

Additional memory data in Smart Cards

*230. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received several representations urging to revoke or cancel the Notification dated 15 June, 2010 amending the provisions contained in the Central Motor Vehicle Rules, 1989 regarding Smart Card Projects;

(b) if so, the details thereof and action taken on the representations, so far;

(c) whether it is a fact that notification dated 15 June, 2010 has become obsolete and uncalled for as it curtailed the powers of State Governments of having additional memory data in Smart Cards; and

(d) if so, the steps being taken to rectify the situation as demanded in representations submitted to Government?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI OSCAR FERNANDES): (a) to (d) The Vehicle Registration Certificates and Driving Licenses have validity throughout the territory of India. Uniform document (smart card) standards and uniform data in visual and machine readable zones are required to ensure that smart card issued by one State is readable in the other States. To ensure inter-operability, a draft Notification dated 10th February, 2010 was published in the official Gazette proposing to amend Central Motor Vehicles Rules, 1989 and inviting objections or suggestions from the public within a period of forty five days. No objections or suggestions were received during this period. The amendment was, therefore, notified *vide* notification G.S.R. 504(E) dated 15th June, 2010. Some representations were received after the publication of final notification and the same are being examined so that the specifications are technology neutral while providing optimal available solution.

Completion of steel projects

*231. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of STEEL be pleased to state:

(a) the number of steel projects, construction of which started during UPA-1 and UPA-2 regime, State-wise;

(b) the number of projects not yet completed, State-wise and the reasons in each case; and

(c) the reasons for completed steel projects not producing upto their capacity?

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA): (a) to (c) At present, there are two public sector steel manufacturing companies under the Ministry of Steel namely Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL). Massive modernization and expansion plans have been launched in Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) for increasing their steel making capacity. NMDC Limited has also decided to set up a 3 million tonnes per annum (mtpa) steel plant at Chhattisgarh. The details are as under:—

(I) Steel Authority of India Limited (SAIL)

- (i) SAIL Board approved modernization and expansion plan at its five integrated steel plants at Bhilai (Chhattisgarh), Bokaro (Jharkhand), Rourkela (Odisha), Durgapur and Burnpur (West Bengal), special steel plant at Salem (Tamil Nadu) from 2007 to 2010. The Plan envisaged increase in production capacity from 12.8 Mtpa to 21.4 Mtpa. Besides increasing the production capacity, the Plan addresses the vital issues of elimination of technological obsolescence, installing energy efficient and environment friendly technologies, value addition/product-mix improvement/sustenance of existing assets of the plants. The expansion plan involves installation of state-of-the-art high capacity Blast Furnaces, Coke Oven Batteries, Sinter Plants, Converter Shops and Finishing Mills, including associated facilities at various integrated steel plants of SAIL.
- (ii) The expansion project at Salem Steel Plant has been completed. Major facilities in Rourkela Steel Plant and IISCO Steel Plant at Burnpur are near completion. Facilities in Bhilai Steel Plant, Durgapur Steel Plant and Bokaro Steel Plant are at advanced stage of erection and commissioning.

The implementation of projects has been affected mainly due to unforeseen soil conditions encountered, underestimation of quantities by the consultant, logistic problems due to brownfield nature of job, inadequate mobilization of resources by the contracting agencies, etc.

(II) Rashtriya Ispat Nigam Limited (RINL)

The Government of India on 28th October, 2005 approved expansion plan of RINL to expand its production capacity from the existing capacity of 3.0 Mtpa to 6.3 Mtpa of liquid steel in the State of Andhra Pradesh. The 6.3 Mtpa Expansion Plan is being implemented in two Stages. Stage-1

consists of Blast Furnace-3, Sinter Plant-3, Steel Melt Shop-2, Wire Rod Mill-2, Raw Material Handling System and other auxiliary units. Stage-2 consists of Special Bar Mill and Structural Mill.

Stage-1: Stage-1 of 6.3 Mtpa Expansion is almost complete, with commissioning of several major units *viz.* Blast Furnace-3, Sinter Plant-3, Steel Melt Shop-2, Raw Material Handling System and other auxiliary units — Turbo Blower-4, Boiler-6, TG-5, Oxygen Plant, Power, Utility and Water systems etc. These units are under operation and are getting stabilised to ramp up the production quickly. Production in Wire Rod Mill-2 commenced with rolling of first coil on 31st January, 2014.

Stage-2: Second stage of expansion includes installation of Special Bar Mill and Structural Mill. Major Civil and Structural works are complete. Commissioning of these units is planned in the end of 1st quarter/early 2nd quarter of 2014-15.

Reasons for delay *inter-alia* include delay in finalization of consultant, placement of orders, tenderers not adhering to the time schedule, long monsoon period and intensive rainfall in 2010, delays in supply of equipment etc.

(III) NMDC Ltd.

NMDC Ltd. has since started construction of a 3 Mtpa Greenfield integrated steel plant at Nagarnar, District- Bastar in Chhattisgarh with an approved project cost of Rs. 15525 crores. Works of about Rs. 13400 crores have been awarded and an amount of approximately Rs. 3547 crores have been spent. Land acquisition for the project was completed in August, 2010. Thereafter, enabling works like site levelling, power supply, water works etc. have started. The project is in construction stage and commissioning activities are planned by April, 2016.

(IV) Private Sector

Steel is a de-regulated sector. As per the available information, there are around 3647 private steel factories/plants in the country. However, the requisite data regarding all steel projects of private sector steel companies are not maintained by the Ministry of Steel.

Many large capacity Integrated Steel Plants in the Greenfield/Brownfield have come up in the private sector in the recent past *e.g.* Essar's Hazira Plant, JSW's Vijaynagar Plant, Bhushan Steel Limited Plant in Odisha etc. The

Crude Steel capacity in the country has increased from 47.99 mt. in the year 2004-05 to 96.71 mt. in 2012-13. Most of these capacity additions have taken place in the private sector. The contribution of this sector in steel production stands at about 83% at present.

There are reports of delay in implementation of some of the steel projects. The main reasons for this include delay in obtaining the statutory clearances, pending land acquisition, issues of Mining Lease/Prospecting Lease, law and order problems at project sites and resistance by the project affected people.

As per the JPC data, the capacity utilisation of steel plants in the country is about 81 per cent. The reasons for completed steel projects not producing up to their capacity include ongoing process of ramping up of new capacities, slackness in demand and regional shortages of raw material linkages.

Rules for construction and demolition waste

*232. DR. CHANDAN MITRA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has any estimate about the construction and demolition (C&D) waste generated in the country annually, if so, the details thereof;

(b) whether Government has any rules for disposal of C&D waste or standards for its reuse in construction, if so, the details thereof and if not, the reasons therefor; and

(c) the steps taken by Government for reuse and management of huge quantity of C&D waste generated annually in the country?

THE MINISTER OF URBAN DEVELOPMENT (SHRI KAMAL NATH): (a) There is no estimate of construction and demolition waste generated in the country by the Ministry of Urban Development.

(b) The Ministry has published a Manual on Municipal Solid Waste Management, 2000, which deals with various aspects of management of solid waste including management of construction and demolition waste. As per the Manual, retrievable items from C&D waste such as bricks, wood, metal, tiles etc. are recycled. CPWD also utilizes such material, which is of good quality. However, no Rules or Standards have been specified to this effect by Ministry of Urban Development.

(c) CPWD has intimated that C&D waste having no salvage value is disposed off at approved dumping sites as per municipal rules. The management of the waste generated falls under the jurisdiction of Municipal Authority of the area.