-chipak Bachche Jaade mein Akulate hain."

The next lines of the poem are like this—

"Doodh hi Doodh ho, Tumhara doodh khojne hum jaate hain,

Hato vyom se megh panth, swarg lootne hum aate hain."

Sir, unless and until inequality is removed and attention paid towards poor how poverty and unemployment can be removed from villages? That is why this Bill has been brought. There was a mention of poor household in our common minimum programme. Now the word 'poor' has been removed. We have accepted people's demand and accepted suggestions given by the national advisory council and standing committee etc.

Mr. Speaker, Sir, in it we have said not only the poor household but every household. A family member from any family who will seek work will be provided with work for hundred days guaranteedly.

In the seventh month of our coming to power the food for work programme under our common minimum programme has already been started by Prime Minister from Ranga district of Andhra Pradesh on 14th November 2004, the birth anniversary of Pandit Jawahar Lal Nehru. After that this historic bill has been introduced. I am calling

it historic because 14-15 years ago when Late Shri Rajeev Gandhi was Prime Minister the Panchayati Raj was sought to be strengthened through the 73rd Constitutional amendment. Through that Act holding elections for Panchayats were made compulsory in every five years. At present the number of elected representatives of Panchayati Raj in the country is 30 lakhs consisting of one-third representatives from women kind scheduled castes and scheduled tribes. To strengthen Panchayati Raj in India Article 243 of the Constitution was amended. It was the dream of Late Rajeev Gandhi under which the 73rd constitutional amendment Act was introduced, passed and enacted.

Sir, I have called this bill historic because since the inception of the Ministry of Rural Development, this is the second Bill. First Bill was related to Panchayati Raj and second is National Rural Employment Guarantee Bill 2004 which has been introduced today for deliberation of the House. The Department of Rural Development is a department for the poor. There is not much scope for enacting law here. Therefore whatever Bill is being formulated is for the benefit and help of the poor and eradication of poverty. So, I called it a historic Bill.

Sir, people have demanded to enforce it in the entire country. I would like to inform that food for work programme is being run in the 150 districts of the country. As many as 50 districts will be further added and the programme will be implemented in 200 districts. There are 600 districts in the country. In the next five years this programme will be implemented in the entire country. As per the provisions made under this programme guarantee of employment will be given to the poor of the entire country. Efforts will be made to so that such a situation do not arise when unemployment allowance will have to be paid, but in case such situation arises when a person comes seeking work and if 15 days employment can not be provided to him, unemployment allowance will be paid to him. I would like to tell the amount of unemployment allowance which is to be paid. This will be equal to the wages of 100 days employment. Therefore, Panchayati Raj will have very

important role in its implementation at block level and district level. The elected representatives are entrusted with the duty of registering the labourers identifying the schemes and sanctioning the work. A programme officer will be recruited to assist them.

How much wages will be paid. The rate of wages widely differs throughout the country. At some places it is Rs.40/-, Rs.50/-, Rs.60/- and also Rs.134/- per day. The original Bill stipulated minimum wage prevailing in a particular state will be implemented. But after much deliberation it has been proposed to keep the minimum wage at Rs.60/- throughout the country. We have introduced an amendment to that effect and minimum wages will not be less than do Rs.60/-. There will be uniformity in the wages throughout the country, provision to this effect has been made in this.

It was decided which works will be taken under it. Mr. Speaker, Sir, a Committee has been constituted under your Chairmanship on the issue of water. Hon. Prime Minister, while addressing the nation from the ramparts of the Red Fort had mentioned that a severe crisis is imminent in the country over water. Therefore, top priority has been accorded to water conservation, drought proofing, flood-proofing, forestry, irrigation, construction of canals – all these things are included in that which will have all kinds of works. Despite that if something is left out then in that case a new work can also be added to it after consultation with the state Government. But one thing is for sure that employment has to be provided in the villages and to the poor people of the villages at any cost. Such a provision has also been made in it.

Then a question of including new works by the Central Government in consultation with the state Government arose. It was decided that the Government land will be used for work. Later, it was decided that the work can be carried out in the land of scheduled castes and scheduled tribes also besides the Government land. It was further decided that this will not be sufficient and the beneficiaries under the land reforms, who get 1-2 acres of land, would also be included. Similarly, a provision for work on the land

[Dr. Raghuvansh Prasad Singh]

of the people living below poverty line and who are eligible to be covered under the Indira Awas Yojana, has also been made. A provision has been made in it so that there is no dearth of work and people get wages besides creation of permanent asset leading to generation of sustainable employment.

Further, there is a question of control and monitoring. It was said that there will be shortage of fund. But, we will ensure that there is no lack of funds and there is a provision of State Guarantee Fund in it. The State Governments were apprehensive that there may be shortage of funds or there may be delays in work, and that they will have to give unemployment allowance in case there will be delay in receiving of funds from the Central Government. States were assured that attorney fund will be paid in advance by the Centre and deposits will be kept in the States. First of all lack of funds will not be allowed and even if it happens then we will make a provision in the rules that penalty is not imposed on the state and that the state is compensated. Thus, we will not let the State Governments make losses or get burdened because we need cooperation and support of the State Governments, Panchayati Raj Institutions and intellectuals, sociologists, economists, NGOs in the country since it is a matter related to villages and the poor people. This work cannot be accomplished without assistance and support of all. Assistance of all hon. Members is needed for monitoring. Whenever something related to villages is taken up, a question is raised invariably as to where from the money will come. Some people are feeling too much worried about as to from where the money will come as 70-72 crore people live in 6 lakh villages.

These people have their share in the treasury of India yet we ask as to where from the money will come. It is a work needing brave hearts and intelligent brains. Indian can not march ahead through rhetorics like 'India Shining'. Three-four days back, hon. Prime Minister had announced from the Red Fort – 'Rozgar badhao, Garibi Hatoa'. But, rural India can not be developed only through slogans

alone. Hon. Prime Minister had made announcement on 15th August and, today, the Employment Guarantee Bill is before us. I have seen the budget for the last few years having just 2000 crore or 4000 crore rupees. And now the UPA Government is in power and the budget for the Rural Development Ministry was 16000 crore rupees last year. Now, it has been enhanced to 24000 crore rupees this year where the fund would come from for the implementation of the Rozgar Guarantee Scheme is a off repeated query. The second point is that though the funds are released for the development villages, gross irregularities have been noticed in the spending of these funds. This Bill would leave no scope for corruption and bungling three things i.e. strict vigilance, peoples participation transparency have been ensured in it. Besides co-operation as well as guidance and active participation of all the hon. Members is needed in it. Every penny which will be sanctioned from the centre should reach to rural poor. Such provision has been made in the Bill. There will be accountability of Panchayats in it. Rights have been given to Gram Sabha under it because they are constitutional bodies. In, section 343 there is a mention that Gram Sabha can solve all the problems. Gram Sabha can not be dissolved. Lok Sabha and Legislative Assemblies can be dissolved but there is no provision for dissolution of Gram Sabha. It is a permanent body. It is an assembly of a village. There is a provision of social participation in it. There should be no bungling and money should reach to the rural poor and permanent assets should be created and there should not be any fall in quality. Mahatma Gandhi had said untill villages are developed the country cannot developed. India is a country of villages. Untill and unless villages are made prosperous the dream of bringing India in the row of leading countries of the world by 2020 cannot be fulfilled. We have a vision in this regard. Until and unless our villages are developed we cannot come in the comity of leading countries of the world. There is a need to wage a war against unemployment and poverty and this Bill is a concrete step towards that. There will be a programme officer also for this. The Members of district panchayats will have a watch over him. The fifty labourers left out would be provided job compulsorily. A perspective plan has been

formulated for overall development of villages. There will be no shortage of work under food for work action plan and there would be no shortage of funds and employment guarantee law will be implemented for which cooperation from all quarters is needed ...*(Interruptions)*

MR. SPEAKER : You please listen to the hon. Members.

*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH : I request the House to have a serious discussion on this historic Bill and pass it. This message should go to the villagers that employment guarantee law has been enacted and the UPA Government which is committed for the common minimum programme is implementing the said programme. This will pave the way for development of villages, villages will prosper and it will help in eradication of unemployment and poverty. Many a hurdles may crop up in its way.

National Poet Dinkar has written—

'Vasundhara Ka Neta kaun hua, Bhhokhand vijeta kaun hua,

Atulit yescreta kaun hua, Navdharm Preneta Kaun huna,

Jisne Na Kabhi Aaram kiya, Vighnon mein rahkar kam kiya

Garibon ke liye sangram kiya, Rozgar kanoon ko anjam diya

Employment Guarantee kanoon jindabad, Grameen Vikas aur Grameen Samridhi Jindabad, Jindabad.

*[English]*

MR. SPEAKER : Motion moved:

"That the Bill to provide for the enhancement of livelihood security of the poor households in rural areas of the country by providing at least one hundred

days of guaranteed wage employment in every financial year to every household whose adult members volunteer to do unskilled manual work and for matters connected therewith or incidental thereto, be taken into consideration."

*[Translation]*

SHRI KALYAN SINGH (Bulandshahar) : Mr. Speaker, Sir, I would like to thank you for giving me an opportunity to speak on a very important Bill. I rise to deliver Sabha for my maiden speech co-incidentally perhaps it would also be the maiden speech in the House by Smt. Sonia Gandhi.

I accept that the Government has introduced a very very important Rural employment Guarantee Bill. I would like to congratulate the hon. Minister on two counts. Bringing forward this Bill is an act that is tantamount is the tacit approval by the Government for the first time in 50 years that so long as villages are not developed, the country cannot progress. I have stood here not just to criticise, but rather I want to speak my mind. Out of last 58 years, congress remained in power perhaps for 45-50 years. But in today's situation in the country, the villages are in a very bad shape, they are lagging behind. Who is responsible for this situation? Why was not this fact recognised earlier that until the three fourths population of the country living in villages is uplifted, this country cannot progress. ...*(Interruptions)*

MR. SPEAKER : You please address the Chair.

*(Interruptions)*

SHRI KALYAN SINGH : I would like to congratulate for finally adopting the right approach though after a delay of 45-50 years. Till now the 'Garibi Hatao' (remove poverty) slogan of the congress had kept the country under illusion. They fought and won elections on this plank as well. The general public failed to understand that it was nothing more than rhetoric. I am happy that the hon. Minister has accepted today that poverty cannot be removed by merely



[Shri Kalyan Singh]

hurling the slogan of removing poverty. Unless the root cause of a problem is addressed it remains unresolved. Poverty, per se, does not have independent existence. Rather poverty is the consequence of unemployment. A man who gets employment gets wages in return and it brings prosperity to his home, conversely, a man who does not get employment cannot earn money and that brings poverty to him. Therefore, if we want to remove the stark poverty in the country. We will have to first remove the cause i.e. unemployment.

Mr. Speaker, Sir, I accept that the Rural Employment Guarantee Bill is a step in this direction. You termed this Bill as a historical one. I agree, this is historical as this is being introduced for the first time. I have no objection to your saying that this is very important. This is not merely important rather very important. But certain shortcomings and flaws are there in it, certain provisions have not been made in this Bill which would make it historical, important, successful and effective and capable of addressing the problems of unemployment.

Sir, this Bill had come up before the Standing Committee. The Standing Committee interacted with public, experts, economists and the State Governments on the basis of which we considered 33 issues and made 53 recommendations. I am proud to say that all the recommendations and the entire report of the said committee is unanimous. There is no difference of opinion on any of the issues. I hoped that the Government would attach some importance to the unanimous report of the Committee. But I am sorry to say that except some less important things, the recommendations which could bring about revolutionary changes, major changes in the economic policies especially related to rural areas, have been ignored.

Sir, the first thing is that this Bill has been introduced without preparation. It should have been introduced with due preparation in this regard. So far as I know, that Government does not have any data regarding unemploy-

ment. The Government should have learnt its lessons from the six schemes launched earlier. I want to ask as to why these schemes failed. Was there any flaw in the delivery mechanism? Why our funds to the tune of millions of rupees went futile without giving any relief to the people?

Mr. Speaker, Sir, the first one was Jawahar Rozgar Yojana which failed. The second was Employment Assurance Scheme, followed by Jawahar Gram Samridhi Yojana and Sunishchit Rozgar Yojana which also failed. The next was 'Food for Work' scheme which also failed due to corruption. After these, Sampoorna Gramin Rozgar Yojana was launched. I want to know whether the Government has taken any review of these schemes. Whether the Government has made any assessment with regard to these schemes and learnt anything therefrom which could be guiding points while introducing the present Bill. I mean to say only that the present Bill has been introduced without preparation and the Government has not learnt anything from the experience of earlier schemes.

Sir, these schemes were meant to create employment opportunities in the rural areas but these have failed. It would be my pleasure if these schemes had succeeded in creating employment opportunities in rural areas. But the Government had to introduce this Rural Employment Guarantee Bill, I have already said, I welcome this Bill.

Sir, neither any assessment has been made with regard to failure of those schemes nor have they considered the faulty delivery mechanism in order to know the number of beneficiaries and the expenditure incurred and whether the Central Government or the concerned State Governments or the bureaucracy is responsible for failure of those schemes.

Several Schemes have been framed to create job opportunities in the rural areas in the past and ultimately all these schemes have been failure. I have gone through the entire Bill and the Government has not learnt any

lesson therefrom and has again brought about this Bill without adequate preparation.

Maharashtra employment scheme was framed in the year 1978 in Maharashtra and perhaps the Bill which has been introduced has something as the basis. What is the fate of the Maharashtra employment scheme framed in the year 1978? The committee asked the officers as to what was their assessment about Maharashtra. To that I was told that they had written several times to Maharashtra in this regard but to no avail. As per my information, the Auditor General of Maharashtra has only once evaluated or reviewed it in the year 1980. About 24 years have elapsed and till today, no review or evaluation of this scheme has been undertaken to know as to what has been its results or outcome or as to how many job opportunities have been created thereunder, or as to how much money has been spent thereon. You please undertake the correction. ...*(Interruptions)*

THE MINISTER OF HOME AFFAIRS (SHRI SHIVRAJ V. PATIL) : Speaker, if you allow then.

*[English]*

MR. SPEAKER : He has yielded.

*[Translation]*

SHRI SHIVRAJ V. PATIL : This scheme has been in force since 1974 and not since 1978 and has since been continuing. There is complete information as to how many people have got employment thereunder. Not only that, there is Legislative Assembly Committee which visit the places every year to get information and puts a report every year on the table of the assembly...*(Interruptions)*

SHRI PRAKASH PARANJPE (Thane) : The labourers do not get anything. ...*(Interruptions)*

MR. SPEAKER : Shri Kalyan. Singh ji, please speak.

*(Interruptions)*

*[English]*

MR. SPEAKER : Please do not interrupt his maiden speech. A very senior leader is speaking. Let us listen to him carefully.

*[Translation]*

SHRI KALYAN SINGH : Sir, I have also gone through that scheme of Maharashtra to some extent and I have reached the conclusion that the scheme has been a utter failure in realising its stated objectives. Hon. Shri Shivraaj V. Patil is supporting that. Had this kind of wrong support not been lent to certain schemes or issues then the country would not have been in the condition it is today ...*(Interruptions)* I have come out with quite a revolutionary suggestion. The Bill introduced by you earlier, had the BPL angle. It had a provision relating to poor household and you omitted the word 'poor' from that. Thanks, a good thing was done. But now it has been decided that one able bodied adult from each whether the family is APL or BPL will be given the job. These are the excerpts of the speech of Smt. Sonia Gandhi delivered at public rally, published in the newspapers. If I am wrong, Smt. Sonia Gandhi ji may correct me. It was being conveyed in the speech that the Employment Guarantee Scheme will be applied universally. Namely, people who are able, I am talking about rural areas, and who come to seek employment, will be provided employment.

It has not been universally applied at present. One person from each family will be provided employment. As a result large families will be in a disadvantageous position. In India we have a tradition of joint family but such families will be at disadvantage. The definition of family given by him is as under:

*[English]*

"Further, even after, amendment the entered beneficiary is the family."

As per the definition given above incentivised is

[Shri Kalyan Singh]

beneficiary instead of the family. I thought individual newly be treated as unit but it has not happened. Clause 2 (f) of this bills says:

"Household" means the member of a family related to each other by blood, marriage or adoption and normally residing together and sharing meals or holding is common ration card."

Owing to the prevalence of joint families, the number of family members is quite large and only one person of such family will be provided employment. The minimum wages prescribed in this scheme is Rs. Sixty per day. For hundred days it this figures comes out to ten thousand rupees or five hundred rupees every month. Our Prime Minister is an expert in financial matter and beside him is sitting. Shri Pranab Mukherjee, who also is an expert in the field of economics. I would like to ask both the experts in economic matters whether in this age of soaring prices a meagre amount of six thousand rupees per annum or Rs. five hundred per month's is enough for the sustenance of a family as has been provided? Can it bring any change in their lives? Will it provide good clothes to their children? Can it buy them medicines when they fall ill? Whether these children can get good education? If yes then I have nothing to say. I am not an economist, but by and large I know that a family cannot be sustained with that amount of money in these times of soaring prices. Hon'ble Ranguvansh Prasad Singh jee, how can it be called historic?...*(Interruptions)* Let me speak first then the hon'ble Minister will reply. I emphatically demand that the Government must consider to apply it universally. Universal application of the scheme should be carried out.

The other thing I would like to ask is whether any women will get employment under this scheme? The issue of selecting a person from a family to get employment will create bickering in the family. Further, will that member of the family necessarily expend the moneys earned by him on the members of entire family? In such situation no

person will choose any women to get employment. Similarly, a handicapped member of a family will not get employment. Then how it is a historic Bill? When physically challenged and woman will not get employment how it can be historic?

There will be disintegration and bickering in the family. There will be no peace in the family. There is one more thing.

Through this Bill you want to have this right that the Government can, whenever it wants to, or remove it from any area. If this happens then we are not ready to give this right to the executive. If some change or amendment is to be carried out, then the Parliament is the legitimate forum for carrying it out. Since the Parliament is passing a Bill, only it can make changes in it.

DR. RAGHUVANSH PRASAD SINGH : It has been accepted.

SHRI KALYAN SINGH : I thank you if it has been accepted but what if we do not get that! Earlier, there was no time-limit as to in how much time it will be implemented all over the country. You said five years but then why not four years! Neither I and perhaps nor you know about future. Everybody is making a guess, therefore, I am pinpointing that you have perhaps said that it would be implemented in the 200 districts first. This scheme should also be implemented cent-percent in the remaining districts in the next four years. No time limit was fixed earlier and now five years limit has been fixed. My suggestion is that it should be made four years...*(Interruptions)* I would every say that it should be done with in two years. But, since more and more people should be included in the scheme, then, the time of remaining four years of the term of the current House should be fixed for it which will not be uncomfortable for anyone.

I had given one more amendment which you have accepted partially that the importance which should have been given to the Panchayati Raj in it was missing from it. Now, you have given the importance to Panchayati Raj.

It is a good thing that Gram Panchayat has been asked about the selection of work and implementation of the scheme. But, you have made provision of a programme officer, a bureaucrat above Gram Panchayat. Fifty percent of the work will be allotted by that officer. Gram Panchayats should be given the right to choose the project works to be implemented alongwith those providing employment opportunities to the people. Besides the right for selection, implementation, supervision and monitoring of various works should vest in Gram Panchayats. You can note that further bureaucratization of any system will lead to its failure. You should make it free from bureaucracy. You should rely on the elected members of Gram Panchayats and entrust them with the work. Again there is no mention about Gram Sabha. My contention is that the Gram Sabha should be given rights for conducting social audit. We all know that there is difference in a Gram Panchayat and a Gram Sabha. Gram Panchayat consists of elected members while Gram Sabha consists of the people having their names in the voter list. Gram Panchayats should select all the works and see their monitoring and implementation, achievements, expresses and the number of people getting employment. Gram Panchayat should present before Gram Sabha a complete amount of all the works and whether they were completed within time limit or not.

15.00 hrs.

When we will talk about social audit then we should not have preconceived notion that everyone is dishonest. Honesty will prevail if Gram Sabha holds its sitting. But, Gram Sabha do not have any role to play in it. Therefore, it is necessary for the audit that Gram Sabha is given rights in it, only then this scheme will be completed. "The scheme of the people, by the people and for the people" Gram Sabha is an important unit.

Sir, as far as the question of expenditure is concerned and if you are really serious for implementation of the scheme, then the cent percent expenditure burden of the scheme should be borne by the Central Government as this scheme is of the Central Government.

The government have put ten percent expenditure on the State Governments. We all are aware as to what is the financial condition of States? Some States are even not in a position to pay salaries to their employees and developmental works therein have come to a standstill and despite all this you have put ten percent expenditure burden on them and as such how this scheme will be successful? As a result of all this those State Governments will not be able to implement this scheme. This is a good scheme and it is Central Scheme. Therefore for its proper implementation the entire expenditure on this scheme should be borne by the Union Government and expenditure burden of this scheme should not be put on the State Governments.

The responsibility of payment of unemployment allowance should be given to the State Governments. In case of non-implementation of the scheme or non-availability of work under this scheme the onus of payment of unemployment allowance should be on the State Government so that the State Government may implement this scheme otherwise they would have to pay unemployment allowance.

I don't know as to whether you have made it clear or not that the State Governments will have to pay the full allowance if work is not provided even for fifteen days. If work is not provided for fifteen days, twenty five per cent of the pay fixed will have to be paid as allowance. Similarly fifty per cent of the pay fixed for remaining period will have to be paid as allowance. You have said full allowance will be paid.

DR. RAGHUVANSH PRASAD SINGH : This will be applicable if work is not provided during the entire year.

SHRI KALYAN SINGH : If work is not provided for thirty days continuously, fifty percent of basic salary should be paid as allowance and if work is not provided for the entire period then seventy five percent of pay so fixed should be paid as unemployment allowance.

[Shri Kalyan Singh]

You have said that fifty person are needed to start a new work. I would like to know the rationate behind fixing. There may be certain item of works in villages which need only ten people. If there is no work for fifty people the scheme will not be started. Why don't you make it flexible? The provision should be make to the effect that the work will be started if the work is available for ten people only.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD YADAV) : It will be included in the rules.

SHRI KALYAN SINGH : Include it in whatever rules you intend to include it, but let me make my point.

Sir, work on any project will be undertaken when there will be fifty people. Sir, which project will need fifty persons? It means neither there will be any project which will need fifty persons nor any such project will be implemented. You should reduce this condition of fifty persons to a practical level. Sir, I suggest that small projects can be started with ten people if the project can be executed by ten people. Provisions should be made to provide work to women under such projects. There was much hype that 33 percent reservation is being made for women under the Rozgar Guarantee Yojana. This was the front page news item of newspapers...*(Interruptions)* This Amendment has not been made so far and this is what we are saying please do it. If you are doing it well and good. Shri Nabiji, we are asking you to do what you have not done so far and if you are going to do that we will congratulate you. You have said that funds to the state will be withheld where this scheme will not be implemented. You have said that in case this scheme is implemented in one district of a state and is not implemented in the other two districts of same state the funds meant for such states will be withheld and funds will not be provided under the said scheme. What does it mean?

If it is being not implemented, it is because of some officers, certain deficiencies on the part of states or certain lacunae in the delivery mechanism or it is being not

implemented because Central Government is not releasing funds in time – but who are facing the consequences? The poor man who is innocent is punished. He is ready to work with his spade. If he refuses to work it is his responsibility. I am asking who is responsible? whether the officer or the State Government or the delivery mechanism is responsible? There have been certain shortcomings in them. The Central Government would not have released the funds. But why the poor labourer should be punished for this? I would like to know whether he would carry out certain amendments in this regard?

I would like to suggest that if any officer, bureaucrat is guilty regarding the implementation of the scheme and if he is found guilty after an inquiry, provision of Rs.5000/- fine and 3 months imprisonment be made for this if hon'ble minister, at all wants to get the scheme implemented. Otherwise this scheme will also meet the same fate. If a Panchayat is entrusted with some work and it fails to perform it he may disqualify the persons responsible for it from contesting election for five years. Unless such stringent restrictions are imposed, the cent percent implementation of the scheme cannot be ensured and the benefits of the scheme will not reach to the common people.

Sir, I would conclude after elaborating my last point. We are concerned about the poor people residing in rural areas but there are urban poors also. All city dwellers are not prosperous. When we raised this issue, we were told that probably Government is to introduce a separate employment Guarantee Scheme for the urban areas.

It would have been a positive development if government had introduced an employment Guarantee Scheme for the urban poor along with Rural Employment Guarantee Scheme. If he has not done it so far I request him not to do injustice with the urban poors. Similar scheme should also be introduced for them.

Sir, I have tried to point out all the necessary steps which may be taken to make this Bill historic, effective,

comprehensive and to bring true social and economic reform in rural areas.

With these words I conclude.

[English]

MR. SPEAKER : I compliment on your maiden speech.

(Interruptions)

[Translation]

SHRIMATI SONIA GANDHI (Raebareli) : Mr. Speaker, Sir, I rise to support the National Rural Employment Guarantee Bill.

SHRI MOHAN SINGH : Thanks for speaking in Hindi.

SHRIMATI SONIA GANDHI : My entire speech is not in Hindi.

PRÓF. VIJAY KUMAR MALHOTRA (South Delhi) : In Hindi version 'minor' is written. While the provision is to provide employment to a 'major' in a household. This should at least be taken care of in Hindi.

MR. SPEAKER : You should look into it.

SHRI THAWAR CHAND GEHLOT (Shajapur) : Mr. Speaker, Sir, I had also raised this point in the beginning.  
...(Interruptions)

[English]

MR. SPEAKER : You should look into it.

(Interruptions)

MR. SPEAKER : This is a very important Bill. Everyone heard Shri Kalyan Singh very patiently.

(Interruptions)

[Translation]

SHRIMATI SONIA GANDHI : Mr. Speaker, Sir, I think that it is an historic moment. Today, we are fulfilling the most important promise we have made in Congress Party's manifesto of 2004. Today, we are fulfilling the most

important resolution of our UPA Govt's National Common Minimum Programme. The People living in the rural areas in the country or who often tour those areas, know very well that a large number of people there need employment and how desperately they are wandering in search of a meaningful work. The shortage of infrastructure clearly visible there. We are trying to find solution to both of these problems through the important Bill on National Rural Employment Guarantee and making efforts to bring about change in our villages because we all know that two thirds of our brothers and sisters live in those villages. We are making a beginning to give them their legitimate right through this Bill so that they may live a better life in future.

We had first discussed the present form of the National Rural Employment Guarantee Programme at the Congress Chief Minister Conference held in Guwahati in 2002. It was discussed again in Mount Abu and in Srinagar conference in 2004. We all felt that providing employment guarantee and increasing the basic infrastructure in rural areas are very necessary. Thus, such a Bill became the Central issue of our Party's Manifesto of 2004.

Mr. Speaker, Sir, in 1970's when there was drought crisis in Maharashtra, the then Chief Minister Shri V.P. Naik and a Gandhian Shri V.S. Pagan had implemented an Employment Guarantee Scheme in Maharashtra with Indira ji's support. Efforts were made to implement this scheme at the national level in the ensuing years but it could not take place due to one reason or the other. I remember that Indira ji had started Rural Landless Employment Guarantee Programme in 1980 and in 1987 Rajiv Gandhi ji had started the Jawahar Rozgar Yojana. After that, Employment Assurance Scheme was started in 120 backward districts in 1993 when Dr. Manmohan Singhji was the Finance Minister in the Cabinet of Shri P.V. Narsinhrao ji. In all these programmes, the basic principle was limited to the executive guarantee of employment but our National Rural Employment Guarantee Programme is based on the principle of legal guarantee just like the Employment Guarantee Scheme of Maharashtra i.e. it will be implemented like a legislation.

[Shrimati Sonia Gandhi]

Mr. Speaker, Sir, as Raghuvansh ji said and Kalyan Singh ji has also said that this Bill has been prepared after having long discussions with the social activists voluntary organisations, experienced administrators and with the people living in the rural areas itself. NAC has got an opportunity to look into and understand its main points in detail.

Standing Committee and the Ministry under Raghuvansh ji including other ministries have given serious consideration to in addition to exhaustive public debate on this issue. This Bill is an example of cooperation between the govt. and the society keeping all the political differences on the bay. It might have taken 14 months to introduce this Bill but this long time has been fully and properly utilised. In a way, the UPA Govt. had launched the National Rural Employment Guarantee Programme in the form of "Food for Work" programme in 150 of the most backward districts of the country. While referring to "Food for Work" Programme, I am constrained to remind the House that three years back we had food grain stock of more than 60 million tones. At that time, many states particularly the Congress ruled states were constantly suffering from drought. At that time our party, the Congress Party, requested the NDA Govt. time and again to launch a National Programme i.e. "Food for Work" as a National Employment Guarantee Scheme which could save lakhs of lives. Our godowns were full of food grains while people were starving. The NDA Govt. turned deaf ears to our request. ...*(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA : Mr. Speaker, Sir, what is this, what politics is this?...*(Interruptions)*

MR. SPEAKER : You please sit down. Malhotra ji, you can comment when you make your statement.

SHRIMATI SONIA GANDHI : Malhotra ji, you please give your reply later...*(Interruptions)* There is no problem.

MR. SPEAKER : Malhotra ji, you speak when you get your chance, there is no problem.

*(Interruptions)*

MR. SPEAKER : This is not fair. Interrupting like this is not fair. You people sit down.

SHRIMATI SONIA GANDHI : Mr. Speaker, Sir, so we the congress and UPA people are proud and happy with introduction of this Bill as this is an attempt to extend help to those who are really in need of the same.

Sir, I would like to state very briefly the benefit of the Employment Guarantee Scheme of Maharashtra. I have a report having figures with me. With the implementation of this scheme, the agricultural labourers got higher wages. Their living standard especially of women has improved a lot. I want to give some more figures, approximately 40-50 percent of the workers under this scheme are women. Farm production has improved even in the areas where there are no irrigation facilities. Perhaps, many people are not aware of the fact that during 1990 decade approximately 10 lakh hectare of land has been made cultivable for horticulture purpose with the implementation of this scheme.

*(English)*

Mr. Speaker, Sir, there are numerous significant features in this Bill, but to my mind, there are three vital ones, which I would like to highlight. First, elected panchayat institutions have been given a pivotal role. This programme would, therefore, lead to the financial and administrative empowerment of panchayat bodies as well. Second, the Bill goes beyond traditional civil work. It includes watershed development, renovation of water bodies, desalting of tanks, afforestation and wasteland restoration and, for the first time, irrigation works can be taken up on lands owned by members of the Scheduled Castes and the Scheduled Tribes and also the women labourers will be given priority. Third, the Bill clearly prohibits, and I think this is a very important aspect of this

Bill, the engagement of contractors for the execution of works.

These significant features apart, a most important thing to keep in mind is that this Act is coming into force against the background of the UPA's Right to Information Act passed in this House three months ago. Now, this is an Act far more progressive than the previous one. The new Right to Information Act will, therefore, enable social audit and greater public scrutiny of the programme. It will ensure greater accountability of panchayat bodies and district administrations as well.

For example, the muster-rolls will no longer be kept secret, and budgets and works will have to be made public. All these measures together would ensure that only those who really need work would be employed and only those schemes required by the community would be taken up.

Mr. Speaker, Sir, the employment guarantee programmes are no substitute for sustained economic growth, and we see economic growth and employment guarantee – with the help of such programmes – going hand in hand. We also do not see – like some do – such programme as a handout, as a dole, or as a populist give-away. We see this Act as the human face of economic reforms making the process of economic growth more inclusive, more equitable.

This programme is part of the congress Party's and the UPA's agenda for social transformation. It is part of an agenda, which in the last 14 months has seen unprecedented increased in public expenditure, in elementary education, mid-day meals, public health, and women and child development. It is an agenda to which all of us in the UPA Government are firmly committed.

Mr. Speaker, Sir, our country is full of success stories, which inspire us. But there is still widespread destitution, which pains and challenges us. Our country has touched great heights of endeavour, which, we, of course, acclaim. Yet, there is still vast deprivation, which we must all strive to eliminate.

We all know only too well how inequitable and has unjust the lives of the poor are, especially, when we compare them to the excesses and the waste that we see all around these days. This National Rural Employment Guarantee Act is a response to the needs of crores of Indians whose right it is to a better life for themselves and for their children.

A time will come, and, I hope, not too far in the future when there will be no need for such an extensive programme. But till such a time, I believe that we cannot just sit idle and hope that economic reforms alone will create adequate employment opportunities in rural India.

Sir, I would just like to say two words on the financial implications of this legislation because there have been some critical comments. I believe that an economy, which is growing at 7 per cent per year, can and should find the resources for such a crucial intervention. Though it is for the Central Government to find the bulk of the resources, yet the States too have a key and critical role to play in its monitoring and implementation.

I also do feel that we must use this momentous occasion to effect fundamental changes in Government expenditure to better support the larger social goals. I believe that we also need to consolidate many of our schemes and programmes. For instance, we now have an opportunity for using employment guarantee for irrigation and rural roads, which are very much part of the UPA Government's *'Bharat Nirman'*.

Mr. Speaker, Sir, as someone who has implicit faith in this Bill, I also acknowledge that there has been some cynicism and concern about it. These doubts, I feel, cannot just simply be dismissed, and they have to be addressed.

Let us be frank with ourselves. Our programmes do not always work out the way they are planned or they are intended to be. The benefits do not always reach the poor. Delivery systems claim too large a share of the outlays. While the Central and State Governments must bring about



[Shrimati Sonia Gandhi]

innovations in delivery systems, political parties cutting across party lines, all of us, must play a more proactive role in monitoring and mobilisation. I believe, above all, we need to rid ourselves of the "sub chalta hai" attitude.

Mr. Speaker, Sir, before I conclude, I want to personally thank our Prime Minister under whose leadership this Bill is being introduced for his steadfast support to it and to its objectives. He has had to balance various considerations; but in standing firmly behind this Bill, he is standing up for crores and crores of our people whose lives depend on its successes.

Mr. Speaker, Sir, we are passing, maybe, on Monday, a truly radical law, a law which has far-reaching and profound consequences. But the real challenge begins how in making sure that the legislation works in the manner it is meant to, in a manner that will tangibly impact the lives of crores of our brothers and sisters in rural India.

To this I am personally committed. To this the Congress Party is committed. To this the UPA Government is committed.

[Translation]

SHRI HANNAN MOLLAH (Uluberia) : Hon'ble Speaker, Sir, I am grateful to you giving me an opportunity to speak on such an important Bill i.e. National Rural Employment Guarantee Bill. I rise to support this Bill on behalf of my party the CPM. I congratulate UPA Government for introducing this bill in the House.

[English]

MR. SPEAKER : Please keep silence.

[Translation]

SHRI HANNAN MOLLAH : I would like to raise some points before initiation of discussion on the Bill. There are

some similarities between the view points of the Communist Parties and objectives of this bill. When the struggle for Independence was going on in the country, the Communist Parties gradually started participating in the national movement. At that time, the Communist forces were following the ideology that mere political independence could not lead us to a complete freedom unless it's accompanied by economic independence. Political independence could be complete only after economic independence is realised. With this concept in mind, the Communist Parties participated in the freedom struggle. When the constitution was framed after the Independence, that time also we had raised this question that we should not only get the right to live but also right to food because we cannot live without food. Right to live cannot be complete without right to food. We had raised this vice in the Constituent Assembly that the citizens of the country should be given guarantee of food and for that guarantee of employment should be incorporated in the constitution. The members of the Constituent Assembly did have a discussion on this issue but they could not implement it. At the same time, other measures have been taken regularly to move ahead in this direction. We have been raising this demand continuously after the Independence that the right to work should be incorporated in the constitution. All the poor, workers, farmers, unemployed youths of the country have repeatedly been raising this demand that the right to work should get the constitutional validity but that has not been met so far. But the struggle will continue, we will always raise this demand. It's a matter of pleasure today that the bill which has been brought in the House may not give constitutional validity to the right to work but it will certainly give it the legal validity. This is just the beginning, we, therefore, support this bill. This bill is the first step in the direction of giving legal validity to the right to work.

The second thing is that this law is not for unemployed persons of the entire country. It is for poor and backward people only living in villages. This bill has been brought for those people only. It is not for urban unemployed persons who are educated. It is clearly written in this bill

that it has been brought for rural unemployed people. This bill has been brought by honourable minister of Rural Development and therefore we can not ask him to bring a similar bill for urban unemployed people too. Minister of Urban Development should also think about bringing a similar bill for unemployed people living in cities and we request the govt. to pay attention to this matter. Bringing this bill is a very good step and we support it because for the first time Right to Work has been granted legal status. For the last 30 to 40 years, the agricultural labourers and rural unemployed people who do not have any type of work to do and are living in distress other poverty, providing guarantee of work to them is a very important step. Few years ago, when we used to talk about poor people, then many people used to take part in those discussion. Today, when we talk about poor people at platform or any other public place, then other people find it strange and think that who we are or to which planet do we belong to that we are talking about poors. How strange it is? This mean mentality has gripped the people. The liberalization has its influence upon us. It incites us to think for ourselves and foreign capital and to work for personal interest. This type of psychology is developing in a country like India where sixty to seventy percent people live in poverty. Our country is becoming a victim of this psychology. Liberalisation is a malady which kills the virtue of kindness in a person. The people do not care for poor people, instead they think about rich and upper class people. They should change this attitude. This needs to be deliberated upon. Even when our gudges deliver judgments, they ignore poor people. The effect of liberalisation on economic and social life, will soon be visible. The people engaged in alleviation of poverty are looked upon differently. Therefore, I support this Bill.

You can see that for the last four-five years, the media is also drawing the attention of the Government to it. Vulgar words are being hurled against the Government. Liberalisation is a malady whose political and cultural effect is very bad. Therefore, I would like to say that this Bill is an achievement, it is a beginning. If we have to move forward ten miles, then it is the first step to move forward and therefore I support this Bill.

Sir, as I stated in the beginning, this will make available employment opportunities for the unemployed rural persons but as the UPA Government said, unemployed people will be given unemployment allowance in case they are not provided with work opportunity. As per the Bill, the unemployed urban people are going to benefit from this Bill. Therefore, honourable Minister will also have to think about removing unemployment among the educated or middle class people. This Bill will benefit labours or lower class people but the middle class people are not going to get benefitted from it.

We will have to carry forward the Government programmes like industrial development, modernisation, agriculture and industries etc. meant for them only then they will be benefited. They will also get employment in the country. A new line of thinking will develop among them as a result of this. People will be rejuvenated. Therefore, we welcome this Bill but at the same time we demand to provide for the urban unemployed people also.

Sir, secondly I want to bring one thing to the notice of Shrimati Sonia Gandhiji that the total expenditure of five departments i.e. rural development, agriculture, special area programme, irrigation and flood control department was four percent of the national Net product (NNP) during the regime of Late Shri Rajiv Gandhi but as chairperson of UPA if she goes through the last year's budget it would be revealed that total expenditure of these five departments is 0.6 percent of the National Net product. The quantum may be higher but percentage has come much lower as compared the past. At that time the expenditure of these five department was four percent of the national net product but now only 0.6 percent of the national net product is being spent on these five departments. You should look into this also. This is too meagre. There is a need to spend more on these departments. That is why it was found during the mid term appraisal that the percentage of unemployed person was higher side than projected. Today NDA is sitting in opposition benches because of rise in percentage of unemployment. Besides urban areas unemployment has increased to a good extent

[Shri Hannan Mollah]

in rural areas also during the last seven to eight years. Due to this factor about nine thousand people have committed suicide during these years. First of all this trend started in Andhra Pradesh and it spread to Karnataka and Maharashtra later on.

Sir, due to unemployment in villages our per capita grain consumption has come down during the last twenty years. Six years ago it was 174 kilogram which has come down to 155 kilogram now. Villagers don't have purchasing power. They cannot spend more. Had they been able in spending more they would also have been able in consuming more foodgrain production and selling capacity of the farmers in villages also reduced. Their foodgrain producing and selling capacity has come down by twenty six million tonnes as compared to the past. That is the reason that sixty million tonnes of foodgrain remained piled up in the godowns during the NDA regime as the villagers don't have the purchasing power. At that time the Government sold seventeen tonnes of foodgrains out of its foodgrain stock to other countries. Foreign countries did not purchase this foodgrain from us for human consumption. They purchased it to feed their pigs and our government sold this foodgrain to them at the rate at which it is sold to the people living below the poverty line in our country. This was the attitude of that Government.

It is the question of attitude. I am not saying anything different. It was a question of philosophy and politics. In view of the Government of India was shining at that time. In that shine the NDA Government ignored the sufferings, death and resentment of poor people of the country and as a result of which they are in opposition today. Therefore, with these words I support the Government. Yet I want to caution the Government not to commit such mistakes. We should understand that the people who are in favour of indiscriminate liberalisation are speaking vehemently to go in accordance with FDI, they are emphasizing only on one aspect of reforms, they are not in favour of spending for the rural poor people and pressing for it. This is also not

right because rural development has other aspects also. Today seventy crore people are residing in villages and if this scheme is implemented then thousand of crores of rupees will reach to the people and poor people will be able to purchase items of their need with this money and when the people will purchase all the items of their need with this money our industries which are on the verge of closer will be revived.

This is economic policy. The way Chancellor Henrik Brüning damaged the economy of Germany by increasing the income of upper level of society, this led to the emergence of Fascism there. But according to American Keynesian policy, new deal was introduced. According to this policy if the Government spends more money in the rural areas then money will reach the poor villagers enabling them to purchase from the market. If they undertake purchase, it will give a boost to our industries thereby removing stagnation in the rural areas. This policy needs to be adopted in our country.

We would therefore like to say that we welcome and support the Bill. The Government intends to implement this Bill in as many as 200 districts and I would congratulate the Government that it has agreed to implement it in the entire country in the phased manner. At the time, it was introduced in the House, it had received 106 memorandum and several experts deposed before the committee and as stated by Shri Kalyan Singh ji, after listening to them, we made as many as 53 suggestions and major suggestions out of the suggestions we made have been accepted by the Government and I congratulate the Government for this. We had asked the Government to implement it universally. The Government will have to consider it. Likewise, universal family is included but universal individual is not being included. Initially it was thought to include all families belonging to SCs/STs, OBC and upper Castes so that all families are included and not the poor ones only. Instead, it being family based, it should be universally applied, but for the family members, job should be demand driven. Therefore, the UPA Government will have to keep in mind the unemployed youth in the rural areas.

Though this is Central Government's programme but the state government has got a very important role to play in it. That is why initially, the state government was to contribute 25 per cent but later on it was reduced to 10 per cent. Basically this programme is to be implemented in the states to remove unemployment there. Therefore, it is quite justified to assign some responsibility to the state government also.

This Bill has got another very good provision relating to unemployment allowance. This bill has also got a list incorporating the amendments accepted on our requests because the Central Government will in due course notify the items of work to be undertaken under this scheme in consultation with the state governments as it is quite essential because things vary from state to state. It may be ocean or desert or hills in various states. A single formula can not apply to all states. Therefore, it will have to be decided in tandem with the local requirements. I therefore, congratulate the government that it has accepted that the allotment of items of work will be decided in consultation with the state governments.

Besides, in the earlier Bill, the role of Panchayat was almost zero but later on after hectic consultation on the subject. The Government has realised that such a village oriented programme can not be successfully implemented keeping Panchayat out of it. All the work will be carried out through the Panchayats. Planning, implementation, evaluation, submission of statement of accounts, publicity displaying the accounts have all been assigned to the Panchayats. All these things are very positive, therefore, I support this Bill.

Women should be elected to ensure women's participation. I have seen that 55 percent women work in Orissa and Bihar. To say that women would not be available, it is a matter of attitude. We will have to see that women get more and more work. Moreover, the National council and state council would do its monitoring. Every one will have representation in that. Members of SCs, STs, OBCs, minorities and women will also have representation

in that. Earlier, OBCs were not included in that, now they are also included in that. They all will have to ensure that injustice is not done to anyone. That is why the people from all sections have been included, it is a good step. Besides the Government has also appointed a programme officer. A provision of compensation has also been made in it. If someone dies while on duty, he will be given a sum of Rs.25 thousand. Earlier, this amount was Rs.10 thousand. We had suggested to increase it to Rs.25 thousand and the Government accepted it because Rs.25 thousand is a paltry amount in terms of a man's life. We cannot view the life of the poor in terms of money. We need to increase it more in future. Besides, about the facilities as Shri Kalyan Singh has said that the work should be commenced with a team of fifty people. We had suggested that a team should include ten persons and this suggestion has also been included in the amendments. This would facilitate work in local area. There is also the problem of implementation. We had a discussion on this issue. This was brought to the notice of the Government. The Union Government provides funds to the State Governments at the end of the year. The work is not undertaken due to not giving funds to the State Government in the beginning of the year. We had given suggestion that the Government should give funds in the beginning of the year which has been accepted by the Union Government and I am thankful for that.

The second thing which came to my notice was no time-frame of it. We had said that it should be for five years which was accepted by the Government in the amendment. Besides, work would be undertaken in the land belonging to the SCs/STs but there is other land also on which work could be undertaken. If it is undertaken in the private land, the rich would become richer. Therefore, if work is undertaken in the land belonging to SCs/STs and the Government land, that would be better. Besides, I had also requested that the Government waste land should be divided into small parts say the bigha, eight bigha, ten or fifteen bigha and should be distributed among the poor and the work relating to their development should also be included in it. The Government has also accepted the

[Shri Hannan Mollah]

proposal for undertaking the work on the land of the people under the Indira Awas Yojana. This programme will be launched within six months but I have some reservations towards which I want to draw the attention of the Government. When the Government had drafted this bill, the Government did not hold talks with the State Government. Had they talked with them that would have been better. If the consultations are also held even after the passage of the Bill, it could be implemented better because the State Governments are the implementing agencies in this case. There was a lacuna in it. There is no provision for evaluation. The right to withdraw the bill should not be with the Government. The Government should not be in a position to withdraw it by any order, only the Parliament should be entrusted with such a right. This is what I think, Shri Rajiv Gandhi had also said that the corruption had reached to such an extent that out of Rs.100 only Rs.15 reached to villages.

We will have to tackle it very strictly. Anybody involved in corruption should be given the most stringent punishment. That is why we had suggested to increase the punishment of the coordinating officer. If political people are involved in such activities they should be debarred from contesting any election for five years, we had given such suggestion. This is necessary because corruption has percolated very deep in the Indian society. Today people do not take corruption as injustice. In such a situation, only strict punishment can check it. We will have to consider this suggestion as well. The political people at panchayat or district board levels found involved in irregularities in implementation should be debarred from contesting elections for five years, we had suggested to make such provision in future.

In the beginning, I had supported this Bill for these reasons. I think, this Bill is a beginning Guarantee of work—does the word 'guarantee' carry any meaning in this Bill. There is virtually no guarantee of work for any one. But according to this Bill, at least 100 days work will be given

for sure, I think, this element of guarantee is a beginning. With the hope that the Government will work on the lines of our demand for providing guarantee of right to work to the unemployed people in the country, I, once again, congratulate the Government and the hon. Minister and conclude. Thank you.

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, on certain occasions, the entire House has, cutting across party lines shown unanimity of opinion sending a positive message of being issue representations of the people. During the Tenth Lok Sabha period when constitution amendment was made regarding Panchayati Raj, the people in the country had felt that the Indian Parliament is concerned about the poor and the villages. The Tenth Lok Sabha accorded due priority to the system of Panchayati Raj. And now, this is also a historic day for the Parliament as a powerful law is in the process of being enacted for the poor people of the country.

15.57 hrs.

[SHRI ARJUN SETHI *in the Chair*]

So I support this Bill especially because Raghuvansh Babu has introduced it with such a sense of urgency and zeal and only a passive member could oppose it. Hence, I congratulate him for his eloquent speech. But at the same time, UPA Chairperson did not fail to remind that this was first a beginning, hence there is a need to realise that one should not be carried over by the historic city of the occasion. The real historic moment will arrive when the desired objections could be achieved in this regard.

Poverty in India is rising constantly. It is really unfortunate that the growth rate unemployment in the country has increased from 8.87 percent in 2001-2002 to 9.11 percent in 2004-05 which is more than the rate of economic growth of 7 percent in the country as was mentioned by the hon. Prime Minister in his independence speech from the ramparts of the Red Fort. which means unemployment in the country is growing more rapidly than our economy.

Kalyan Singh ji has rightly said that unemployment is the root cause of poverty. The slogan "Remove Poverty" remains hollow unless it is complemented "Remove unemployment" slogan;. According to the data available with the Ministry of Labour and Employment, we have a workforce of 39 crore comprising the people in the age group of 18 to 64 years.

16.00 hrs.

Their population is between 38 and 39 crore out of which ten crore persons are unemployed and need work. Out of these 10 crore people there are 95 lakh people who do not get employment even for a single day in the whole year i.e. they have to face the trauma of starvation every day and somehow make effort to sustain themselves. Leaving aside everything arrangement of employment for such people should be the top priority and duty of the country.

I feel happy that the Bill, in its modified form is completely different from its earlier version which it was introduced last year. The modified form of the Bill also brings out the fact as how important and efficient role our committee system is playing in the democratic and parliamentary system of our country. It goes to the credit of our Parliamentary Committee system that the form of the Bill is a positively modified of the Bill it had been introduced earlier which paves the way for the Parliament, and the Government of the country to come out with better options to mobilise resources for helping the cause of the common, poor, weak and unemployed people.

If it is implemented in 200 districts then we can think of making some arrangements for 38-39 crore people. The people in the country spend 21000 crore rupees in bribes every year for getting their work done according to the latest figures. In a country, where people spend 21000 crore rupees in the form of bribes to get their work done, in the same country we pass a budget for Rs.15-18 crore in the parliament for mid day meals for the children belonging to poor families. What else could be more unfortunate situation than this?

If we really want to govern this country properly then we need to pay attention to the poorest of the poor in the society. I remember an incident of our country. When India achieved freedom, the first Prime Minister of the country, Pandit Jawahar Lal Nehruji went to meet the father of the nation, who was alive then. He asked Bapuji, as to what was required to be done to ensure good governance in the country? Then, Bapuji told Jawaharlalji, that he would not give any mantra but he would definitely give him a talisman. When Pandit Jawahar Lal Nehruji asked as to what that talisman was, Gandhiji said that whenever some file comes to him from any Ministry for his signature, then he should remember God for a moment and it should be seen as to what extent the order to be issued was likely to benefit the poorest of poor person in the country. Adding further, he said that any order failing to address the welfare cause of the poor ought not be signed. This was the last message given by the Father of the Nation to the first Prime Minister of the country.

I think, that through this Bill we are going to implement that take the fast step towards the implementation of that message of Bapuji. Therefore, I would like to thank the Government with word of caution which Shri Kalyan Singh ji had also indicated. His indication should not be ignored. The Government, after reviewing all the schemes like Employment Guarantee Scheme, Food for work Scheme, Antyodaya Yojana and other comprehensive schemes like Jawahar Rozgar Yojana has come to know that only 20% of these schemes could be implemented so far. We are aware that a Bill that can be termed as the precursor of the Bill under consideration of House, is in vogue in Maharashtra.

Shri Shivraj Patil and the Chairperson of UPA have pointed towards that in their speeches but I would like to point out towards in this regard. I would like to reproduce certain parts of the report of the Parliamentary Standing Committee submitted in the House after due consultation with the Government of Maharashtra.

It can not be denied that certain achievements were made. It goes to its credit that the scheme has still been

[Shri Mohan Singh]

continuing after thirty years without any decrease in the demand of unskilled labourers but the scheme has very little effect on poverty alleviation or on removing unemployment because in certain cases of employment guarantee it was not implemented. Social Security measures and facilities at work places were not implemented properly. Efficiency training of any kind, if imparted at all, is negligible. Unemployment allowance has so far not been given to anyone. I am telling all this because there were many positive points in the bill which we want to pass here and implement it in the entire country. It was implemented on experimental basis in a state but after implementation many of its deficiencies came into light. Keeping in view those deficiencies we should prepare future plans in such a way that those deficiencies in the Employment Guarantee Bill are removed. It should be in our vision, and this comprehensive impact should be within us. Therefore I would like to suggest that a separate Parliamentary Committee should also be constituted to monitor this scheme.

Second, the food for work scheme is going on today in 150 districts. Raghuvansh Babu constituted a monitoring Committee and in the capacity of the Chairman of that Committee. I found that the contractors and officers of that department show the work being done on the already constructed damar roads and they divided the foodgrains and the amount among themselves. In that too, it was assured that no work would be carried out through machines and tractors but we saw that contractors got the work done by tractors ignoring human labour. But when we took initiative many powerful persons came forward to stop it. We have had a bitter experience regarding the implementation of foodgrain scheme. Efforts should be made to remove the shortcomings of the scheme and provision of foolproof auditing should be made to ensure that the poor people of this country get employment and can contribute in the progress and development of this country. After these suggestions, I would like to point out that UPA Government has added one more achievement

to its kitty but it is not the implementation of the Programme of UPA in toto. The manifesto of UPA declares that it would provide employment for the adult citizens for urban and rural areas equally and similar bill should be introduced for the urban unemployed so that their fears, if any, that they are being discriminated against, may be removed.

Mr. Chairman, Sir, I thank you for giving me time to speak and I support this Bill with the belief that all parties would give it complete support and thereby send an unequivocal message to the country on behalf of the Parliament.

SHRI DEVENDRA PRASAD YADAV (Jhunjharpur) : Mr. Chairman, Sir, I thank the UPA Government for showing strong will power for introducing this Rural Employment Guarantee Bill in the House and I particularly thank hon. Prime Minister Dr. Manmohan Singh, the Chairperson of the National Advisory Council Smt. Sonia Gandhi, our Rural Development Minister Shri Raghuvansh Prasad Singh and our National Party President, Shri Lalu Prasad Yadav for extending their support and cooperation and according priority to this Bill. Right from the beginning, we have been making a demand for this kind of a Bill, since our party has a rural base. It was our dream to bring about betterment in the lives of the poverty stricken peasants who have been associated with farms and fields since times immemorial. We were determined to endeavour for their economic development and to raise their living standards. Therefore, this Bill is an important step towards the realization of our dreams. It is not only significant but also historic. I wish to stress this point in this august House because today the term village has become synonymous with poverty and unemployment. As soon as the word village is uttered it brings to mind unemployment and poverty of the villagers toiling hard for two square meal. Even today the poorest of the poor are facing starvation. I think the Employment Guarantee Bill would provide relief to that last person, raise his living standard and he would be able to get economic and social security. This Bill betokens an effort made to provide a social security network. Hence, I rise to support this Bill.

Sir, the point has been put forward during discussions that this Bill has the provision for upliftment of crores of rural poor. I think, it has been mentioned in the Bill and the Hon. Minister has also mentioned that the Bill propose to help the 72 crores poor population of the villages. Strangely enough the House is Considering this Bill unanimously. This shows how important and historic this Bill is. If I am asked as to what is the greatest achievement of our country. I would say that it is nothing but our existing stockpile of foodgrains.

Mr. Chairman Sir, today our major achievement is our overflowing foodgrain stock. Who has produced this foodgrain? Our workers, labourers and landless labourers i.e. last man of our society produce foodgrain. Today we feel proud of our overflowing foodgrain stock produced by these very poor people of our society. These people produce all the wealth. We are proud of these people. These also include the women labourers engaged in agricultural operations and toiling there. Today we feel proud of them.

The surplus foodgrain stock could certainly qualify as one of our biggest achievements. This Bill has been brought in to improve the life of those people who produce this foodgrain stock, who produce wealth, Grameen Rojgar Guarantee Bill has been brought forward for these people and once passed this Bill will become an Act and this Bill shall provide for guarantee of providing work for hundred days. In the National employment Guarantee Bill total rural population has been estimated to be 74.2 percent. The hon'ble Minister may correct it.

In the total rural population which is likely to get relief of 'family' has also been defined in the said Bill. In addition to people living below poverty line in the country the poorest of the poor among them have been included in this Bill. The estimate in regard to people living below the povertyline is done by the Planning Commission. As per the Planning Commission estimates population of people living below povertyline is estimated to be 26.8 percent. But poorest of the poor which were not covered under any scheme so far will also be provided employment under the

said scheme. Following a well defined criteria Panchayats will select such people and they will be covered under the scheme. Besides the people who remain unemployed during the entire year will get on allowance at rate of Rs.sixty per day which also qualifies to be the minimum wage. This is a positive step.

The implementation of this scheme in the entire country in a phased manner has been envisaged in this Bill. This scheme will be definitely implemented but some practical difficulties will also be experienced in it. I am of the view that priority should be fixed in regard to the implementation in a phased manner the said scheme for example natural calamity affected districts in the entire country.

SHRI NITISH KUMAR (Nalanda) : Is your district is also one of them?

SHRI DEVENDRA PRASAD YADAV : I am talking about all the districts. I am talking about the districts which face the problem of water logging, flood prone areas or drought prone areas in all the districts. Your district is also one of them. If all these things are kept in view, the entire Bihar should come under it because Bihar experience perennial floods or droughts in some areas and southern part of the state has been reeling under terrorism. Therefore, terrorism affected districts should also be included under this scheme. Backward states should be included in this scheme and priority should be accorded to the states included under the said scheme. Exactly this is the line of thinking of the United Progressive Alliance Government and there is a mention of this in its common minimum programme to implement this scheme in a phased manner in the entire country. I am talking about covering entire Bihar under the said scheme because Bihar has been facing the problem of floods droughts and terrorism and hence the state qualifies to be covered under said scheme from every point of view. Therefore as per the other criteria for including other districts under the said scheme, entire Bihar qualifies to be included in the said scheme.



[Shri Devendra Prasad Yadav]

Kalyan Singh ji has rightly said that unemployment is due to poverty as unemployment causes poverty. That is absolutely right. Mohan Singh ji had also endorsed his views. There is unemployment because there are no jobs and when there are no jobs there would be unemployment and poverty as well. These are all interconnected. Whatever efforts have been made in the direction of poverty eradication, if these efforts would really have taken off, the condition of the rural people would not have become what it has come to be. Only 35 per cent of any scheme reaches the people which is unfortunate.

The Tata consultancy had recently conducted a survey all over the country in regard to the food subsidy given by the centre through the budget and what percentage of that actually reaches to the poor and common people. That survey revealed that only 35 per cent of that reaches to the masses. It is not the fault of any government; rather it is a system in bureaucracy which is responsible for things to have come to such a pass that only 35 percent reaches to the grassroots level, i.e. the common man. Therefore, I support that there should be a guarantee that the whole chunk of food subsidy reaches to the common masses...(Interruptions) I want to say this very categorically. This bill would become a law after it is passed; therefore, we should speak our mind before this bill becomes a law. The Government should also take into account seriously the survey which reveals that only 35 per cent food subsidy reaches to the common masses. And what should be done as to enhance that cent percent of that reaches to the people. And whatever network is needed for the purpose should be put in place. There is a provision in the bill of setting up a council from the district level to the state level and from the state level to the centre level. We are concerned about as to how this scheme could be implemented at the grassroots level. The will-power with which it is being introduced here, with the same will-power it should be implemented too. Besides, the participation of the people's representation should also be there so that their cooperation could also be sought to implement it at the grassroots level.

Mr. Chairman, Sir, one apprehension has been expressed about it. This would lead to increase in the purchasing power of the rural people because until the purchasing power of the rural people is not increased, the poverty eradication programme cannot be a success. If the purchasing power of the poor increases, it would change the living standard of the poor. Providing 100 days work to them would certainly increase their purchasing power. Gandhi ji had said "the real meaning of true independence lies in strengthening our villages" We cannot achieve the true goal of our Independence unless our villages are strengthened.

There is a mention of the urban poor. Where these urban poor come from? There are the poor rural people who migrate from villages in search of employment. So, there is no need to look at the poor in rural and urban categories. If the immigration of the rural poor stops the poverty in the urban areas could be checked. The main reason of growing crowds and congestion in the cities is the flight of the people to the cities from villages. You formulate a plan for a year, and in the meanwhile the population increases 10 fold as a result of which no plan gets implemented successfully.

Today, about 20 lakh agriculture labourers have migrated to other cities which have had an impact on the agriculture in Bihar. Labour has come to be in short supply there and other states are exploiting the labourers of Bihar. Shortage of labourers is having an adverse impact on the agriculture in the state. its impact can be seen clearly on the production of paddy wheat and arhar. And this Employment Guarantee Bill will have a frameworks impact on it and the migration of people from Bihar as well.

If you provide employment to the labourers in Bihar itself under this scheme, it will stop migration and we will be in a position to increase production which will reflect in our national production as well. Hence, it is in the national interest to stop migration.

The Employment Guarantee Bill is surely going to

achieve its objective. To stop migration of agricultural labourers is a challenge but this Bill will be helpful in stopping migration.

Sir, I want to share my feelings. I belong to rural area. Hon. Gurudas Dasgupta ji and Mohan Singhji always raise issues concerning the poor and they are always right in doing so. I want to give you the right assessment there of. When we see an old woman or a poor in a village, we see that they do not have clothes to cover themselves and they have to eat food items like *suthani*, *Kondon* and *Ghongha* to sustain themselves. They do not get even half the calories required for their bodies as a result their life expectancy is shortened from 80 or 90 years to 60 years. Therefore this Bill is a revolutionary step, a revolutionary initiative. I would like to say that due to less calory intake the life expectancy of rural people has decreased and they often die at the age of 60 years.

In food there is absence of essential calories? There is no capital in our country. The capital of our country is labour, the dignity of labour. The Present Bill provides for the dignity of labour. The Bill contains the message that importance should be given to labour. Therefore I would like to say that present age is the age of liberalisation and globalisation and we must keep in mind, especially the basic infrastructure in the reforms carried out under the policy of globalisation and privatisation and special attention should be paid to the rural poor and agricultural labourers because there is resentment among the poor regarding the way the things are being carried out. As a result economic inequality will increase.

In ancient times when poor people of villages if somehow acquired wealth, they used to ride elephants. To ride elephants meant that hard to be above 12-15 feet above ground. But today 2 percent people are flying at height 35 thousand feet. The economic inequality has given rise to violence. These very reasons are leading to trigger happy culture where youth prefer to the use of A.K. 47...(Interruptions)

[English]

MR. CHAIRMAN : Please conclude.

[Translation]

SHRI DEVENDRA PRASAD YADAV : Sir, I would also like to tell certain basic things regarding this Bill. The poor will be benefited from this bill, I am speaking in this context. Every Hon'ble Member will speak in his own way. Hon'ble Member Shri Kalyan Singhji raised the issue for BPL and APL people, I would like to say that there is scope for all in definition of family whether it is BPL or APL. There is a provision of food subsidy to the tune of Rs.25,160 crore in the country for the population. UPA Government has made a provision of Rs.25,160 for this. Hon'ble Minister will speak about this. He would have probably talked to hon'ble Minister of Finance. The exact figures are not with me but according to my estimates this amount would not have been less than Rs.40,000 crore...(Interruptions). To correct this, let me take it at Rs.38,000 crore. Now let us add Rs. 38,000 crore and Rs. 25,160 crore. I am talking about the interest of the poor. Their interests, which have been neglected so far, should be taken care of. If there is a question of allocation of funds, then attention should also be paid to it. If both are added, since both the funds are being spent in the same sector, then this amount of Rs.38,000 crore for Employment Guarantee Bill will also go into that. In other words, around 63,000 crore rupees are being given to the poor people. Till today, whether it is BPL or APL, all the capital investment, all the expenditure and development was made for the people, who as I discussed, fly above 35,000 feet and are a financially rich class. It is for the first time that a budgetary programme of Rs.63,000 crore has been brought out today in the interest of and for bringing improvement in the life of the people living below poverty line and for the poorest of the poor people in the society. It is not a thing of literature.

SHRI ANNASAHAB M.K. PATIL (Erandol) : There is no such provision till now.

SHRI DEVENDRA PRASAD YADAV : You do not know but there is a provision like this.

[English]

MR. CHAIRMAN : Mr. Devendra Prasad Yadav, please address the Chair.

[Translation]

SHRI DEVENDRA PRASAD YADAV : I mean to say that Food for Work Programme was started. Development of rural India was envisioned and dreamt. These people saw India shining but they themselves lost their own shine. India did not shine. Kalyan Singhji, I beg your pardon to say that India cannot shine until there is a shine on the face of the poorest of the poor in the society. India can develop only when there will be a smile on the face of the poorest in the society. India can only develop through development of the poor people as our country is poor and based on agriculture. We will have to make arrangements for irrigation and watersheds for the farmers, workers, landless labourers and the people living below poverty line. We will have to do all the work needed for the progress and development of the villages. The lives of the poor people will change and there will be economic changes if more and more jobs are provided to them. You should bring change in the standard of their living. India shining cannot happen through literature. The poor people should not be divided further. Hon. Raghuvansh Prasad Singhji is the Rural Development Minister. How can be bring the Employment Guarantee Bill for the poor people living in the cities? There is a technical difficulty in it. Kalyan Singhji, you were a Chief Minister and a learned person. The Bill for providing employment to the poor people living in the cities will be brought out by a separate Ministry or both the Ministries will have to be merged. Both the Bills cannot come together. The Rural Development Minister alone can bring Rural Employment Guarantee Bill. Only Shri Ghulam Nabi Azad, the Urban Development Minister, can bring the Employment Guarantee Bill for the urban poor. Different Bills of different departments are passed through the Cabinet and they have to be presented before the Cabinet. That is why I am saying that there is a technical difficulty in it. I am not against the Bill. Poor people

from villages have migrated to the cities. I agree with your opinion that such a Bill should also be brought up for the urban poor.

With these words, I fully support this revolutionary and historical Bill serving the wider interests of the poor people.

SHRI NITISH KUMAR : Mr. Chairman, Sir, first of all I would like to thank you for giving me an opportunity to participate in this debate. Today National Rural Employment Guarantee Bill is being debated. The Standing Committee has submitted its report regarding this Bill. After introducing the Bill for debate and subsequently for passing it, the concerned Minister delivered a thunderous speech, as he always does while it would have done the trick, had he spoken less about it. He probably thought that he had come out with certain novel ideas it, but in my view it was not so. Kalyan Singhji being the Chairman submitted the suggestions, on behalf of the Committee. We listened to him, after that we listen to Shrimati Sonia Gandhi, the Chairperson of UPA, but Shrimati Sonia Gandhi was in her speech emphasizing that the Bill is the brain child of Congress Party and to implement the policies of the party the said Bill has been introduced. Later on she added that it is also in the Programme of UPA but she did not mention the allies of UPA viz. Samajwadi Party, Marxist Party, who are supporting the Government. The credit also goes to these people, but her speech does not reflect this.

The second thing is that something is being done for the poor in the name of Gandhiji. In this context the name of Gandhiji was reminded by Shri Mohan Singh and Samajwadi Party and Shri D.P. Yadav of RJD and for rest of them the word Gandhi has different connotation. We are talking about Mahatma Gandhi and not about new Gandhis. We are talking about Mahatma Gandhi who is the father of the Nation...(Interruptions). There is no mention of his name I am just reminding people. After so many years in Lok Sabha ...(Interruptions) Mr. Chairman, Sir, how much these people are interested...(Interruptions)

MR. CHAIRMAN : Please sit down.

*(Interruptions)*

SHRI NITISH KUMAR : Mr. Chairman, Sir, there is no harm, it goes like this. They are sitting even after Soniajee has left. While few people are sitting here, we must honour them. When Soniajee was to speak, many people were sitting here...*(Interruptions)*. It is not a that we as opposition wants to take credit, we credit goes to the Government. The thin presence of the Member on the treasury benches gives affair idea as to how much interested they are in the Bill...*(Interruptions)*. My friend, the Bill was not moved by the opposition the Bill was introduced by the Government and support is being extended from the opposition benches. But when you introduced the Bill...*(Interruptions)*

*[English]*

MR. CHAIRMAN : Nothing will go on record except what Shri Nitish Kumar says.

*(Interruptions)\**

*[Translation]*

SHRI NITISH KUMAR : I just want to show you how much the people on the treasury benches are in providing employment to the poor and how much in listening the speech of their chairperson. As soon as she finished her speech, most of the treasury benches became empty on the lines of children leaving their classes once the bell is sung Raghuvanshji has to sit out of compulsion as this Bill has been moved by his Ministry. Now what is new in this...*(Interruptions)*. Laluji feels good here so he is sitting in the House. If he is present the speakers do not get bored. So it is good that he is here...*(Interruptions)*.

SHRI LALU PRASAD : You want to imitate Lalu Yadav also. ...*(Interruptions)*

SHRI NITISH KUMAR : Mr. Chairman, Sir, what is new

\*Not recorded.

in this? There are many ongoing schemes for the purposes of providing employment which have been mentioned by these people themselves. Now these schemes are being merged. Now a separate Bill has been brought for this purpose. It is a good thing that this Bill is being brought. Whatever employment scheme is formulated would be welcomed. The point is that when this work is being done with such fanfare then why it is being done half-heartedly. 'Food for Work' scheme was launched in 150 districts and implemented therein. The pressure put on by the left parties has bore fruit but you are not giving them due credit. Thereafter, this number was increased to 200 districts. This is not our statement. We have been told that the number has been increased to 200 districts. The Minister has given a statement to this effect and has also told that in area total of 600 districts. Which of the districts would be covered under the said 200 districts. I don't know much in this regard but I do belong to Bihar. Shri Devendraji has described the situation of Bihar. I do not wish to repeat his words. When you used to sit on the opposition benches you kept on talking about it. Now you have become oblivious of it. There is no employment in Bihar. People do not have work. This is the reason why the people of Bihar are leaving the State in droves. They leave in search of work and have to wander from place to place. This is the factual situation of the whole of Bihar. Today, when a poverty stricken young man gets married the very next day he is forced to board a train for Punjab, Haryana or elsewhere to search for employment of the scheme is being implemented in few selected area it will be of no avail for which the rationale has been given that the selected areas are flood-affected, famine-affected, infested by extremists. In other words the areas are adversely affected due to one reason or the other. The basic thing is that there is a lack of employment and that is leading to poverty. The hon. Prime Minister is saying for the first time that without employment it is impossible to bring the "Garibi Hatao" slogan to fruition.

How much time has been taken to reach this conclusion? 'Garibi Hatao' slogan has been propagated since 1970s but it took this government 35 years to reach

[Shri Nitish Kumar]

the conclusion that poverty cannot be removed till the problem of unemployment is eradicated. Congress kept on winning elections on the basis of the 'Garibi Hatao' slogan and now the government is saying that unemployment has to be removed. This Government took 35 years to admit that the 'Garibi Hatao' slogan was fallacious. This kind of initiative has been taken for the first time now. The Government has talked about implementing this scheme in 150 districts. But I demand from the Government that if it has to be done then it should be done whole-heartedly. When the issue of monetary constraints was raised it was reiterated that the reforms would have a human face and this speech indicated that the reforms would continue. This was only said to create an illusion and that is the reason why the government has brought this Bill. If this is not your intention then should not you be concerned about the poverty that is prevalent in the while of the country? You have enumerated 200 districts where there is unemployment. Isn't the unemployment prevailing in rest of the 400 districts a matter for concern for you? The Government intends to take five years to complete implementation of this scheme since this is a massive project. Shri Kalyan Singhji has asked for four years for the completion of this scheme but I do not support this. I say that it should be implemented immediately. The Government says it has no financial constraints. I heard the Minister's thunderous speech. If there are no monetary constraints then it should be implemented in the while of the country. And why should there be any monetary constraints? What is the government for? The Government's slogan was – 'Congress ka hath, garibon ke saath'. You arrange for the money from wherever you can. There is lots of money. You have banks. There is no shortage of resources. You don't have funds to provide employment to the people. You will implement the scheme in four years or you will just keep on publicising this. Poverty stricken people all over the country would have to wait for four years to gain employment. Which is why, Mr. Chairman, Sir, I would say that this Bill has been brought about half-heartedly. Every

able and willing person in the country ought to get employment.

Mr. Chairman, Sir, unemployment is related to an individual not to any family. I don't know as to whether the Government will reckon family as a unit or not. There is no need for me to repeat what Shri Kalyan Singh ji has already said and I am sure the hon. Minister know more than what I will tell. It is not so that the hon. Minister has not lived in village ever or do not see unemployment in family. Everybody is aware as to how much families are burdened. If employment is provided to one family whether other families will be satisfied or if employment is provided to one brother whether other brother will remain contented? They will get seventeen rupees per day. If there are five members in a family and seventeen rupees are divided amongst them what each one will get? If the Government will provide employment for hundred days one will get five hundred rupees in one month and six thousand rupees in a year or hundred rupees per month per member and three rupees per day per member. How that fellow can get flood for three rupees? As per your target family doesn't mean anything. If it is so the person who is willing to work....(Interruptions)

[English]

SHRI K.S. RAO (Eluru) : They will no be idle  
...(Interruptions)

[Translation]

SHRI NITISH KUMAR : The Government is providing employment for hundred days. People are not getting employment in agriculture sector anywhere. Had there been employment available in agriculture sector the hon. Minister know that a good number of people would have got employment. We are fully aware that there is no employment in our own state i.e. Bihar that is why people are going out of the State. Nobody wants to leave his native wilfully However one as compelled to go out in search of work. It means that people are not getting employment in

agriculture sector in villages. Whether he is unemployed for two hundred days or is he getting employment for two hundred sixty five days in agriculture sector? I don't think so. The Government may concoct any figures but no poor labourer in any part of the country is getting employment for two hundred sixty five days in a year. Employment is not available particularly in rural areas. At least this cannot be the average scenario of the country. Therefore, hundred days are insufficient in itself. The concept of one family is not sufficient and moreover confining this scheme in some districts only will not fulfill the objectives of this Bill. Therefore, I want that this scheme should be implemented simultaneously in the entire country. Employment should be provided to people for as many days as they want. Why only for hundred days? Some parts of the country are developed and there will be a need to provide employment for hundred days and for two hundred fifty days in some other areas.

In the areas where only one crop is taken in a year, employment for more number of days should be provided and in the areas where two crops are taken employment for lesser number of days will be needed and the in the areas where intensive farming is being done employment for even lesser number of days will be required. However providing employment for only 100 days is not sufficient. People should be given employment for more number of days.

Secondly, I want to say that I while going through your schedule a little apprehension arose in my mind which I want to put before you. In its schedule-II it has been mentioned that a consolidated register will be maintained, cards will be issued to them etc. but there is a mention of tendering an application also. I want to know from Shri Raghuvanshji as to how many people in villages can write applications. There exploitation will start right from here. A smart person of village will demand money from them in lieu of writing their applications. What is the need of so much formalities? You are preparing a list and you have the picture of each and every household. You talk about village Panchayat. Village Panchayats are aware of the

situation. You may publicise in the village that the person who is willing to work can come forward. There is no need of so much clerical formalities in it. It is not in favour of poor.

More you make it cumbersome, more difficulties it will create for the poor. Middlemen and commission agents will come in, whoever writes his application will submit it also and will also go to the head of the village. In certain areas they are called Sarpanch and in other Pradhan. In our area, village head is called 'Mukhia'. He will go to him or to the programme officer. That means he will be exploited at every stage and a part of Rs.60/- will be usurped by the middlemen. This is practical proposition and please look into it. When you intend to go to the Village Panchayats or talk about decentralization, all this is good. Panchayats will have several shortcomings which will be rectified gradually. It should be removed from all possible places. A register would be maintained. Accountability should be fixed and a monitoring mechanism should be put in place. This needs not to be told. You yourself will realise it and other members will also raise these points.

My other suggestion relates to unemployment allowance as provided in this Bill unemployment allowance is proposed to be paid where work is not given and the State Governments will have to contribute their share, which among other has been supported by hon. Shri Kalyan Singhji and the state governments which do not contribute its share, should be punished. Malafide intentions need not necessarily be imputed to a state which may not be able to implement it due to some genuine reasons. Therefore, a holistic approach should be adopted while implementing the scheme. This is Central Government's scheme, therefore unemployment allowance should be paid by the Central Government. The States are not in a economic condition to implement the scheme. Still you are attaching so many strings to it that concrete work should be undertaken, there should be men, material ratio and 40 percent will be material ration. There, you are saying that state govt. will have to give 25% share...(Interruptions)

SHRI DEVENDRA PRASAD YADAV : That is 10 per cent.

SHRI NITISH KUMAR : 10 percent is general. But in case of concrete work, it is 25 percent with 40 percent material component and 60 percent labour component. The state governments will have to contribute 25 percent and wherefrom the state governments will mobilize the required funds. Whatever scheme you finalise ultimately, it should not have the component of responsibility of state governments. The state government should implement it and the Central Government should monitor it then only it will be deemed that you have implemented after incorporating the suggestions made in this regard. With these words, I conclude. Thanks.

SHRI SUBODH MOHITE (Ramtek) : I welcome the hon. Minister for introducing the National Rural Employment Guarantee Bill, 2004 in the House. This is a very good Bill. The spirit of the members of the different parties who have spoken on the bill is also essentially the same. Their speeches make one thing clear that unemployment is the weakness of the poor today. The poor have been living in the country with a string of hope. Efforts are also being made through shelerics to derive the political mileage by capitalising on their weakness. The hon. Minister made an impassioned speech on the bill and thereafter I also do not want to say much about the real motive of the Bill as spelling. The manner in which Sonia Gandhi ji spoke on the bill for the first time since the Parliament has been in session, also does not require much clarification I do not think there is any need to say anything about it and to go in its depth. One new slogan has also been given in the House 'Rojgar Badhao, Garibi Hatao', I also do not want to delve deep into that because the public of this country is very sensitive and they look at their representatives with much sense of expectation. Congress how also given the slogan of 'Garibi hatao' in the past also though it is different thing that instead of removal of poverty it ended up further marginalisation of the poor themselves. One more slogan was also given and that was 'Jai Jawan Jai Kisan'. That proved to be of no good either to farmers

or to jawans. *[English]* For the sake of criticism, I will not criticize. *[Translation]* Kalayn Singh Ji made some good points. He told that the Government of India had taken up five schemes all of which met with failure. If all the five schemes failed, what guarantee is there that these scheme will also not meet the same fate? I am afraid that the objective with which this scheme is being introduced, will be defeated. When I am asserting that this Scheme will prove a failure, it is my responsibility to justify that, otherwise there will be no meaning of my saying so.

Mr. Chairman, Sir, I won't say anything which has already been said. In this Bill, a family has been taken as a unit, I won't say anything on that. Who will be selected from the family, I won't say anything on that too. What will be its outcome, ml won't say anything on that also. They will get 100 days' work out of 365 days and they will remain without job for 265 days, I have nothing to say on that too. I would like to point out very briefly the shortcoming of the provisions in the Bill.

Mr. Chairman, Sir, I have read this bill thoroughly. I would like to draw your attention to page No.3. On the face if it, it seems a little thing but actually it is not so.

*[English]*

Please see page 3, Chapter II, Clause 3 (2) says:

"Every person who has done the work given to him...."

*[Translation]*

Mr. Chairman, Sir, the Bill is simply a bill but it becomes an Act after it is passed by the House. The entire Government of India works on bringing forward bill, the entire Ministry is involved in its drafting. I want to ask the Hon. Minister when there is no mention of he or she nor of him or her for that matter, only 'him' is mentioned, then how do they propose to give work to women?

There is one more strange thing in the Bill. The IAS officers who were involved in drafting this bill, perhaps they do not know that the poor live in rural areas. [English] Clause 4 (2) says that a summary of the scheme should be published in the local newspapers.

[Translation]

I am telling the same point which has been raised by Nitish Kumar ji that the Government has brought this scheme for the poor, BPL and tribal people. I would like to know as to what is the percentage of such villages in the country where newspapers are circulated through which the poor, those below poverty line and tribals people can know about the scheme by reading the newspaper and get the benefits of the scheme. There is also no provision which would ensure its publicity by making announcements or by putting up a list of the schemes in a Gram Panchayat. The hon. Minister needs to tender our it.

The third shortcoming I have found in the Bill is in para 14 at page number 13. I have already said that I will justify whatever I will speak. It is also very strange that, perhaps, nobody knows the truth.

[English]

Please see page 13. Schedule 1-14 says that wages paid should be commensurate with the quality and quantity of work done. [Translation] I would like to ask the hon. Minister that if a poor man constructs a drain and if the quality of that drain is not found upto the standards on a quality check-up, whether in that case the poor worker would not be paid wages? There is no provision in the Bill for penal action if a worker cannot provide quality and quantity. There is also no provision as to how the payment will be made to him.

It mentioned in para 28 of page 16 that women would be sent as maids to look after the infants. Whenever an Act comes into existence, each word has its own value. There is no provision in it as to how many maids will be kept

for how many children. so, here also you will have to make amendment. There is a very important point in section 7 on page 4 regarding allowances. My contention is that we are bringing it under the Employment Guarantee Scheme, then, where does the question of unemployment arise? If I am assuring someone that he will get work for 100 days, then where does the question of unemployment allowance arise?

There is one more lacunae in the Bill. To cut on example of someone applies for work and start getting unemployment allowance, there is no time limit regarding how long one will have to wait or after how many months or years he will get work at full wages. Therefore, the waiting period will have to be mentioned in the Bill without which a worker will not get full wages. If the Government can not provide someone work for 100 days and if one is given unemployment allowance for 50 days, then whether his claim will remain valid for only for 50 days or besides the 50 days unemployment allowance already received, additional allowance for 100 days will be given – this also is not clear in the Bill.

So many shortcomings are apparent in this Bill. These very reasons were behind the failed schemes. I want to mention seven points to the hon. Minister. The first thing is regarding the minimum wages which has been fixed Rs.60 for one day. An agricultural worker in Kerala is not available for less than Rs.145 a day. What solution do you have for the problem or litigation that will be created between a worker making himself available for Rs.60 per day and a worker who is already getting Rs.145 per day?

My second question is that there is no accountability of anyone here. Neither the administration nor the Panchayat is accountable. No penal action has been proposed against anyone. There is no provision for that.

Thirdly, the question arises whether the work that is being done is need based or not, is productive or not or it has been undertaken just to provide employment to someone, what is the meaning in needlessly engaging labourers?



[Shri Subodh Mohite]

17.00 hrs.

The Bill does not have any norms to ensure whether the work is not need based and or productivity based. Therefore, there is a need to drop such provisions from the Bill that need closely.

Mr. Chairman, Sir, hon. Minister has said that while implementing it, the financial condition of the state will be taken into account. I would like to ask as to why the condition of reviewing the economic condition of the state has been put in the provision when, with an eye to derive political mileage and with much fanfare it is being claimed that the scheme would be cent percent funded by the central Government? If the economic condition of State is not good, will the state not be entitled to get allowance and be covered under the scheme? *[English]* It is the responsibility of the Central Government. *[Translation]* Therefore whatever has been stipulated in this Bill about the economic condition of any state, should be removed immediately.

Mr. Chairman, Sir, my sixth point which Kalyan singh ji has also endorsed is that this scheme will be implemented in the entire country in four years, it should not be so. My suggestion is that a uniform message should go in each state that this scheme will be implemented and launched in the entire country at the same date and day. Nobody should get an opportunity to say as to why this scheme was not implemented in his state.

This scheme should be implemented in the entire country at the same date and day so that no wrong message is sent out.

Sir, all the schemes implemented so far, have failed. We have been implementing the Employment Guarantee Scheme in Maharashtra quite earlier than that. If we do not critically analyse it there will be loss and the poor will not be benefited. Therefore, I hope that he will pay heed to the points raised by me. With this I conclude.

SHRI ILYAS AZMI (Shahabad) : Mr. Chairman, Sir, on behalf of the Bahujan Samaj Party I am here to support

the National Rural Employment Guarantee Bill, 2004. It is a beautiful dream which our country and many of its leaders have been nurturing since long, but this dream has not been realised so far. The Government of India has been implementing many schemes, but when the Government itself is not interested, how these schemes can succeed and this scheme is also going to meet same fate. I think that hon. Minister of Rural Development will be left alone in this House to get this Bill passed. When so much apathy is seen at the time of the passage of Bill, I am afraid the same kind of apathy would be there at the implementation stage of the Bill. Consequently this Bill is bound to prove nothing but a case of day-dreaming.

Mr. Chairman, Sir, after the implementation of this Bill if it appears to P. Chimdambaram Saheb that the balance sheet is no longer balanced, the poor will have to bear the burden and certain corrupt officers will stand benefitted, as has been the case with the schemes so far. Several members from the ruling party are sitting here. I am talking about the real ruling party not the UPA. Several members of UPA are also sitting here but Congress is the real ruling party but hardly one or two members from the congress are to be seen here right now and rest of the members of Congress are not present here. When at this stage itself the members of Congress are evincing no interest in this Bill then you can imagine the fate of this scheme at the time of its implementation in 200 districts of the country.

Mr. Chairman, Sir, it appears to me that there are 100-150 districts feeded in the computer of a high ranking officer in the Government of India and these districts are presumed backward and rest of the districts are taken as developed districts.

You will see that the same districts that are already covered under the Food for Work Programme or other such Central programme are likely to be covered under this scheme also. The only benefit it will have is that the importance of the posts of DM, CDO and PD in those 200 districts would go up. These posts are already influential in the districts which are covered under the Food for Work Programme, Sam Vikas Yojana etc. If one more scheme

is implemented thereon it would result in more concentration of preserves in the hands of those qualified for holding the said posts and giving further rise to the scramble for grabbing these plum postings in the districts where the said scheme is being implemented.

I doubt whether the scheme is going to yield positive results since the same team of thieves is getting the funding for all the schemes. So much money is being put into rural development that if even 20 percent of the funds are utilised honestly then the dream of rural development would have taken shape by now. It is difficult for a person like myself to calculate how much expenditure is being incurred in the name of rural development but it can be seen that the corrupt officers and officials are the de facto beneficiaries of such schemes. Right from the time I have been elected to the Lok Sabha, I have been trying to initiate a couple of days of discussion on the issue of corruption. But somehow it has not become possible. It seems that corruption has become an accepted etiquette. The Lok Sabha does not have time for discussion of this issue.

Now, they are saying that the scheme will be implemented through the State Governments. Tell us, what schemes are being implemented by you directly? All the schemes, whether concerning rural development urban development or any other schemes, all are being implemented through the State Governments. There is nothing new in this. It is the same old story that money is given to the State Governments, it gets divided amongst the corrupt officers and officials and the Ministers of the department concerned stands up to sing his own praises in the Lok Sabha that so many thousands of rupees have been spent towards the benefit of the public. Till the time that the issue is discussed for a couple of days in the Parliament as to whether this money is spent for the benefit of the public or whether it lines the pockets of a few corrupt people, the matter will not come out into the open. I say that if the Government of India does not have any machinery to monitor the utilisation of such funds then such Central Schemes should not be formulated which are funded by exploitation of the poor people, for which the Government robs the pockets of the poor to line the

pockets of the corrupt in the name of development. Unless the measures are taken to stop this exploitation, the schemes would fail to benefit the public irrespective of their number. I have observed this since my youth. Since then, I have been witnessing that innumerable schemes have been formulated under the slogan of 'Garibi Hatao' but no change has been wrought in the state of poverty in the country. The Rural Development Minister is present here. I would like to say to him that till a mechanism to monitor the utilisation of funds in the districts is put into place and till such a mechanism is made effective it is of no use to formulate schemes that exploit the poor only to benefit the corrupt. ...*(Interruptions)* I have submitted ten notices to initiate a discussion on the issue of corruption. There is no rule left under which I have not submitted notice for this discussion, but it is my misfortune and in fact, the misfortune of the country that the Lok Sabha does not have time to discuss this issue. I have no more power than to submit a written request for a discussion on this issue. But if the Chair does not give permission then what can I do... *(Interruptions)*

I conclude with these words. I am not levelling any charges against the Chair.

*[English]*

SHRI TATHAGATA SATPATHY (Dhenkanal) : Mr. Chairman, Sir thank you very much for giving me this opportunity to speak today.

I, on behalf of my Party, BJD and our beloved leader, Shri Naveen Patnaikji, in principle, support this Bill. However, it is very sad that this Bill, as has been pointed out by a few Members who have spoken earlier, has many flaws that need to be amended immediately before it can be implemented.

We all know that the Government of India had many such employment schemes like RLEGP, NREP, SGRY, JRY and even indirect schemes like 'million wells scheme' where Rs.12,500/- were given to a farmer to dig a well in his own land and irrigate it and create work for himself. But, unfortunately, today, though very belated, the Government discovered that all these programmes have failed and, therefore, they have brought out the National

[Shri Tathagata Satpathy]

Rural Employment Guarantee Bill, probably putting all the monies together to make this law. That is all. That means, in a simpler term, that it is the old wine in a new bottle. There is nothing new. All those schemes were spread throughout the country, in all districts for a long period of time, and there were no limitations on those schemes.

Today by making this law, you have limited it, first of all, to 150 districts, then under pressure from some of your allies, you have extended it to 200 districts. Then, again, you have brought in a limitation of maximum 100 days of assured employment per family and that too at a paltry sum of Rs.60/- per day. In a State like Orissa – as all of us are aware in other States, it is much more – a female construction worker fetches nothing less than Rs.80/- to Rs.100 per day, depending on where she is working. So, the amount of Rs.60/-, as it is, is a joke. Let us accept that this guarantee of work for 100 days out of 365 days - we do not know how those people will survive for the rest 265 days - is a good beginning and we should not criticise something right at the beginning, just to be inimical or to be negative.

But the hon. Minister, Dr. Raghuvansh Singh, who has a socialist background, in his introduction, has not shed any light on what actually drives this Bill. Is this Bill driven with a motive to create employment, give labour to people or is it money driven? With proponents of globalisation in economy as Dr. Manmohan Singh, Shri P. Chidambaram and such other people, I do not believe that this is a Bill that is driven by the desire to create employment for rural people. It is a Bill which, in my mind, convinces me that it is a Bill which is driven by considerations of money. You are trying to pump in huge sums of money to the rural areas. What is the purpose? It is not to lift the poor people of this country but to give them the power to purchase. In other words, you are trying to create a situation where your rural areas become a market for MNCs to sell their product. You want the likes of Coke and

Pepsi to go deeper into the rural areas of India to sell their products.

It is not with the consideration to give more employment. You have put in clauses where you expect the State Governments to invest something from 10 per cent to 25 per cent of the funds. Have you, at any point of time during the preparation of this Bill or after the preparation of the Bill, consulted any of the State Governments? Have you put in up in the National Development Council or the Chief Ministers' meetings? As far as I know, the hon. Minister did not mention it in his speech. As far as all of us know, this has not been discussed with the States at any level.

The hon. Minister has said : "Krishna ki Bansuri Baje, Ramaka Dhanush uthe, Buddha ka Gyan Badhe, Lekin Nirdhan ko dhan Nahin Mila" A situation arises where a great man like Dr. Raghuvansh Prasad Singh, a socialist of his standing, forgot his socialist poetry and Mohan Singhji had to prompt him. That probably happened because he has mixing with the Congress types for too long. He does not belong there. The company he keeps is probably not suitable. But the situation has forced him. We all feel for him and our sympathies are with him.

When the question of huge investment in the rural areas of India comes into consideration, then you have to consider what the Chairperson of the UPA, Shrimati Sonia Gandhi said in her speech. She admitted in her speech that she had doubts about the sustainability of the projects that will be taken over. She has also admitted that the delivery machinery is so ineffective, so bad that a major portion of the funds does not reach the desired level that the Government or the people in this House would like it to reach.

[Translation]

When you come back to the hon. Minister's poetry, if "Krishna ki Bansuri Baje, Ramaka Dhanush uthe, Buddha ka Gyan Badhe, Lekin Nirdhan ko dhan Nahin Mila."

[English] that is the sign of true, free democracy where the individual is allowed to grow according to his ability and his skills. Therefore, we have to consider whether we truly want the poor of this nation to be self-reliant and independent or we want to make them MNC-able. All of us know and the hon. Minister himself admitted that the Central Government has sufficient funds. That is a very happy news. All of us who are conversant with rural economy and with rural lifestyle are also aware of the efficacy of the panchayats, of the way the panchayats are functioning. It is not that the panchayats do not have enough funds. The question is how they are investing those funds.

17.19 hrs.

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

So, when we are aware of that, we also have to consider that when you are pumping in more funds to the same machinery, how efficiently will the money be invested. We support decentralisation of power. That is the sign of a good democracy. But when you talk about decentralisation of power, you also have to think that when you create assets, what are these assets that you are going to create. Eventually as what one of my colleagues, an earlier speaker also pointed out, how far will the assets that you are creating be useful in the rural life? Unless you create assets that can be sustainable, those assets will have no meaning and the funds spent to create those assets or to create employment for those assets will be totally wasted.

It is time that the leaders of this nation, that the people of this House realise that poverty has many faces. There are many reasons for poverty.

Some are historic and some are situational, but in my opinion, there is one very vital aspect which also contributes to poverty and that is efficiency. When we are inefficient, when we are not able, we are poor. So, this money has to be spent to uplift ability in the rural poor. You have to train them for things. You cannot say for ever and ever 'Unskilled workers, come ahead.

We will give you work and take some money'. This is like doing out benefits to incapable people who will not be able to utilise even those few sixty rupees that they will get in their hands in a proper fashion so that the whole family can benefit. Therefore, it is essential that this money has to be spent in such a way that directly agriculture benefits from this investment. Agriculture is the only field in which the rural poor are efficient. They are at home with that technology, with that kind of work. If you can invest this money aiming to develop agriculture, water, ability to store water and to use water properly, then only this project can be sustainable and it can have any meaning on a longer term.

There is a mention of a State Council in the Bill. The question is who will head it, who will be the deciding factor. Will it be the Gram Sabhas? Will it be panchayats who receive the applications from Gram Sabhas? Or, will it again be the State Council which will be headed by the Secretary, by an IAS officer or by a Project Officer of the State Cadre? Once that happens, then again you are going back to square one where you are going to bureaucratised the whole process of assuring employment to the rural poor.

You are saying that contractors will not be engaged and machines will not be used. Today, the same law applies to grain for work projects also. We have Food for Work Scheme in Orissa. Invariably in all the States, we have noticed that it is done through contractors. The bureaucracy prefers to deal with one man. So, invariably they are contractors. All these contractors go in for machines and eventually what happens is that very little employment is created and the money goes to contractors.

Another point which I would like to bring out here is that this Bill has a small aspect which can work out to be a very big social evil. You are going to decide on the household. Who is a major? According to the Bill, anybody who is 18 years and above is a major. If there are three or four people in a household above the age of 18, they will all become majors. So, everybody will want that he should split from the rest of the family. Thereby, you will

[Shri Tathagata Satpathy]

create smaller families. Smaller family means it has to be recognised by the *Sarpanches* or the Project Officers who will register these people. As said by one of the earlier speakers, these are the loopholes which will create corruption because to register themselves, they will give money by which in a family consisting of four or five majors, you will have smaller families numbering four or five. Eventually, that will have a social impact in the sense that land holding will also get divided and will become smaller, by which in the long run, the total *gramin* face, the face of rural India is at a risk of being strife torn and being divided very drastically.

I come from the State of Orissa. So, I will conclude speaking about the State of Orissa within one minute. First of all, I would like that the whole State of Orissa is covered under this scheme. It cannot be piecemeal. We have the largest number of rural poor.

I would like to specifically mention that the whole State of Orissa has to be covered in the very first year of its implementation as we have the largest number of rural poor, which is more than 47 per cent. Therefore, it should not to be implemented in five years or two years, but it has to be done right now.

In the end, I would also like to refer to support Shri Kalyan Singh's speech in which he mentioned that one cannot divide this country on the basis of rural and urban poor. A poor person is a poor person. He has no caste, no religion and he does not involve himself in these issues. He is only concerned about his '*paapi pet*'. Therefore, this Government has to consider the aspect of the urban poor, and an appropriate Bill has to be prepared at the earliest possible time, so that the problems of the urban poor are also addressed.

**SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda):**  
Mr. Chairman, Sir, I thank you very much for giving me this opportunity. I stand to support the Bill on behalf of the CPI in the Parliament. I am happy and take pride in supporting

this historical Bill. It is a very important Act, which we are making in the 14th Lok Sabha after passing the Right to Information Bill.

Sir, our forefather and elders have made immense sacrifice to achieve Independence and to liberate this country from the British colonialism. We attained political freedom from them, and chose the democratic form of Government. We also pledged to give food, clothing, shelter and employment that are the primary necessities for our people. But no person with self-respect would like to live on charity of the Government alone. Therefore, we need to provide employment to the people of our country as they are ready to work and earn their bread. In the last six decades we could not provide them these basic necessities, and this Act would provide the work that is needed to several crores of rural people.

Shrimati Sonia Gandhi while addressing the House on this issue had tried to explain how the Congress Party is committed to providing employment. I think, the UPA and the Congress can take the credit for it, but at the same time it is the Left and other political parties in the UPA who contributed their mite in bringing this Bill. Definitely, the credit for this will ultimately, go to the 14th Lok Sabha for giving this historical Act to the people of India.

I would like to remind that even before Independence, the All India Congress Committee formed a Planning Committee for it. If I am not mistaken, Pandit Jawaharlal Nehru was the Chairman of the Committee and the hero of the nation Shri Subhash Chandra Bose was also a Member of that Committee. The Committee suggested many reforms, and the essence of the recommendations of the Committee was 'economic growth with social justice'. It took us almost six decades to bring that slogan of 'economic growth with social justice' in this country.

I do not think that poverty is going to be eliminated totally by providing employment to the rural poor, but this Bill is historical because the rural poor in this country could not be given enough attention in the last six decades after Independence.

I was born in a very backward district of Andhra Pradesh. Several lakhs of people every year go out to far-off places, even 1,000 kms. away from the State in search of employment.

Unfortunately, at least, two or three per cent of them will not come back because they die with several diseases in far off places. There is this type of people going from one place to another for working all over the country. This migration is taking place even in Punjab. While the Punjabis go out of the country for better employment, lakhs and lakhs of Biharis go to Punjab as agricultural labourers. We have seen their plight when they became the victims of violence during the Khalistan movement. Several lakhs of Malayalis go to Gulf in search of employment. Recently, I was told that a very large number of people from Bengal and Tamil Nadu have started going to Kerala in search of work. This type of migration is there because the rural poor are under-employed for more than 100 to 150 days. That is the reason why such a Bill has become necessary.

I am surprised that some friends from the NDA side are complaining that we are providing employment only for 100 days. It is true that if we could have provided employment for all the days, it would have been much better. However, unfortunately, during the period of NDA, they could not provide even 20 days of work. I would like to remind them, according to the statistics which were given by the NDA Government in 2002-03, that 21 lakh people lost their employment potential during 2002 and 2003, that is, for two years, in the organised as well as unorganised sectors. They promised to create one crore jobs, but they removed two million people from employment. Now, this Bill is being attacked from the point of view that there are some lacunae. Definitely, this Bill can be improved further. We all should try to further enrich this Bill. With our experience this year, we should certainly try to find more important amendments that are necessary to be made next year or so.

Sir, I would like to say that it is true that poverty is poverty, whether it is in rural areas or urban areas. The

first priority should be given to rural areas and we support it. At the same time, I would like to say that all the amendments that are being proposed are very good amendments. Discussions between the Left and the UPA enriched this Bill. This five-year term for the enactment of the Bill all over the country and for its implementation is a very good amendment. The minimum wage of Rs.60 is definitely not enough. However, the minimum wage is less in many other parts of the country. This is definitely going to provide better employment guarantee. I do not believe that this is going to create problems in rural India because the work is to be distributed among the rural people. This is not the same old Bill or the same old schemes that are being brought together. There is a difference: 100 days of employment is guaranteed; a minimum wage of Rs.60 is guaranteed; in five years, this legislation is going to be enacted throughout the country; and, ninety per cent of the amount that is necessary for expenditure is going to come from the Centre. These are the most important things. I appeal to the Minister that there are certain States which are very weak and may not be able to provide even 10 per cent of the amount as their share. Maybe, special funds should be provided to them so that this type of scheme can be implemented properly all over the country.

Sir, while we support the Bill, I appeal that the minimum wage should be increased as early as possible, and the urban areas also should be taken into consideration and included in the purview of the scheme.

The last point I would like to make is about certain remarks that appeared in one of the newspapers like 'Sonia Cess is Coming'. This is most unfortunate. People who are frustrated because of this Bill being brought forward are trying to project it as a vote bank scheme. It is, of course, necessary to mobilise funds. It is not a question of imposing cess on everybody all over the country. We appeal to the Government to tax those people more who benefited after the Independence of the country. The corporate houses, those who can pay, those who became multi-millionaires after Independence, should be

[Shri Suravaram Sudhakar Reddy]

justifiably taxed and the necessary money should be provided for this scheme.

With these words, I support the Bill.

[Translation]

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora) : Hon. Chairman, Sir, thank you for giving me an opportunity. First of all I congratulate the Hon. Minister as he had been making efforts for quite sometime to ensure that this bill is discussed and passed in the House. Besides congratulating the Hon. Minister, I also want to congratulate the Standing Committee on Rural Development this bill was comprehensively discussed and Kalyan Singh who besides being its Chairman is our leader also. That Committee held its ten sittings in all in a period of only six months and discussed the bill and gave some good suggestions. Some of its suggestions like giving maximum opportunities to women have been accepted. But today also several suggestions have come up during the course of discussion. I would like to tell the hon. Minister that he has three days' time at his disposal to consider over these suggestions. You can have full consideration on these suggestions and amendments till Monday because there is a need of some fine tuning to this bill again, this is felt when one goes through the entire bill. The bill is alright on the face of it, but it is to be seen how its message is sent out across the national level best. It should meet the same fate like other schemes of which several hon. Members including Azami ji and Sonia ji herself have made a mention.

I remember that the Employment Assurance scheme was implemented in some districts of the country including my district. Under the scheme, a yellow and pink card were to be issued at the time of registration and local people were to be given 100 days; employment. Despite all these provisions and regulations, it lacked on thing i.e. this scheme was not regulated under an Act. But today we are regulating this scheme under a legislation. There is only one difference between the General Scheme and

legislation regulated one that in case of general scheme if there is any violation of the scheme, there is no provision of direct penalty. But this time we are going to give it a legal shape through legislation. It's matter of national interest. It has been mentioned that at the initial stage, Rs.38,000 crores would be spent under the scheme.

Now while coming to penal provisions contained therein, I would like to refer section 25 miscellaneous, which states.

"Whoever violates the provisions of the Act, if convicted, will attract a fine which will be upto Rs. one thousand".

Besides, suppose if a fine of Rs.1000/- is imposed on the Gram Pradhan, Panchayat Sewak, BDO or coordination Programme officer after conviction, there is no provision as to what will happen in case they do not pay the fine.

Whatever flaws are coming to notice after going through the entire bill, I want that there flaws should be rectified as you have three days' time, you should utilize this time and should clearly specify whether the violation of the bill would be a cognizable or a non-cognizable offence. The question is, in case one does not pay fine, whether there will be confinement for that offence as this has not been mentioned in the Bill. Besides, which would be the competent court for filing the case in this regard and the manner in which case would be registered because it's a matter of the penalty, there is no mention of all these things. Moreover, there is no provision of revision or appellate. There should be such a provision. It is the principle of natural justice that the person, who is to be penalized should be given a chance to appeal against the penalty. There is no mention of this thing in this bill.

There has been no mention in it of the privilege granted to the highest public servant under section 21 of the Indian Penal Code that no case shall be registered against him for any act done by him in good faith while

most of the cases that will come up under it will related to public servants only. The clause 25, therefore, needs to be re-examined. I think that after pondering over this the hon. Minister will definitely bring some amendment, if needed. We are supporting it.

Mention of a subject has been made in it. Clause (b) of section 22 (2) of the scheme states that the state Government shall pay the one-fourth of the total material cost, which will also include the wages of the skilled and semi-skilled workers, of the scheme. But, registration of unskilled labour only is being done while there are masons, carpenters, and ironsmiths too in every village and the skilled labour in the same village is also sitting jobless there. Provision can also be made for someone who has learned some skills or semi-skilled labour and we should assure them also that they too will get employment and the wages, as the state Government may decide, should be fixed for it. Now, it has to be seen whether it will take place through bargaining or something else.

A mention was made here and I, too, will repeat it that it is an old wine in a new bottle". So, almost same old schemes are there. But, it is praiseworthy that what was not codified till now, has been codified today. You have made arrangements for monitoring. You have constituted monitoring Committee and many other Committees under the Chairmanship of the Members in the whole of the country. In all the programmes of rural development included under them, it is my request that this subject should also be included therein at any stage in future.

Now, how will the selection be made and what will be standards therefor? Hon. Ilyas Azmi ji has said a very good thing that there is only one district in his Kumaon Mandal and the same district is included in Shram Vikas Yojana, 'Food for Work' scheme and it will be included under this scheme also while this district has been carved out of another districts. Lot of discrimination is taking place there. On one side people are getting work while on the other side people are also deprived of work. There are no

industries, farm lands in the hilly areas of the country and unemployment is rampant there. We want that it will be better if the whole of the Himalayan region in the country is included in it. You should also consider it.

Sarva Shiksha Abhiyan scheme is being run in villages. AIBP programme is also being run in villages alongwith other schemes like DPAP, Hariyali, Vaniki, Swajal Dhara, Sam-Vikas etc. and funds for each of them is released in instalments. How they will control financial matter regarding provision of making payment within a week or fifteen days time – this also needs to be redefined properly.

Little mention was made that three years ago, 60 million metric tonne foodgrain was available and godowns were full but it was not given to the people who were dying of hunger then. Such allegations were made against our NDA Government. I strongly refute it and want to congratulate our Prime Minister that the said scheme is in implementation even today.

Mr. Chairman mentioned Antyodaya stating that with the subsidy of 25 thousand crore rupees United Front Government had started that scheme in which TPDS was 10 kg per family but under Antyodaya allocation was increased to 35 kg foodgrains per family consisting wheat at the rate of Rs.2/kg. and rice at Rs.3/Kg. Again in Annapurna scheme foodgrains were provided free of cost to the poor, thus the allegation is baseless. At present there is mismanagement at certain places in the country and other incidents take place at other places in the country.

Therefore, the allegation is totally baseless. I refute it. There will be multiplicity of programmes, work is being carried out in villages under Pradhan mantra Sadak Yojna and also under Gramodaya Yojna. But wages differ under these schemes. It will have certainly its impact on the ability of people to work. Hon'ble Minister, there is need to think how co-ordination can be brought in these schemes. With this I hope that hon'ble Minister will certainly incorporate major suggestions offered in this regard and consider how the mechanism can be improved/streamlined. The



[Shri Bachi Singh Rawat 'Bachda']

mechanism is same, there are CDO in the districts there are BDDs and people are also there. There is a need to take this into account.

[English]

SHRI JYOTIRADITYA M. SCINDIA (Guna) : Mr. Chairman, Sir, I stand here today in support of the National Rural Employment Guarantee Bill. This Bill is a historic step that will go down in the annals of our country as one that will illuminate the lives of millions of our impoverished and needy.

This Bill will finally bring justice to the poor people across our country and integrate them into the national mainstream. I have no qualms in stating that the credit for this single-minded, dogged pursuit, dedication and vision for this Bill goes to none other than Shrimati Sonia Gandhi. Aristotle once said and quote: "Hope is a waking dream." In today's world, we have many leaders that dare dream but the ability to transform lies in the commitment and the courage to be able to transform those dreams into reality, to be able to implement and to be able to deliver that promise. We are very fortunate today, Mr. Chairman, Sir, because within the UPA Government, we have that team of our Prime Minister Dr. Manmohan Singhji and the Chairperson of the UPA Shrimati Sonia Gandhiji.

This Bill is a Congress initiative. I have no qualms in stating that. The National Rural Employment Guarantee Bill is, and I quote the Prime Minister, "an idea whose time has come." It was first promised, the seed, the germination of this idea came in the Congress Chief Ministers' Conclave in 2002 in Guwahati. It then became a key pledge also of the Congress Manifesto and a pledge also of the UPA Manifesto in May 2004. As soon as the UPA Government took office in the Centre, National Food for Work Programme was launched only as a pre-cursor to the Employment Guarantee Bill. It was tabled in Parliament on 21st December, 2004 and was referred to the Standing

Committee which took six long months, 14 months since tabling until our Prime Minister and the Leader of the UPA Government Shrimati Sonia Gandhiji pestered them to table it in this Monsoon Session of Parliament so that the poor could get the much needed succour that they have been waiting for so long. [Translation] Thus there is no difference in the policy and intention of our UPA Government. There is no difference between our thinking and action. If we look at the history of Congress. [English] The Congress Party's tradition has been to focus on the rural poor and the economically backward. From the days of Pandit Jawaharlal Nehru, when he brought about Five year Plans, which centered on employment, to Indiraji's *Garibi Hatao*, the direct attack on poverty, her plans of Rural Landless Employment Guarantee Programme were appreciated not only within the country but by economists world-wide, such as Mahbub-ul-Haq and Paul P. Streeten. The EGS was introduced in Maharashtra again by the Congress Government in 1972. Rajivji first introduced the Rural EGS Programme – Jawahar Rozgar Yojana.

[Translation]

Sometime earlier Shri Nitish Kumar ji wondered as to what are the priorities of UPA Government. Shri Raghuvansh Prasad jee and Shrimati Sonia Gandhi jee said that rural development and addressing the problem of unemployment will be accorded top priority and this is their resolve as well.

He made such a comment. It is regretful that many people are absent from here. They have left after delivering their speeches. The fact is that our UPA Government take about feasible projects instead of creating illusion. I think NDA has still failed to get message given to them by the people during the previous election. If we look at the record of the NDA Government's performance, it could be seen that.

[English]

The average employment growth in the last NDA Government has been negative 0.075 per cent, which means that there was no net job creation. In the last four

years of their rule, we added 2.8 to 3 million people to the category of educated unemployed. When the Congress was in the Government, Mr. Chairman, Sir, the live register of unemployment was constant at 36.8 million people, which means that every person who entered the labour force got a job. In the last four years, the live register of unemployment has grown to 41 million people. Today, seven per cent of our labour force of 400 million people is still unemployed.

Of all the sordid melodies that affect man, unemployment is the most degrading. It robs a man of dignity, of self-confidence of the esteem of his fellow friends and of the loyalty and respect of his loved ones. Unemployment undermines motivation, undermines ideals, and undermines beliefs. It results in frustration and anger; it results in turmoil and instability.

This Bill, Mr. Chairman, Sir, is an extension of the Congress Party's understanding that we need to bring dignity to the life of Indian. That can only come through employment and job guarantee. Jobless growth is the major issue here. The country is growing at seven per cent but we need to provide employment.

[Translation]

Employment and progress are the two aides of the name coin. In democracy one cannot go without the other.

[English]

The rural poor, who will receive this guarantee of 100 working days, today have no food, no school and no drinking water. Forty per cent of our population still lives below one dollar a day. Today, Mr. Chairman, Sir, 65 per cent of our workforce is agrarian, and the agrarian pie in the GDP is shrinking. That is something that we need to worry about.

Therefore, the National Rural Employment Guarantee Bill will provide 100 days of employment in 200 districts. It will be a relief to the rural poor, because 9,000 of whom

committed suicide during the NDA rule. This Bill will result in better self-targeting. Only those who need the jobs will volunteer. It will result in better self-liquidating. When the requirement for these jobs are not there, they will not require them. It will result in better self-adjusting.

The expenditure will be much higher during times of drought and famine and much lower in better times. It will result in the creation of national durable assets, the assets which bring back employment as well as generation in harnessing of irrigation resources and infrastructure. It will provide income to the poorest of the poor and reduce seasonal migration and urban-rural migration. It will provide families who can then send their children to school, bring about better health and better education. It will also give – the most important point, Mr. Chairman, Sir – greater economic bargaining power to traditionally disadvantageous groups, which will change the power equations in rural society and hopefully foster much more equitable social order.

Sir, there is a criticism that this Act will result in corruption in execution of the schemes. There is no doubt that there is corruption in our system, there is corruption in our public distribution system, and there is corruption in our anti-poverty programme. Rajivji himself stated that only 15 paise out of every rupee reached the masses. But what is the answer? Is this the answer that we do not take succour to the poor, we do not take much-needed programmes to the poor? No.

The answer is that we must remove this malice of corruption by bringing about transparency, by bringing about accountability.

My friend Shri Satpathy talked about the issue of corruption. The Right to Information Act will remedy this issue. When empowerment goes right down the chain and when people in *gram sabhas* and panchayats will be able to monitor programmes, execute programmes, and will be able to evaluate and do the auditing of these programmes, it can be done. This combination of this RTI Act along with

[Shri Jyotiraditya M. Scindia]

this Bill will make the most potent tool that will deliver on the tenuous relationship, the relationship between the outlays and the outcomes. This is the real problem that our country is facing today.

It will deliver on the notion that bureaucrats and we, the politicians, are servants of the people and not their masters. The opponents of this Bill also talked about the fact that this will result in wasteful expenditure. This is one side of the story; but the other side is that will provide economic support to millions of people across our country; this Bill will provide not only drought relief, but also relief against drought. If this scheme is extended across the country, it will cost us close to Rs.38,600 crore. If you look at only 200 districts, we are talking about Rs.12,800 crore. Can we not support half to one per cent of our GDP for economically backward areas? Are we going to forsake the weak? Have we forgotten the words of Pandit Nehru on the eve of Independence, the 15th August, 1947? I would like to quote him.

"Future is not one of ease or rest, but of incessant striving so that we may fulfil the pledges that we have taken and the one that we shall take today. That service of India means the service of the millions who suffer; it means the ending of poverty and ignorance and disease and inequality of opportunity."

We must never forget the simple fact about economics of poverty, the share of the poor in total GDP is so minute that even if we move just a small percentage of GDP to serve the poor, it will transform their lives. The US spends one per cent of GDP on social assistance. France and UK spend 3-4 per cent; can we not spend half to one per cent of our GDP?

This Bill has outlined the new implementation mechanism which will decentralise administration and take power to the grassroots level; it will take power to the grassroots level, to the dream of Mahatma Gandhi.

[Translation]

He had envisioned self-governance for the villages, he had dreamt of complete self-governance for the villages. [English] Rajiv Gandhi institutionalized that vision and today with this move, the panchayats will no longer be at the periphery of economic reforms; they will be at the centre of economic reform.

[Translation]

The UPA Government has been continuously raising the issue of women empowerment. It has committed itself to this issue and resolved to carry forward this agenda. Hon. Kalyan Singhji has expressed concern about the condition of women. I would like to point out to him that the EGS programme being implemented in Maharashtra is also known as a programme formulated for the benefit of women as fifty percent of the beneficiaries under this programme are women. I would like to assure him that, maximum benefits would be gained by more and more women under this programme too on the lines of EGS programme. The Council for employment Guarantee in Centre and the States has provided for 33 percent reservation for the Scheduled Castes and the Scheduled Tribes and 33 percent reservation for women. It is a day of great pleasure for me. I would like to thank Shri Raghuvansh Prasad ji and Shri Kalyan Singhji for the fact that at last the backward section of our country has been given recognition and it has been brought under the purview of such programmes. I still remember that my respected father had presented a demand for this sort of scheme before this very House 25 years earlier in the year 1980. At the time the Chambal area in Gwalior, Madhya Pradesh was a dacoit-infested area. Today, I am happy because this scheme would not only generate means of employment in my constituency but would also give rise to permanent means of employment and would bring about a substantial improvement in the economy of the constituency.

[English]

18.00 hrs.

In conclusion, Mr. Chairman, Sir, I would like to state

that neither high growth nor sound public finance coupled with the booming stock market is the requirement today. What we need is a stable livelihood for the vast majority of our citizens, which must be given the highest priority. In four to five years, if this programme does work and I am sure it will, it will give close to four crore families an income increase of close to Rs.10,000 per annum. For them, Mr. Chairman, sir, this will make a difference between the anxious days and secure lives. The reality of the economic scene, Mr. Chairman, Sir, is that it is India Awakening and not India Shining or Feel Good. By emphasising the latter, the NDA Government played a cruel joke on the poor, the socially deprived and the cruelly indebted. The UPA Government stands here today to right those wrongs, to re-define the priorities of growth, to remove the burden of yoke from the poor and to lead India once again into a determined and proud future.

I now end in my father's words, Shri Madhavrao Scindia's words, that still rings through:

"The country must be told that there is a plan of action and that there is light at the end of the tunnel. They must be assured of a bright future, especially our economically weaker sections and the millions that still live below the poverty line. They must never be lost sight of."

The Bill, Mr. Chairman, Sir, is one of the most – I repeat, this is one of the most – significant legislation to be passed in this country after Independence which will go a long way. It will go a long way in bridging the gap between the political equality and economic equality.

[Translation]

This Bill would bring about balance between the concepts of political and economic equality. In conclusion I would only say this:

'ki door kama hai har ghar se hamen abhavaon ka andhera,

dekar rozgar wahan hum layenge ummeed aur aman ka savera!

SHRI KHARABELA SWAIN (Balasore) : Thank you very much for your highly political speech.

[Translation]

MR. CHAIRMAN : The House is about to complete nearly four hours' of discussion on this important Bill. If the House is ready or amendable to take the discussion forward then the time of the House may be extended by one hour.

SEVERAL HON. MEMBERS : Mr. Chairman, none of the Members is ready to do this. It is Raksha Bandhan tomorrow. Everyone wants to go. House may be adjourned.

SHRI RAVI PRAKASH VERMA (Kheri) : Mr. Chairman, zero hour has yet to take place.

MR. CHAIRMAN : 37 Hon. Members have given notice for discussion on important issues.

[English]

SHRI KHARABELA SWAIN : Sir, we can have it on Monday...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY (Puri) : Let us conclude, Sir...(Interruptions)

[Translation]

MR. CHAIRMAN : If the House does not concur then Zero Hour may be started.

SEVERAL HON. MEMBERS : Yes, Zero Hour may be started.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) : Sir, there are so many speakers. It will not be possible to finish it on Monday. So, let us extend the time for this discussion by one hour.

[Translation]

SHRI RAVI PRAKASH VERMA : Mr. Chairman, Sir, you may hold a discussion on the Bill till midnight on Monday. Please start Zero Hour now.

MR. CHAIRMAN : Going by the sense of the House the members are not ready to discuss the Bill. Therefore, the Zero Hour may be started. The House is conducted by taking 'sense' of it so, we will start Zero Hour now.

[Translation]

MR. CHAIRMAN : Shri Ramji Lal Suman – Not present.

Shri Brajesh Pathak – Not present.

Shri Vijendra Singh – Not present.

SHRI SHAILENDRA KUMAR (Chail) : Mr. Chairman, Sir, I am grateful to you for giving me time to speak on this special mention.

MR. CHAIRMAN : Please conclude within two minutes.

SHRI SHAILENDRA KUMAR : Sir, it is impossible to conclude within two minutes as it is an important matter. Whenever I rise to speak you impose restrictions on me. Please, atleast let me make my point complete.

MR. CHAIRMAN : A little while ago you were in a hurry to go. Is that hurry over now?

SHRI SHAILENDRA KUMAR : Sir, I had been to Mumbai in July and remained there from 16th to 18th July. We convened a meeting at Bhiwandi. Powerloom and handloom workers mostly from Uttar Pradesh live there. A large number of weavers from Jaunpur, Azamgarh and Allahabad districts of Uttar Pradesh migrated to this place during the mutiny of 1857. In 1986 those people had launched a movement in respect of some of their problems. I want to bring to your notice that at present seven lakh people are working in powerlooms there. Earlier population of Bhiwandi was ten thousand but today the population of weavers has increased to fifteen lakhs. Bhiwandi market

is a textile centre where powerlooms and handlooms are also in operation. 87 percent of textile even today is produced through powerlooms and only eight to nine percent textile is produced through handlooms. Textile is produced mostly in Bhiwandi, Malegaon and Surat. But the condition of children of workers there is miserable. Education and health facilities are not available for children there.. Weavers neither get any financial assistance from banks nor any agency is providing any sort of assistance to them to carry on their occupation. In the last year's budget rupees five thousand crores were earmarked for the textile sector but mill owners took the maximum benefit thereof and benefit of that allocation did not reach to the labourers of powerlooms and handlooms. It is the big corporate houses particularly Reliance and others else determine the price. I want to tell you that there is acute shortage of electricity which is the primary need of the industry. In that area electricity is available for twelve hours only and there is complete loadshedding for the remaining twelve hours. Mehta committee, Abid Hussain Committee and Gopal Singh commission were set up to suggest ways and means to remove the problems of the weavers over there but there condition has not changed at all. Excise duty was levied on textile which added to miseries of the weavers.

Sir, through you I would like to demand from the Government to pay attention immediately towards their problems be it the problem of electricity or education of their children or health facilities for them or any other problem relating to basic amenities. Lakhs of weavers have migrated there from Uttar Pradesh and it would be better if the Government could improve their standard of living. With these words I conclude.

SHRI DHARMENDRA PRADHAN (Deogarh) : Mr. Chairman, Sir, through you I want to raise an important matter here in the House. Sir, there are panchayats like Jarabagh, Lariyapali, Rangitkura, Babunikimal, Kabribahal, Mahulpali and Keshaibahal in Sabhapur district and Pankadihi Panchayat in Sundargarh district of Orissa.

More than one hundred tribal women have been brought to North India. A fraudulent agency going by the name of Ranchi Placement Service had advertised itself as an agency providing free placement and employment in that area. In this manner this agency has brought more than a hundred tribal women to North India. They have been put on various jobs in areas like Delhi, Chandigarh, Bhopal in North India. Their parents have registered a variety of charges against the agencies with the police. These girls have been brought here illegally by way of illegal trafficking of girls and have been forced to indulge in immoral trades. They had been brought to be employed as domestic help or work as office attendants. But they have been employed for illegal and immoral works. Through you, I demand from the Union Government that it should direct the Delhi Police to rescue these girls who are in dire straits.

Strict action should be taken against the criminals and agencies responsible for employing them in such trades and these girls should be sent back to their homes.

[English]

SHRI VARKALA RADHAKRISHNAN (Chirayinkil) : Sir, the traditional industries of Kerala, namely, coir and cashew, are facing a crisis. In these two small scale industries, 90 per cent of the workers are women. Now we are living in an era of women empowerment. But unfortunately, all these women workers are thrown out of employment. When we are discussing the Employment Guarantee Bill, the plight of these workers occur to my mind.

There is a long-standing demand to restructure these two industries to meet the challenging needs of globalisation. So, I would request the Central Government to sanction necessary aid or assistance for restructuring these two traditional industries, particularly the coir industry. An agitation is going on by the coir workers before the Government Secretariat, Trivandrum, Kerala. Their main demand is central assistance for restructuring the coir industry, so also most of the cashew factories are locked up due to non-availability of raw material and even if it

is made available, it is of a very high price. The situation has become very intense and most of the factories are at the verge of closure.

So, I would request for the intervention of the Central Government in saving these two traditional industries thereby giving employment to six to seven lakhs of women workers who are employed in these two industries. I expect that a very urgent decision will be taken by the Ministry of Small Scale Industries and necessary steps will be pronounced at the earliest.

[Translation]

SHRI CHANDRA SHEKHAR DUBEY (Dhanbad) : Mr. Chairman, about 45000 telephonic connections exist in Bokaro district in Jharkhand out of which 30000 are basic telephone connections and 15000 are mobile phone connections. Apart from these, there are 15000 applicants for mobile connections and 5000 for basic telephone connections in the waiting list which add up to a total of 65000 connections. Despite the presence of 14 telephone exchanges in Bokaro district this has not been designated as a telecommunications district whereas other smaller districts have been declared as telecommunications districts. Ever since 1985 Bokaro fulfil all the criteria for being declared a telecommunications district. The consumers and the functionaries of the districts have to take rounds of Dhanbad because this district does not have the faculties associated with a telecommunications district. I demand that the government designate Bokaro as a telecommunication district at the earliest in public interest.

[English]

SHRI SUNIL KHAN (Durgapur) : Sir, I stand here to draw the attention of this august House on the occasion of the centenary year of the historical anti-Partition of Bengal Movement that is called as the first National Movement during the British Raj. On 19th July, 1905, the British Government resolved that partition of Bengal would be effected and Bengal was ultimately partitioned on 16th October of the same year.

[Shri Sunil Khan]

As a result Bengal was divided into four States, Bihar, Assam, Orissa and Tripura Hills. Again during Independence, Bengal was divided into East Pakistan and West Bengal. The educated Bengalis felt that it was a deliberate blow inflicted by Lord Curzon on the national consciousness and growing solidarity among the Bengali-speaking population. Leaders like Sanjivani gave a clarion call to the people to boycott British goods, observe mourning and sever all contacts with the official bodies. In a meeting held at Kolkata on 7th August 1905, a Resolution was unanimously passed calling the countrymen to abstain from purchasing British products till "Partition Resolution" was not withdrawn. Stalwarts like Dwijendralal Roy, Rajanikanta Sen and Rabindranath Tagore came down to streets opposing partition of Bengal.

In the sequence of patriotic movement, the world-famous poet Rabindranath Tagore conferred a new theme of brotherhood, love and peace among all the Indian Communities with *Raksha Bandhan* and had spread the idea of broader sense of unity, nationalists secularism and above all humanity as well as to protest against hostility and communal game of British Raj.

In response, people came out of their houses in thousands and crores in his support. Rabindranath's famous song, "Let Bengal's water, air, fruits be one and blessed, O Lord", was composed and chanted by everybody. Folk poet Mukunda Das moved from village to village calling upon women to throw away the bangles made by British companies. Women observed mass fasting, boycotted cooking and offered *puja* to Mother India. The movement turned to be a mass movement.

In commemoration of Centenary of Anti Partition of Bengal Movement, I urge upon the Government to issue a commemorative stamp and first day cover

...(Interruptions)

MR. CHAIRMAN : Nothing will go on record except Shri Rewati Raman Singh's speech.

(Interruptions)\*

[Translation]

SHRI REWATI RAMAN SINGH (Allahabad) : Mr. Chairman, Sir, I would like to thank you for giving me time to speak. It is a serious issue that fatal diseases like Cancer, AIDS, heart attack and kidney failures are claiming the lives of the poor in the country. Thousands die of such illnesses in our country. Sir, the biggest reason for this is the prohibitive cost of medicines which are out of reach of the common man and the needy persons are unable to afford treatment for themselves. The Rural Employment Guarantee Bill has been presented recently and it is my desire that similarly a National Fund should be set up by the Government which would serve to reimburse the entire cost of treatment of such serious diseases to the hospitals in the case of needy people. Consequently, thousands of poor people, who would otherwise have died for lack of medicines, would be able to get treatment for themselves. I would like to request you to urge the government to give consideration to this suggestion and take positive action in this regard.

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Hon. Chairman, Sir, there is a tiny village in my constituency called Dhanakya. Pandit Deendayal Upadhyaya was born on 25 September 1916 in Station Master's quarter No. T-10 situated at Dhanakya Railway Station. Till he was of five or six years of age Shri Upadhyaya ji stayed at this place and was educated here. The Pandit Deendayal Upadhyaya Memorial Committee and myself would like to present the demand that the name of this railway station be changed to Pandit Deendayal Upadhyaya Puram Railway Station which would also be a matter of pride for the local residents. The name of Dhanakya holds no historic significance and nor does any historically acclaimed person have any connection with this name.

\*Not recorded.

Mr. Chairman, Sir, I earnestly request the central Government to kindly rechristen the Dhanakya railway station as Pt. Deendayal Upadhyaya railway station as 25th Sept. is being celebrated as his anniversary. I, therefore, believe that the Central Government would pay attention to it and act accordingly.

SHRI SANTOSH GANGWAR (Bareilly) : Mr. Chairman, Sir, the problem of officers and staff of the regional rural banks has been raised several times in the past. Their place of posting normally remains in remote areas yet the anomalies in their pay scales persist. The Government has looked into the anomalies in the pay scales of bank staff and several problems have been resolved also and the bilateral pay pact reached with bank staff has been implemented in all the banks by the Central Government, however, this pact has not been implemented in the regional rural banks owing to which there is wide spread resentment among the Regional Rural Banks staff and employees.

Mr. Chairman, Sir, there are a total of 196 regional rural banks in the country providing banking facility in the villages and the rural areas. The Bill which has been brought in the House for Consideration directly relates to it. I, therefore, request the Central Government that anomalies in their and other bank staff's pay scales should be immediately rectified as the facilities available to other banks staff are not being made available to the staff and employees of regional rural banks. Therefore, the regional rural bank staff and employees should get the pay scales at par with other bank's staff and employees.  
...(Interruptions)

MR. CHAIRMAN : Hon'ble Minister Sir, please listen to the request of honourable Member.

SHRI SANTOSH GANGWAR : Mr. Chairman, Sir, I, through you would like to draw the attention of the Government to the prevailing anomalies in the scales of pay of the staff and officers of the regional rural banks and request the Government to ensure payment of wages to the staff and officers of the RRBs equal to that of other

banks staff and employees. I would request you to kindly bring it into the kind notice of honourable Finance Minister.

SHRI GIRDHARI LAL BHARGAVA : Mr. Chairman, Sir, I associate myself with the issue raised by honourable Member, Shri Santosh Gangwar and would also request the honorable Finance Minister to grant pay scales to the staff and officers of RRBs equal to that of other bank staff and officers. I would also request him to kindly rise and say few words here in the House.

MR. CHAIRMAN : A minister can not be forced for it. Shri Bhargava ji, please take your seat.

SHRI HANSRAJ G. AHIR (Chandrapur) : Mr. Chairman, Sir, I, through you, would like to draw Government's attention to Coal India's production and supply system and would like to say that arbitrary and flawed system is being followed. The Ministry of Coal supplies coal to power plants and tiny industries but the Ministry has recently adopted 'e' auction system under which coal is being auctioned. In our country, tiny industries and electricity boards are demanding coal but instead of supplying coal to them, the coal is being auctioned which is not fair nor is it proper for economic upliftment of the country. Auctioning of coal is not justified in view of acute shortage of coal in the country. This is fraud against tiny industries and power plants.

That is why the industries have been getting closed and the power generation in the power houses has come down. I, therefore, request the Hon. Minister, through you that the 'e' auction system for coal should be dispensed with forthwith so that enough quantum of coal supply could be ensured to the power houses of the country and small scale industries could get coal. I am arguing to discontinue this system because the small industries of the country are getting coal from the retail market at the higher rates thereby affecting the small industries of the country. 15 to 20 percent of the people of the country are getting employment through these small industries. Therefore, these industries need protection. I, therefore, request the



[Shri Hansraj G. Ahir]

hon. Minister to supply coal industries and power houses at the mill rate.

Mr. Chairman, Sir, I also want to draw the attention of the hon. Minister, through you towards another decision. Coal India has formulated a policy which envisages assigning the captive mining work to the private parties for extraction of coal on the plots and under this policy plots are being given to the private parties for the extraction of coal. These plots are being given to the private companies which include steel plants, cement plants and power generation plants, for the captive mining.

I have seen that many blocks have been given to the people in the private sector, where there is no steel or cement industry and power is also not being generated. As a result of that the State Governments have put their demand for coal for the Electricity Boards and the power generation of the Electricity Boards has come down as they have not been allotted captive blocks. I want to submit that both these policies relating to blocks have proved deceptive to industries requiring coal. And I have doubt that there has certainly been corruption at the Secretary level or at the Chairman level of Coal India Ltd. Therefore, there is a need to investigate into the matter and to immediately change the said policy.

[English]

SHRI ABDULLAKUTTY (Cannanore) : Mr. Chairman, Sir, I would like to invite the attention of this august House regarding the miserable plight of working journalists of India. Recently the 43rd State Conference of Working Journalists was held in my constituency which was attended by intellectuals, trade union leaders and political leaders etc. The Conference expressed much concern about outsourcing contract job and retrenchments in newspaper publishing industry.

Sir, the Fourth Estate being the pillar of democratic nation, it pains me to observe that the so called press

media pretending to be the saviour of democracy is treating the working journalists like bonded labourers. We have a strong Act called the Working Journalists Act, 1955. The most relevant feature of the Working Journalists Act is the creation of a Wage Board. The Journalists Act has come into force 50 years ago. Sir, I would urge the Government to take immediate action to create a new Wage Board for the Working Journalists including the Electronic Media which should be brought under the purview of this board. Thank you, Sir.

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur) : Mr. Chairman, Sir, I want to draw your attention towards the decline in population of Chhatisgarh as per the census. Chhatisgarh is a new state carved out of Madhya Pradesh. The delimitation work begun there after the formation of the State. I would like to give some figures from Chhatisgarh. There are 90 assembly seats in and 11 Lok Sabha seats. Chhatisgarh state out of 11 Lok Sabha seats 2 are reserved for the scheduled castes and 4 for the scheduled tribes. Out of 90 assembly seats, 10 are reserved for scheduled castes and 34 for the schedule tribes. Delimitation is being done like this.

I would like to explain that before the delimitation, as per the 191 census the population of the scheduled castes in Jaspur of Chhatisgarh was 47012 which has come down to 36400 in 2001. The growth rate of population is minus 22.67 percent in 2001 as compared to the 1991 census. similarly, as per the 1991 census, the population of the STs was 4,94,29,092 and it was 4690063 as per the 2001 census which is + 9.52 per cent as compared to 1991. The population of the general category which was 18025 in the 1991 census has gone upto 236807 in the 2001 census, this growth is +31.38 per cent. The number of SCs was 8433 in the 1991 census, and this number was 3867 in the 2001 census which is minus 53 percent i.e. a total decline of 64.5 percent. But as for Sarguja, I would like to say that there has been a decline in the population of the SCs and general category population as well. For

example, as per the 1991 census, the number of the SCs was 897211 and this number is 1076669 as per the 1991 census. The growth rate of SC's population had been 20 percent in 2001 as compared to 1991. Similarly, the population of general category people was 609240 in 1991 and this has gone up to 800588 in 2001. The growth rate in the 2001 was 31.41 percent as compared to 1991. ...*(Interruptions)*

MR. CHAIRMAN : Please come to the point. do not quote figures.

SHRI PUNNU LAL MOHALE : Sir, I would like to request you...*(Interruptions)*

MR. CHAIRMAN : Do not tell me. The hon. Minister is present here, so tell him your problem.

SHRI PUNNU LAL MOHALE : Sir, I would like to point out to the hon. Minister, through you that in the on-going delimitation exercise, five scheduled castes and scheduled tribes Assembly seats are being reduced and similarly one Lok Sabha seat in each category is also being reduced. Keeping in mind the condition of the people of those categories, this is injustice towards the people of that area. Chhattisgarh State has been formed for the development of Scheduled Castes and Scheduled Tribes. The delimitation is being carried out on the basis of false census figures. These census show the number more in 1991 and less in 2001...*(Interruptions)*

*[English]*

MR. CHAIRMAN : Please take your seat.

*[Translation]*

SHRI PUNNU LAL MOHALE : Consequently, there is some irregularities are taking place in the demarcation of seats in the Bastar, Jaspur, Sarguja and my parliamentary constituency area...*(Interruptions)*

*[English]*

MR. CHAIRMAN : Please take your seat. I am not allowing you.

*[Translation]*

Mohaleji, please sit down. Shrimati Sangeeta Kumari Singh Deo.

SHRI PUNNU LAL MOHALE : I would like to request that keeping the interest of the Scheduled Castes and Scheduled Tribes in mind another census, besides the 2001 census, be conducted and the delimitation exercise be stopped...*(Interruptions)*

*[English]*

MR. CHAIRMAN : Nothing will go on record.

*(Interruptions)\**

18.32 hrs.

(ii) **Re: Alleged illegal sale of rifle cartridges from ordnance Factory, Bolangir, Orissa**

*[English]*

SHRIMATI SANGEETA KUMARI SINGH DEO (Bolangir) : Sir, I would like to draw your attention to an important news item published in the Bhubaneswar Edition of the Indian Express dated 2 August, 2005 titled "The Enemy Within". Now, this article pertains to the goings-on in the Ordnance Factory in my parliamentary constituency. This Ordnance Factory is located at Badmal in Saintala in Bolangir District. Sir, a few years ago, several Bofors shells were found lying on the roadside between Raipur and Durg which were meant actually for the Ordnance Factory at Badmal. This time 30-mm rifle shells have been found lying on the roadside as they fell out of two gunny bags which were being carried by a kabariwala or a scrap-dealer on a cycle. I have the FIR and the news item also with me in case anybody is interested to see them.

\*Not recorded.

[Shrimati Sangeeta Kumari Singh Deo]

The matter which really needs to be investigated is how these 30-mm rifle shells have been sold as scrap by top officials of the Ordnance Factory in badmal. After the arrest of one person or after the FIR was lodged, the entire Ordnance Factory officials have gone into a tizzy trying to hush up the entire matter. Now, I would like to make a point here that at a time when terrorism, naxal and Maoist jactivities are on the rise in the country and the country's security is in question, then these Ordnance Factories which are meant and which do produce ammunition for the Armed Forces are selling the same ammunition shells as scrap. Can the security of the country be really safe in the hands of the 'enemy within'?

I would like to request, through you, Sir, to the hon. Defence Minister to take note of the serious nature of the incident which has occurred, and a high-level Committee should be constituted to enquire into this absolutely appalling and shocking case of corruption in Badmal Ordnance Factory and stringent action should be taken against the traitors within.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE) : Sir, I shall look into the matter and get back to her.

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[Translation]

SHRI HARIBHAU RATHOD (Yavatmal) : Mr. Chairman, Sir, my constituency, Yavatmal, is quite big but receptivity of Doordarshan programmes is very poor in that area. It also has many tribal areas. The frequency of Akashvani Relay Kendra is also low. I would like to request the government, through you, to increase the frequency of Doordarshan Kendras and Akashvani in that area.

[English]

\*SHRI M. SHIVANNA (Chamarajanagar) : Mr. Chairman, Sir, the entrance examinations conducted by the State Education Boards and the Centre have create a lot of problems, not only to the students but also to the parents. In fact, the entrance examination for Engineering, Medical, and Architecture is still going on. Casual round of counselling has not yet started. The entire process of cc-ounselling and tests takes about six to eight months. the marks obtained in the 12th Standard examination have been completely ignored.

The hon. Chief Minister of Tamil Nadu, Ms. Jayalalitha had cancelled the CET in Tamil Nadu. Now, the Tamil Nadu Government is planning to take over all the private engineering and medical colleges. Similarly, in Karnataka and Maharashtra and other States, the private engineering and medical colleges are not meant for the middle class and lower middle class families. Corruption is also rampant. CET question papers and IIT Entrance Exam papers are available before the actual test for a very high price. Middlemen are minting huge money at the cost of poor students. This has adversely affected the future prospects of students hailing from SCs, STs, OBCs and other backward and downtrodden communities. It is high time that Centre should intervene immediately in this matter and find out some viable solution for this malaise before it is too late.

My prayer, therefore, to the hon. HRD Minister is to take urgent remedial steps to right the wrong by abolishing the CET which has become a major obstacle for the students from SCs, STs, OBCs and other communities to compete for the admission in professional colleges. The marks scored in the 12th examination alone should be taken into consideration for admission to all the professional and educational institutions which has been the case since long.

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\*Translation of the speech delivered in Kannada.

*[Translation]*

MR. CHAIRMAN : Shri Baithaji, you have given notice on three issues but as per rules you can raise only one issue. Please make your submission in one minute.

SHRI KAILASH BAITHA (Bagaha) : Mr. Chairman, Sir, there is no constituent college in the Lok Sabha Parliamentary Constituency of Bagaha in Bihar. A private college was being run by the public in that place. Now, this place is being utilized as a police cantonment for the last one year and the college has been shut down. In spite of the complaints made with local officers, police has not been shifted from there.

I would like to request the House through you that the police force should be removed from that place and the college be restarted so that the students are enabled to carry on with their studies smoothly.

*[English]*

MR. CHAIRMAN : The House now stands adjourned till 10.00 a.m. on Monday, August 22, 2005.

18.39 hrs.

*The Lok Sabha then adjourned till Eleven of  
the Clock on Monday, August 22, 2005/  
Sravana 31, 1927 (Saka)*

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