

- National Capital Region for protecting and improving the quality of the environment and preventing, controlling and abating environmental pollution;
- (ii) An Action Plan for the control of Pollution in the National Capital Region has been prepared;
 - (iii) Monitoring of air quality by the Central Pollution Control Board through 10 ambient air quality monitoring stations under the National Ambient Air Quality Monitoring Program. The data generated forms the basis for the analysis of the quality of air in the different regions against the prescribed limit;
 - (iv) Effluent and emission standards for major sectors of air and water polluting industries have been notified. Industries have been directed to comply with the prescribed standards;
 - (v) Emission norms have been progressively tightened for emissions from vehicles at the manufacturing stage. These came into effect on 9.1.1990 with a tighter standard introduced on 1.4.1996. A much stricter emission norm will be introduced from 1.4.2000 for all categories of petrol and diesel vehicles;
 - (vi) The Government has drawn up a major program for improvement of the quality of automotive fuels. Unleaded petrol was introduced in Delhi from 1.4.1995 for the use of new 4 wheeler petrol vehicles fitted with catalytic converters introduced from this date. Low sulphur diesel of 0.25% has been introduced in Delhi from 15th August 1997. Pre-mixed fuel of mixture is being supplied in the retail fuel outlets to prevent sale of loose low quality oils.
 - (vii) Introduction of cleaner fuels such as CNG, propane and LPG

in in-use vehicles in order to reduce emissions;

- (viii) The public transport system is proposed to be strengthened by inducting 1500 buses of urban design into the DTC fleet;
- (ix) More than 200 private petrol pumps and workshops have been authorised by the Department of Transport, Government of Delhi for pollution checking, tuning of polluting vehicles and issuance of Pollution Under Control Certificates. Pollution checking facilities are being increased;
- (x) The Transport Department has launched public awareness campaigns in Delhi to educate people about the statutory punitive provisions related to vehicular pollution, health hazards, and on the maintenance measures for control of pollution from vehicles;
- (xi) A system of synchronised signals, and better traffic management of most polluted intersections has been introduced;

Extra Bonus to Wheat Farmers

1078. SHRI A. VIJAYA RAGHA-VAN: Will the Minister of FOOD AND CONSUMER AFFAIRS be pleased to state:

(aj) whether Government have taken any decision to give extra bonus to the wheat farmers for the 1998-99 rabi marketing season;

(b) if so, the details thereof;

(c) whether Government would enhance P.D.S. wheat price accordingly; and

(d) whether this extra bonus facility will be provided to the rice farmers also?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES (SHRI SATYAPAL SINGH YADAV): (a) and (b) Yes, Sir. the Government has granted a central bonus of Rs. 55/- per

quintal in addition to the minimum Support Price of Rs. 455' per quintal for the wheat offered for sale to the Central Pool during 1998-99 Rabi Marketing Season. The amount of bonus is payable from 1.4.1998 to 10.6.1998.

(c) No such decision has yet been taken by the Government.

(d) There is no such proposal at present.

Financial Assistance to Tamil Nadu for Setting up Consumer Courts

1079. SHRI S. MUTHU MANI: Will the Minister of FOOD AND CONSUMER AFFAIRS be pleased to state:

(a) the total amount sanctioned to the State Government of Tamil Nadu during the last two financial years in the form of financial assistance to set up and strengthen the infrastructure of Consumer Courts;

(b) whether Government have received any request from the State Government of Tamil Nadu to consider the reallocation of financial assistance for strengthening the infrastructure of Consumer Courts; and

(c) what is the total number of Consumer Courts set-up by the State Government of Tamil Nadu during the last two financial years?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES (SHRI SATYAPAL SINGH YADAV): (a) A total financial assistance of Rs. 2.70 crores has been sanctioned and released to the State Government of Tamil Nadu during the financial year 1995-96 and 1996-97 for strengthening the infrastructure of the Consumer Courts in that State.

(b) No, Sir.

(c) As per the information made available by the State Government of Tamil Nadu, there are 24 District Fora in the State of Tamil Nadu. No additional District Fora have been established during the last two financial years.

Condition of Sugar Industry in the Country

1080. DR. B.B. DUTTA: Will the Minister of FOOD AND CONSUMER AFFAIRS be pleased to state:

(a) whether the sugar industry in the country is not in a good health today;

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

(c) the main reasons for the poor performance by the sugar industry in the country; and

(d) the steps taken by Government to revitalise the sugar industry?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES (SHRI SATYAPAL SINGH YADAV): (a) to (c) The existing Sugar industry in the country is* not perceived to be a particularly healthy one from the financial point of view. In view of the low rate of return in this sector, new production capacity is not being created at the required pace. Generally, the public financial institutions are also not favourably considering proposals for financing of new sugar capacity. The major reasons for the poor financial performance of the sugar industry are as under:-

(i) Sugar is subject to statutory levy as also distribution control. For the quantity of sugar acquired by Government against levy, the return to the sugar mills is substantially lower than what would be obtained at open market prices. The distribution control also reduces the opportunity of the sugar mills to adopt an independent marketing strategy.

(ii) Historically, the sugar industry is subject to violent cyclic variations. These variations are principally caused by the increase or decrease of sugarcane availability, linked to the motivation of the farmer to cultivate sugarcane vis-a-vis other competing crops.

(iii) In years of high sugar production, sugar mills have to bear the carrying cost of high sugar stocks.