

routes/services originating from the metropolitan cities.

(b) No, Sir.

(c) The fares are fixed on the basis of pre-determined route mileage.

(d) The following charges are imposed on the basic fare of Indian Airlines:-

A. Fuel surcharge;

B. The following tax/surcharge is imposed on the total fare consisting of basic fare and fuel surcharge:-

(I) *Inland Air Travel Tax at 15%:*
This, however, is a tax levied by the Government which accrues to the Govt. and not to the Indian Airlines.

(II) *Gulf Evacuation surcharge at 10%.*

In addition to the above, Indian Airlines collects a Passenger Service Fee at the rate of Rs. 10/- per passenger sector on behalf of International Airports Authority of India and National Airports Authority.

Purchase of Oil

*54. PROF. P. J. KURIEN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Government have contracted for the purchase of additional oil from new sources;

(b) if so, whether India will get adequate and uninterrupted supply of petroleum products;

(c) whether the Government have effected economy in the use of oil; and

(d) if so, the details thereof and whether the impact of the same has been realised by now?

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) As a result of Gulf crisis supplies of crude oil and products from Iraq and Kuwait were disrupted. To meet this shortfall supplies were arranged from alternate sources.

(b) Import of petroleum products has been taking place without any interruption within the ceiling of quantities approved for import.

(c) and (d). Government has introduced several demand management measures to contain the demand for petroleum products in various sectors of the economy. As a result of these measures, the consumption of petroleum products during 1990-91 is expected to be about 55.26 MMT representing a growth rate of only 2.2% over the consumption in 1989-90, as compared with the growth rates during 1989-90, 1988-89 and 1987-88 which were 8% 7.9% and 6.3% over the respective previous year.

[Translation]

Power Position in Palamau and Chota Nagpur Districts

*55. SHRI JORAWAR RAM: Will the Minister of ENERGY be pleased to state:

(a) whether there is acute shortage of power in Bihar, particularly in Palamau and Chota Nagpur districts;

(b) whether the Government propose to supply power to those districts through national grid; and

(c) If so, when this proposal is likely to be implemented and if not, the reasons therefor?

THE MINISTER OF ENERGY (SHRI KALYAN SINGH KALVI): (a) and (b). During the period April, 1990-January, 1991 the energy deficit in Bihar (including Palamau and Chota Nagpur) was 27.9%. Bihar power system is a part of the Eastern Regional Power Grid. The installed Thermal capacity of Bihar State Electricity Board is about 1300 MW. The Plant Load Factor of the BSEB Stations during April, 1990-January, 1991 has been low at 24.3%. BSEB has been receiving its full share of power from Central generating stations in the Eastern Region, Against an entitlement of 874.4 MUs during April, 1990-January, 1991, BSEB actually received 1127 Million Units. Power is also being supplied, as a special case, to Bihar (including Palamau and Chota Nagpur) from the Northern Region.

(c) Inter connections between the regional grids, which will evolve the structure of the National Grid, will be provided in the Eighth and Ninth Plan.

Conversion of Sawai Madhopur-Jaipur Medata Road Rail Line

*56. SHRI BEGA RAM: Will the Minister of RAILWAYS be pleased to state:

(a) the average of rail track per 1000 sq. km in Rajasthan and the national average;

(b) whether there is any plan to convert Sawai Madhopur-Jaipur-Medata Road metre gauge rail line into broad gauge and to extend it from Jodhpur to Jaisalmer; and

(c) if so, when sanction therefor would be accorded?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHAKTA CHARAN DAS): (a) Average route km per 1000 sq. km as on 31.3.90 is

National	-	18.92
Rajasthan	-	16.86

(b) Yes, Sir.

(c) Work on Phase I of the direct BG link from Agra to Barmer/Jaisalmer which, involves the following, was included in 1990-91 Budget:

(i)	Sawai Madhopur-Jaipur	Gauge Conversion
(ii)	Jaipur-Phulera	Parallel BG
(iii)	Phulera-Merta Road	Gauge Conversion
(iv)	Merta Road-Jodhpur	Gauge Conversion
(v)	Bikaner (Lalgarh)-Merta Road	Gauge Conversion

Phase II of this project, which includes conversion of Jodhpur-Samdari, Samdari-Barmer and Jodhpur-Jaisalmer sections has also been approved in principal. It would be taken up after work on Phase I has been sufficiently progressed keeping in view the availability of resources in the coming years.

[English]

Maintenance of Railway Tracks

*57. SHRI MANDHATA SINGH: Will the Minister of RAILWAYS be pleased to state: