

(c) whether it is also a fact that promoters are allowed to pay only a fraction of share price for the allotment of preferential shares; and

(d) if so, whether such a practice conforms, to corporate governance norms?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) Yes, Sir. Though permission from SEBI is not required by listed companies for making preferential issues, such allotment to promoters should not bring the public shareholding below the minimum level specified in the Equity Listing Agreement. Further, a company making preferential issue is required to comply with the SEBI guidelines with respect to pricing, lock-in of shares, disclosures in the notice sent to shareholders, restriction on prior sale by allottees, upfront payment, among others. Preferential allotments are also governed by section 81 (1A) of the Companies Act in terms of which, *inter alia*, a special resolution of the shareholders at a general meeting is required for such issues.

(c) and (d) The price of preferentially allotted shares has to be at least the higher of the average of the weekly high and low of the closing prices of the shares quoted on the stock exchange during the 6 months or two weeks preceding the relevant date. The relevant date is thirty days prior to the date of shareholders meeting called for the purpose of consideration of the preferential allotment. This pricing mechanism ensures that allottees do not use price movement in the market to their own advantage. The guidelines require that irrespective of whether the allottee is a promoter or non promoter, the shares allotted through preferential allotment have to be fully paid up at the time of allotment. These guidelines ensure that preferential allotment conform to corporate governance norms.

Development of ports

*354. SHRI N. K. SINGH:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of SHIPPING be pleased to state:

(a) whether Government has recently proposed development of some ports;

(b) if so, the details thereof and the likely amount to be invested for development of ports;

(c) whether the capacity of ports which are overloaded would also be enhanced with proper infrastructure facilities; and

(d) if so, the details of action plan proposed by Government in this regard?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Yes, Sir. With the objective to upgrade and modernize port infrastructure in India, a National Maritime Development Programme (NMDP) has been formulated by the Ministry of Shipping. Under this programme, specific projects have been identified to be taken up for implementation up to 2011-12. In the Major Ports, 276 projects covering the entire gamut of activities, namely, construction/upgradation of berths, deepening of

channels, rail-road connectivity projects, equipment upgradation/ modernization schemes and other related schemes for creation of back-up facilities have been identified for inclusion in the programme. An amount of Rs.55,804 crores is to be invested in the Port Sector under this programme.

Shortage of pilots

*355. SHRIMATI BRINDA KARAT: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the country is facing a shortage of pilots in aviation industry;
- (b) if so, the action taken by Government to tackle the situation;
- (c) the number of civil aviation training institutes in the country; and
- (d) the details of minimum criteria for admission in these institutes?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There is no shortage of pilots. However, there is a shortage of Commanders in some category of aircraft.

(b) and (c) There are 45 civil aviation training institutes in the country approved by Directorate General of Civil Aviation (DGCA) for Imparting flying training.

(d) The candidate has to fulfill the requirements as enumerated in Schedule II of Aircraft Rules, 1937 for getting a particular type of licence.

Rupsi airport at Barpeta in Assam

*356. SHRI KUMAR DEEPAK DAS: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is aware that the airport at Rupsi in Barpeta Assam was destroyed partially by the volunteers during the Independence Movement and recognize the area as a national heritage;
- (b) the details of present land area of Rupsi airfield;
- (c) whether maximum area of land is now under illegal occupation;
- (d) if so, whether Government would remove illegal occupation there at;
- (e) whether Government has any future planning over this airfield at Rupsi; and
- (f) whether Government would make a proper planning for preservation of the area as the monument of the Indian Independence movement and recognize the area as a national heritage?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The information is being collected from Archaeological Survey of India (ASI), the concerned Department.

(b) The land area of Rupsi airfield is 447.416 acres.

(c) Airports Authority of India (AAI) has reported that as per the land inspection report of the airport, there is no encroachments at this airport.