

(c) whether the scarcity of funds is hampering the ongoing and survey related projects;

(d) if so, the details thereof;

(e) whether Railways are short of funds for undertaking infrastructural expansion; and

(f) if so, the steps taken/being taken by Railways to increase revenue generation?

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): (a) and (b) Indian Railways has catered to the existing demand of transport satisfactorily. During the Eleventh Five Year Plan Period from 2007-08 to 2011-12, freight loading on Indian Railways increased from 794.21 Million Tonnes in 2007-08 to 969.78 Million Tonnes in 2011-12. Similarly, the number of passengers carried on the Indian Railways grew from 6.536 billion passengers in 2007-08 to 8.29 billion passengers in 2011-12. The cost of operations for hauling a coaching train for one km. was ₹ 553.37 and the cost of hauling a goods train was ₹ 831.23 in 2007-08 and this increased to ₹ 802.96 and ₹ 1149.08 respectively in 2010-11 primarily due to higher input costs on account of 6th Pay Commission disbursement and inflation.

(c) and (d) There is a large shelf of ongoing projects under New Lines, Gauge Conversion, Doubling, Electrification, Workshops and Production Units and Metropolitan Transport Projects (MTP). The Budgetary support provided by the Government which primarily finances execution of these projects has generally not been adequate. The projects have been prioritized in order to optimally channelize the resources currently available. The throw forward (balance to complete) of New Line, Gauge Conversion, Doubling, Electrification, Workshops and MTP Projects as on 1.4.2012 was ₹ 176418 crores.

(e) and (f) Yes, Sir. It is planned to increase revenue generation by carrying higher freight and passenger volumes, alternative revenue streams, commercial exploitation of land and control over expenditure.

#### **Consumption of subsidized diesel by telecom sector**

\*386. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether telecom sector is estimated to be the second largest consumer of diesel after Railways and in 2007-08 its consumption was estimated to be 2 billion litres and recent estimates indicate that this is expected to grow to over 3 billion litres in 2011-12; and

(b) whether it is a fact that consumption of subsidized diesel by the telecom

sector has resulted in loss of over ₹ 2600 crore to the public exchequer and the same is expected to increase further?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL): (a) TRAI in its report has indicated an average fuel consumption of 8760 litres diesel every year per tower assuming 8 hours of operation by Diesel Generator sets and there are 7.28 lakhs Base Transceiver Stations in the country. However, the actual consumption of diesel in Telecom Sector is not available.

(b) The diesel available in the market is being used by the operators in operating the cellular mobile towers in Telecom Sector.

#### **Setting up of chemical fertilizer factory in Chhattisgarh**

†\*387. DR. BHUSHAN LAL JANGDE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

- (a) the States where chemical fertilizer factories are situated;
- (b) whether there is a proposal to establish chemical fertilizer factory in Chhattisgarh;
- (c) if so, by when and if not, the reasons therefor;
- (d) whether Government would take steps to establish chemical fertilizer factory in Chhattisgarh on priority basis as it is the biggest producer of rice and consumption of fertilizers is more here;
- (e) if so, the details thereof;
- (f) whether fertilizer factory in Kumhari, established by a private institute in Chhattisgarh, is on the verge of closure;
- (g) if so, the reasons thereof; and
- (h) whether the same can be revived?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SRIKANT JENA): (a) **Urea manufacturing units** - Punjab, Haryana, Uttar Pradesh, Assam, Rajasthan, Madhya Pradesh, Gujarat, Maharashtra, Goa, Karnataka, Tamil Nadu, Andhra Pradesh.

**DAP/NPK manufacturing Units** - Andhra Pradesh, Gujarat, Goa, Karnataka, Kerala, Maharashtra, Odisha, Tamil Nadu, West Bengal.

**SSP manufacturing units** - Andhra Pradesh, Assam, Bihar, Rajasthan, Madhya Pradesh, Maharashtra, Uttar Pradesh, Gujarat, Chhattisgarh, West Bengal, Tamil Nadu, Karnataka, Haryana.

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†Original notice of the question was received in Hindi.