

MR. CHAIRMAN: What is your supplementary please?

SHRI PRAVEEN RASHTRAPAL: I am coming to the supplementary. There, Government has permitted private sector to do work and given all infrastructure with certain condition. Looking at that performance, may I know from the hon. Minister whether the private companies will be warned? They are not properly performing, that too in the area of human death where the widow or the family member is waiting for the claim. If the delay is occurring there, there should be a warning from the Government side to the private sector doing business in life insurance.

MR. CHAIRMAN: Thank you.

SHRI PRANAB MUKHERJEE: Sir, I would like to clarify one point. There is no dispute between the private sector and the public sector. There are 22 private sector insurance companies operating in the market. These are commercial activities. Any company would like to expand to make more profit and they will have to provide better customer services so that their business expands. I explained that most of them came later. That is why they could not come up to the one which has been in existence since 1956. Sir, the LIC was set up in 1956 through the Life Insurance Corporation of India Act. But, the insurance business was in existence before that; some of them were doing this from 30s and some of them were doing from 20s. Therefore, these are the known facts.

So far as the entry of private sector is concerned, they are already operating here and the Government's responsibility is to provide a level-playing ground.

SHRI PRAKASH JAVADEKAR: Hon. Chairman, Sir, the pendency or not meeting out the claims by the private insurance companies in comparison to public sector insurance companies happens because of complex hidden conditions. The private insurance policies have too many conditions and they are apparent. So, my question is: Whether the Government will look into this aspect of hidden conditions, will it make a study as to why this pendency happens and why these claims are not settled quickly and what steps will the Government take to make conditions more transparent which will be known to everybody. That is the only way to come out of these hidden conditions.

SHRI PRANAB MUKHERJEE: Sir, there is no question of any hidden conditions.

SHRI PRAKASH JAVADEKAR: Sir, they are there ...*(Interruptions)*... There are interpretations. ...*(Interruptions)*...

SHRI PRANAB MUKHERJEE: Whatever conditionalities have been given, they are in the knowledge of the public domain.

#### **Expansion of airports in Tamil Nadu**

\*262. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the stage of expansion initiatives undertaken at Madurai, Tuticorin, Coimbatore and Chennai Airports in Tamil Nadu and the probable time-frame before which these expansion works could be completed and put to use;

(b) whether it is a fact that the progress of expansion work has been very slow;

(c) what are the hurdles and handicaps in getting the land from the Ministry of Defence, which seemed to have agreed at a particular point of time and went back subsequently; and

(d) if so, the details thereof?

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) The details of works in progress at Madurai, Tuticorin, Coimbatore and Chennai airports in Tamil Nadu are as under:

Madurai - Construction of New Integrated Terminal Building - likely to be completed by May, 2010.

Tuticorin - The Master Plan has been projected to Govt. of Tamil Nadu with draft MOU to provide 586 acres of land free of cost & free from all encumbrances to AAI along with other concessions, for upgrading the Airport in phases, initially for Code 'C' A321 type of aircraft and subsequently for higher category Code 'D' aircraft.

Coimbatore - Expansion and modification of Terminal Building - likely to be completed by May, 2010.

Construction of part parallel taxiway and expansion of apron completed on 25.2.2010.

Chennai - Major expansion is being carried out where passenger aircraft and cargo handling capacities are being augmented. The modernization work of Chennai Airport is progressing as per schedule. The physical progress of modernization of Chennai Airport is 45% and is likely to be completed by January, 2011.

(b) No, Sir.

(c) and (d) There are no problems/impediments in respect of Madurai, Tuticorin and Coimbatore airports, with Defence Authorities as no land of Defence is envisaged at these 3 airports.

At Chennai Airport 21 acres of land has been identified to be acquired from Defence Authorities for undertaking development works. Defence authorities had agreed to hand over the same to Airports Authority of India (AAI) but only part of the land has been handed over. However, on continuous follow up and persuasion by AAI, Defence Authorities have lately accorded working permission in the remaining land.

Out of 21 acres of land proposed to hand over to AAI, 1.76 acres of land had been added into operational area where facilities have been developed by AAI. In the remaining 19.24 acres of land, only working permission has been given but their assets have not been vacated till date. Alternate facilities for the assets of Defence on this 19.24 acres of land have already been constructed by AAI as per the location and plans approved by Defence Authorities but the same has not been taken over. Defence Authorities have requested for equal value of land which is being discussed amongst the State Government and Defence Authorities.

DR. K. MALAISAMY: Sir, the entire House is fully aware that the pressure of traffic on road, air and sea is increasing by leaps and bounds throughout the length and breadth of the country. For information of the House, it is known that, on an average, 12,000 cars are manufactured and put on road. All the metro cities....

MR. CHAIRMAN: Question, please.

DR. K. MALAISAMY: ...have become crowded, congested and they cannot take the load of passengers, etc. And as such, the expansion and modernization of airports is a must. I have asked a question relating to the expansion and modernization of airports, particularly in respect of Tamil Nadu. I am happy that the reply has been fairly given.

MR. CHAIRMAN: What is the supplementary?

DR. K. MALAISAMY: I come to my first supplementary.

Sir, as far as time-frame given to complete Madurai and Coimbatore airports, it is May. As far as time-frame given for modernization of Chennai Airport, it is January, 2011. My specific question is: What was the earlier time-frame fixed to complete the work? Now, the Government says that it is going to complete the work on such-and-such date. What was the earlier commitment? This is my first supplementary.

SHRI PRAFUL PATEL: Sir, I think, hon. Member is asking for earlier time-frame. I think, broadly, the construction at both the airports is on time. Some slippages by a month or two here and there might have happened in the case of Madurai. Whereas, in the case of Chennai, the time-frame as specified is absolutely as it was envisaged.

DR. K. MALAISAMY: Sir, my second supplementary, I think, is difficult to answer.

MR. CHAIRMAN: Then, why are you asking a difficult supplementary?

DR. K. MALAISAMY: Sir, in the last paragraph of the reply, the hon. Minister says that only working permission has been given, but their assets have not been vacated till date. Sir, 1.76 acres of land has been added into operational area where facilities have been developed by AAI and in 19.24 acres only working permission has been given. Sir, the point is this. There is a piece of land to be

given to the Airports Authority. The Airports Authority has undertaken to do the facilities for the Defence; and, they have done the job also. But, now, the Defence says that they are giving 'working permission'. I am unable to understand what the 'working permission' is. In spite of the fact that the Airports Authority has given all facilities meant for Defence, they are not occupied. On the other hand, they say that. ...(*Interruptions*)...

MR. CHAIRMAN: You don't have a supplementary.

DR. K. MALAISAMY: Sir, in other words, there is some hitch in existence, I would like to know from the hon. Minister whether there is any hitch between the Defence and the Civil Aviation. Is it a local hitch or a national hitch?

MR. CHAIRMAN: Is that a suspicion or a fact?

SHRI PRAFUL PATEL: Sir, I think, the hon. Member must appreciate, as is mentioned in the written reply, that there is some issue of land transfer between the Defence authorities and the Airports Authority. This is not something which is unique to Chennai. In most cases, the Defence authorities and the civilian authorities share the assets. Somewhere we are occupying the assets of the Defence in a Defence airfield and, *vice versa*, in a civilian airfield there are Defence facilities. This is an ongoing process. So, I don't think that the work *per se*, as has been replied, has stopped because of that. We have created some assets for them on the land which they are supposed to vacate. And, as I have indicated in the reply, though the formalities are yet to be completed, the work *per se* has not been stopped.

SHRI N. BALAGANGA: Sir, the Minister's reply is confined to Madurai, Tuticorin, Coimbatore and Chennai. The hon. Minister has neglected my native place, Salem. Salem is one of the biggest cities in Tamil Nadu. After a long wait, one private airlines, the Kingfisher, alone has an evening flight from Chennai to Salem. I would like to know whether the other airlines, particularly the Air India, will also fly from Chennai to Salem. If 'yes', when?

SHRI PRAFUL PATEL: Sir, I can't answer which airline will start services when and where. But, at least, one must appreciate that in Tamil Nadu, compared to many other States, there are many airports that are, now, developed by the Airports Authority to much higher standards — some of them to very, very high international standards — which, of course, include Madurai and Tuticorin. Until a few months back, there were no flights to Tuticorin and Salem. At least, they have, now, been connected. The Airports Authority is putting its best to invest in these facilities, although the return on investment will not be coming back for many, many years. In spite of that, keeping in mind the connectivity needs of a large State and a large country, like ours, Tuticorin and Salem have been included in the air map and their flights have started.

**श्री महेन्द्र मोहन:** धन्यवाद सभापति महोदय, यह प्रश्न मॉडर्नाइजेशन और अपग्रेडेशन से संबंधित है। मैं माननीय मंत्री जी का ध्यान दिलाना चाहूंगा कि विगत एक वर्ष से उत्तर प्रदेश में कानपुर में मॉडर्नाइजेशन और एक्सपेंशन का कार्य...(व्यवधान)...

MR. CHAIRMAN: Does not relate to this question.

**श्री महेन्द्र मोहन:** मेरा प्रश्न मॉडर्नाइजेशन और एक्सपेंशन से ही संबंधित है। अभी हाल ही में एयरपोर्ट अथॉरिटी और एयर इंडिया की टीम भी वहां गई थी और पिछले एक साल में कई बार यह आश्वासन दिया गया कि वहां पर अपग्रेडेशन 31 मार्च तक हो जाएगा। कृपया इसे ध्यान से देखें और कब तक इसे कराएंगे, जिससे वहां पर ये सुविधाएं प्राप्त हो सकें, क्योंकि उत्तर प्रदेश का कानपुर सबसे बड़ा शहर है और वह आज भी एयर फ़ैसिलिटी से पूरी तरह से लैस नहीं है।

**श्री प्रफुल्ल पटेल:** सर, मैं जरूर ध्यान दूंगा, जैसा माननीय सदस्य ने कहा है। सर, आप भी जानते हैं कि कानपुर का हवाई अड्डा डिफेंस का है, उसमें सिविलियन एक्सेस है और उसमें जो भी कुछ सुविधाएं हम बढ़ा सकते हैं, आपकी भावना से मैं सहमत हूँ और उसके लिए हम जरूर ध्यान देंगे।

**श्री रुद्रनारायण पाणि:** सर, आप जितने स्ट्रिक्ट हैं, मंत्री महोदय उतने कंपीटेंट हैं। पूरे देश भर का उत्तर देने के लिए वह बिल्कुल कंपीटेंट हैं। सर, ऐसा है...(व्यवधान)...

**श्री सभापति:** आप किसको सर्टिफिकेट दे रहे हैं?

**श्री रुद्रनारायण पाणि:** सर, मैं 2004 से लगातार उड़ीसा के सम्भावित Jharsuguda एयरपोर्ट के बारे में, जहां पर एयरपोर्ट बनने की सम्भावना है, जिससे छत्तीसगढ़ को लाभ होगा और झारखंड को भी लाभ होगा? सर, वहां माननीय मंत्री जी का भी उड़ीसा राज्य सरकार के साथ चुनाव पूर्व गठबंधन भी था। सर, मैं आपके माध्यम से मंत्री जी से यह सवाल करता हूँ कि Jharsuguda एयरपोर्ट कब से फंक्शनल होगा और कब से यहां से विमान उड़ेगा और लोग पश्चिम उड़ीसा से तथा छत्तीसगढ़ से बैठकर दिल्ली कब तक आ पाएंगे? कब से झारखंड से विमान उड़ेगा और उसमें पश्चिम उड़ीसा से और छत्तीसगढ़ से लोग बैठकर आएंगे?

**श्री प्रफुल्ल पटेल:** सर, जब पाणि जी खड़े हुए, तो मुझे यह डर लगने लगा कि कहीं वह अगला चुनाव तमिलनाडु से लड़ने वाले तो नहीं हैं। यह बात आप भी जानते हैं कि झारखंड एयरपोर्ट के लिए जहां तक भूमि का सवाल है, राज्य सरकार जब हमको भूमि देगी, मुझे एकाएक याद नहीं है कि पांच सौ एकड़ है या छह सौ एकड़ है, भूमि की कितनी संख्या है...।

**श्री रुद्रनारायण पाणि:** सर, 815 एकड़ है।

**श्री प्रफुल्ल पटेल:** जितनी भी भूमि अधिग्रहण करके हमें देने की आवश्यकता है, वह जैसे ही पूरी होगी, हमारी ओर से कहीं भी विलम्ब नहीं होगा।

#### Subsidy for ship-building

\*263. SHRI NATUJI HALAJI THAKOR: Will the Minister of SHIPPING be pleased to state:

(a) whether in-principle approval for subsidy of Rs.88.33 crore to Alcock Ashdown Gujarat Ltd. (AAGL) has been granted under the subsidy scheme for export projects of Government;