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Wednesday
8 July, 2009

17 Asadha, 1931 (Saka)

PARLIAMENTARY DEBATES

RAJYA SABHA

OFFICIAL REPORT

CONTENTS

Oral Answers to Questions (pages 1-24)

Written Answers to Starred Questions (pages 24-40)

Written Answers to Unstarred Questions (pages 40-185)

Papers Laid on the Table (pages 185-86)

Motion for Election to the Committee on Official Language - *Adopted* (pages 186-87)

Motion for Election to the Coffee Board - *Adopted* (page 187)

Motion for Election to the Central Silk Board - *Adopted* (page 187)

Matters raised with permission -

Damage caused due to release of water from the Ranganidi Dam of Bhutan (pages 187-88)

Availability of the Report of the Ranganath Mishra Commission (pages 188-89)

Concern over widespread trafficking of humans in the country, especially in Chhattisgarh and West Bengal (pages 189-90)

Demand to amend the Coastal Regulation Zone Notification 1991 to save the demolition of the houses of the fishermen (page 190)

Ill-treatment meted out to students from other States during an examination of the Railway Recruitment Board in Mysore (pages 190-91)

Firing of Rockets by Pakistan in the villages of Punjab (pages 191-92)

Situation arising due to extra money claimed by the Haj committee from pilgrims, who completed Haj in 2008 (pages 192-93)

Strike by fishermen in Rameshwaram, Tamil Nadu following arrest of fishermen by Sri Lankan Naval personnel (pages 193-94)

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Illegal construction of bridge-cum-barrages by Karnataka over river Krishna and its tributaries (pages 194-95)

The Budget (Railways), 2009-2010 - *Discussion not concluded* (pages 195-201, 201-45, 245-62)

The Budget (Jharkhand), 2009-2010 - *Laid on the Table* (page 201)

Resignation by a Member (page 245)

Special Mentions -

Demand to take effective steps to check the human trafficking in the country (pages 262-63)

Demand to expedite creation of six AIIMS like institutions in the country (pages 263-64)

Demand to commemorate the martyrdom centenary in memory of Madan Lal Dhingra, a great freedom fighter (page 264)

Demand to take speedy action on the pending matters of families of Kargil martyrs (pages 264-65)

Demand to give priority to the issues pertaining to SCs and STs (page 265)

Demand for solving the problems being faced by workers in getting payment of wages under NREGA (page 265)

Demand for simplifying the process of granting scholarships to the children of 'Safai Karamcharis' (page 266)

Need to evolve a legal framework to protect the interests of internally displaced persons (page 266)

Demand for giving subsidy for installation of wind mills in Tamil Nadu (page 267)

Delay in appointment of judges of the Supreme Court due to lack of accommodation (page 267)

Demand to take suitable legislative measures for economic and social empowerment of women in the country (pages 268)

Demand for comprehensive change in Air India's management (page 268)

Concern over plight of Indian fishermen fishing off the coast of Kachhatheevu in Palk Strait (pages 268-69)

Need to extend the date of debt waiver scheme for farmers in the country (page 269)

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RAJYA SABHA

Wednesday, the 8 July, 2009/17 Asadha, 1931 (Saka)

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS

Upgradation of Sukhoi-30 MKI Aircrafts

*61. SHRI RAMDAS AGARWAL : Will the Minister of DEFENCE be pleased to state :

(a) whether a Sukhoi-30 MKI of the Indian Air Force crashed in Jaisalmer killing a pilot who was reportedly not qualified to fly a Sukhoi;

(b) whether IAF has ordered a Court of Enquiry and detailed inspection of all fighters to rule out any fault;

(c) whether Government is planning to upgrade Sukhoi-30 MKI aircraft with latest avionics and weapons; and

(d) if so, the year-wise details of the number of aircrafts upgraded during the last five years indicating its cost after upgradation ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU) : (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) Sukhoi 30 MKI aircraft of Indian Air Force crashed near Jaisalmer on 30.4.2009 during a routine training flight. Both pilots ejected from the aircraft. However, the Flying Inspector, who was also a qualified pilot and was occupying the rear cockpit succumbed to fatal injuries.

A Court of Inquiry has been ordered into the accident. The proceedings of the Court of Inquiry are in progress.

Following the incident, the Indian Air Force has undertaken a detailed inspection of all Sukhoi 30 MKI fighter aircraft. Technical upgradation of aircraft of Indian Air Force is an ongoing process.

श्री रामदास अग्रवाल : सभापति महोदय, जब कभी कोई सैनिक या फाइटर प्लेन का पायलट दुर्घटना में बेमौत मारा जाता है तो देश के दिल को दर्द होता है। महोदय, पहले मिग फाइटर प्लेस में बहुत सारे पायलट्स दुर्घटनाओं में बेमौत मारे गए हैं, यह पहली दुर्घटना है जोकि सुखोई विमान में हुई है। मैंने माननीय मंत्री जी से पूछा था कि अखबारों में यह समाचार छपा है, कि "Wrong Pilot In Right Plane". उन्होंने इसका कोई संतोषजनक जवाब नहीं दिया। साथ ही अभी हमारे एयर मार्शल पी.वी. नाइक साहब ने एक comment किया है जिस पर मैं माननीय मंत्री जी का उत्तर चाहता हूँ। उन्होंने comment किया था कि, 'Investigators were looking at possible faults in the flight control system of the fighter as well as problems in the rear ejection seat of the aircraft.'

सभापति महोदय, माननीय मंत्री जी से हमारी चिंता इतनी है कि जैसे "मिग" विमान में दुर्घटनाओं के कारण मौतें हुईं वैसे ही सुखोई विमानों में कोई बहुत बड़ा फाल्ट तो नहीं आ गया है जिस की वजह से इस विमान की

दुर्घटना हुई। हमारे फाइटर पायलट्स जिनकी ट्रेनिंग वगैरह पर करोड़ों रुपया खर्च होता है, उनकी इस तरह से दुर्घटनाओं में मौत नहीं होनी चाहिए। इसलिए मंत्री जी को इस बारे में उत्तर देना चाहिए कि नाइक साहब का comment कहां तक ठीक है?

SHRI M.M. PALLAM RAJU: Sir, crash is a painful incident not only to the armed forces but to the entire country. Every time a crash happens, we institute a court of inquiry and we go into it in a very detailed manner. Now, the question pertains to the Sukhoi crash but the Member has asked about the MiG crashes. There was a phase where there were a series of MiG crashes. Subsequent to which a committee was formed and reasons were delved into, and the findings of the committee were tabled and a lot of rectification measures have been taken in order to make the MiG flying safer.

Today, every time a crash happens, the reasons for failure are delved into and, in this particular case, the court of inquiry is on and the reasons are being looked into.

श्री रामदास अग्रवाल : सभापति महोदय, किसी भी फ्लाइट के एक्सीडेंट के पीछे जब जांच का सवाल आता है तो उसके तीन सिस्टम होते हैं - पहला फ्लाइट डैक में जो ब्लैक बॉक्स होता है, उसकी रिपोर्ट। आपने ब्लैक बॉक्स को फॉरेंसिक टेस्ट के लिए इंग्लैंड भेजा था, क्या उसकी रिपोर्ट आपके पास आ गई है? नंबर दो, पीछे की सीट के ऊपर जो "डाटा चिप" होती है, उस डाटा चिप को आपने रशिया भेजा है। क्या उसकी जांच रिपोर्ट आपके पास आई है और तीसरे अभी तक आपने जो जांच की है, उसकी रिपोर्ट क्यों नहीं आई क्योंकि यह रिपोर्ट एक महीने में आने वाली थी? मंत्री जी कृपया मेरे इन प्रश्नों का जवाब दें।

SHRI M.M. PALLAM RAJU: Sir, I admire the Member's diligence for going into a great detail. In this particular case, Sir, the black box has been badly damaged. There is only one company, based in the U.K., which is able to retrieve it in a partially damaged condition also, and we are talking to them; the black box has been sent there. If there is anything substantial — because it takes a lot of time; despite the damage, it takes a lot of time for them to retrieve the useful information. Once we find out what has happened, we will definitely do the rectification.

श्री रामदास अग्रवाल : इतना समय तो नहीं लगना चाहिए अन्यथा फिर कोई दूसरा एक्सीडेंट हो सकता है।

श्री सभापति : देखिए अब आप सप्लीमेंटरी पर सप्लीमेंटरी मत पूछिए।

DR. N. JANARADHANA REDDY: Sir, Sukhoi is a recently procured aircraft from Russia. It has been tested on so many times. While procuring itself we could have noticed. The hon. Minister was saying that it is common for the aircraft to get crashed. If it is so, why should they go in for Russian aircraft? There were so many talks about purchase of this Russian aircraft, at that time also.

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Sir, Sukhoi fighter aircraft is one of the most advanced aircraft in the world and the Indian Air Force is very happy about that. The first lot of Sukhoi was procured in the year 1996. At the moment, Indian Air Force has got 98 Sukhois. Their plan is that by 2015, they must have a fleet of 230. So, from November 1996 onwards, this contract is there. So, it is not a new contract and the Air Force feels that this is the best as far as the Indian conditions are concerned. Regarding this kind of technicalities, we are not the experts; we have to

go by the technical advice of the Air Force. They are very happy with this Aircraft for the last four decades. The Indian Air Force is very happy with the Russian made fighter aircraft.

DR. K. MALAISAMY: Sir, I am coming to the particular aircraft which is said to have been crashed. Sir, before it took off whether, any precautions were taken to check up; whether it was in order, etc., etc. and after having been thoroughly checked up, it should have taken off. If that is the case, what could be the reason? The Minister may try to say that it is under investigation. I am trying to ask the informal information or informal source of information through which whether I can take it that it is a human failure or an equipment failure.

SHRI M.M. PALLAM RAJU: Sir, there are certain standard operating procedures that the pilot follows before takeoff. I am sure if anything is in disorder, he would abort the take-off. But in this case, once they are in flight, there is probability of malfunction in so many systems that happen; and in this case it is a fly-by-wire system and there is a possibility of malfunction happening in a number of places. So, till the court of inquiry is concluded, we will not be able to say what had definitely happened.

श्रीमती विप्लव ठाकुर : सभापति जी, मैं माननीय मंत्री जी से जानना चाहती हूँ कि जो दो पायलट बाहर आ गये, क्या उनकी स्टेटमेंट भी रिकार्ड की गई? यह प्लेन चलने के कितनी देर बाद दुर्घटनाग्रस्त हुआ? क्या उन्होंने उसके बारे में कुछ बताया था कि इस प्लेन में प्रॉब्लम आ रही है? उनकी जो स्टेटमेंट है, उसमें यह पाया गया है? यह प्लेन क्यों दुर्घटनाग्रस्त हुआ? आप इन्क्वायरी तो कर रहे हैं, लेकिन मैं यह जानना चाहती हूँ कि क्या उन पायलट्स से भी पूछताछ की गई है?

SHRI M.M. PALLAM RAJU: Sir, I am sure the court of inquiry would have spoken to the pilots if they were in a conscious condition and the facts are ascertained. Till the court of inquiry is concluded, we cannot reveal any other thing.

Engaging private domestic airlines for moving paramilitary forces

*62. SHRI DHARAM PAL SABHARWAL:

SHRI SANJAY RAUT:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government is considering a proposal to provide air service for movement of paramilitary forces by engaging private domestic airlines;

(b) if so, the reasons for engaging private airlines instead of Air Force planes;

(c) whether engaging of private aircrafts to operate on border areas is a great security risk; and

(d) if so, whether Government would review its decision and, if not, the reasons therefor?

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) There is no proposal under consideration of Government for engaging private domestic airlines for moving paramilitary forces. However, there is a proposal of outsourcing of air courier services for airlifting of Central Paramilitary Forces (CPMFs) troops from J & K and North Eastern Sectors as a troop's welfare measure.

(b) Due to its own operational commitments, Indian Air Force is providing limited air support to CPMFs which is not adequate to meet the requirement of CPMFs.

(c) and (d) As far as outsourcing of air courier service is concerned, it will be operated in J & K Sector *i.e.* between Jammu and Srinagar and in the North Eastern Sector *i.e.* between Imphal, Agartala, Silchar and Koikata. At these Airports, there is already a heavy traffic of commercial airlines in operation. As such, there is no security risk involved.

श्री धर्म पाल सभ्रवाल : सर, मंत्री जी ने जवाब दिया है कि अर्द्ध-सैनिक बलों को सीमावर्ती क्षेत्रों तक पहुंचाने के लिए एयर कैरियर सर्विस का इस्तेमाल करते हैं। मैं यह जानना चाहता हूँ कि ये किस कम्पनी की हैं या ये किस एयरलाइंस से संबंधित हैं? ऐसी कौन-कौन सी एयरलाइंस हैं जो यह काम करती हैं?

SHRI P. CHIDAMBARAM: Sir, at this stage, it is only a proposal. We hope to get the approval of the competent authorities and then go to an open tender process and an expression of interest will be issued to all airlines registered with the Director-General of Civil Aviation.

श्री धर्म पाल सभ्रवाल : सर, मैं आपके द्वारा मंत्री जी से यह अनुरोध करना चाहता हूँ कि इस समय एयर इंडिया वित्तीय संकट में जा रही है, तो क्यों न यह काम एयर इंडिया से लिया जाए, क्या सरकार इस पर विचार करेगी।

SHRI P. CHIDAMBARAM: Sir, the decision to go for an open tender process was taken after consulting Air India. In the open tender process, Air India will also bid and it is quite possible that Air India may win many of the bids in many of the areas.

Impact of global recession on Indian exports

*63. SHRI P. RAJEEV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether any statistical data regarding reduction in exports due to global recession is available;

(b) if so, the details thereof;

(c) how many export oriented industries have been compelled to close in these circumstances; and

(d) how many employees have lost their jobs?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Quick Estimates of monthly trade statistics compiled by DGCI&S indicate declining trend in India's merchandise exports during the last few months. While there are various contributory factors, recession, particularly in the developed countries, is a significant factor. Details of Quick Estimates of monthly merchandise exports from April, 2008 till May, 2009 (alongwith figures of corresponding month of the previous year) is given in the enclosed Statement (*See below*).

(c) and (d) A sample survey conducted by Department of Commerce (during August, 08 till April, 09) for 648 exporting units as well as a survey conducted by Ministry of Labour and Employment has shown significant job losses.

Statement

*Details of Quick Estimates of monthly merchandise exports
from April, 2008 till May, 2009*

(Figures in US \$ Billion)

Month	2007-08 *	2008-09 **	Increase (+) / Decrease (-)
April	11.327	16.227	+ 43.3
May	12.456	16.062	+29.0
June	12.101	17.005	+40.5
July	12.513	17.318	+38.4
August	12.640	16.126	+27.6
September	12.521	14.298	+ 14.2
October	14.675	12.861	- 12.4
November	12.909	10.308	- 20.2
December	14.625	12.690	- 13.2
January, 09	14.889	12.381	-16.8
February	15.221	11.913	- 21.7
March	17.254	11.516	- 33.3
Month	2008-09	2009-10	Increase (+) / Decrease (-)
April	16.076	10.743	-33.2
May	15.550	11.010	-29.2

(SOURCE: DGCI&S)

* Revised Estimate

** Revised Quick Estimate

SHRI P. RAJEEVE: Sir, we have adopted an export policy when the world market is shrinking. I would like to know from the Minister whether the Government is thinking of an alternative policy of development by giving due importance for domestic market expansion, by utilising the steps to increase the purchasing power of the common man and give more incentives to the domestic oriented industries.

SHRI ANAND SHARMA: Hon. Member's question is primarily about the impact of the global recession on India's exports and trade and also the resulting job losses. Sir, the global economic crisis, as I mentioned in the reply, has adversely impacted our exports which had witnessed a downward trend from October 2008 onwards and that decline continued in the months of April-May and the latest figures which we have got of June. This is primarily because of the fall in demand in the markets abroad, particularly the traditional destination of Indian exports in the developed countries which include the Americas, UK, Euro Zone, Japan, Singapore and other areas. There is a shrinking

of the developed economies and after the crisis, there is resultant freeze in the international credit which led to a difficult situation both for the industry as well as for the exporters. But the downward trend, hopefully, has been arrested. The figures of the last three months indicate that there is now a turnaround which is visible primarily because of the various measures that the Government of India had taken, the stimulus packages which were there for the industry which included the interest subvention, easy availability of credit, service tax exemptions, more incentives have been announced in the Budget. Also, the Government had ensured that the labour intensive sectors are given relief. Now, the figures of April, May and June - the latest we received only yesterday of the month of June - now the decline has come down from 33 per cent to 29 per cent and we hope that the new measures which the Finance Minister announced day before yesterday in the Budget will have a positive impact. The Government has also ensured that the industry, particularly the stakeholders, the export councils are given the desired relief, both in the terms of duty concessions, duty drawbacks and as I mentioned about credit, interest subvention and cut in standard duty across-the board. We will be watching carefully over the developing situation. However, I may add here, Sir, that while we can do everything that is possible to make Indian exports globally competitive and give all incentives to our industry as well as to the exporters, the increase in exports finally will depend on the turn around in the developed economies, the major markets which are the destination of the Indian exports.

SHRI P. RAJEEV: Sir, mass suicides of workers is being reported throughout the country and there are also reports that some workers are being compelled to sell their kidneys for finding the means of living. So, I would like to know from the hon. Minister whether the Government has any plans for a special package for giving immediate relief to the workers who have lost their jobs.

SHRI ANAND SHARMA: Mr. Chairman, Sir, this supplementary does not arise out of the main question for which the hon. Member has given notice. The question pertains to the impact on exports as well as the job losses.

However, Sir, it is true that the adverse impact has been felt in the labour-intensive sectors. That is why the Government had announced the stimulus packages, particularly measures to increase the domestic demand. And, to increase the domestic demand, emphasis has been laid on housing, infrastructure, increase in Government's spending, etc. This has led to a positive development on the lay-offs in the Indian industry. Various surveys were conducted between December and March, But, primarily, this is the domain of the Ministry of Labour and Employment. But, one report had indicated that in those three months, there was a loss of jobs to the extent of half-a-million. But, later, there has been an improvement and close to 2.5 lakh new jobs have been created. The overall loss which was continuing is getting arrested because of the increase in the domestic demand. When we look at the lay-off figures across the world, about 22 million job losses have been reported. It is highest in

the USA with 55 per cent lay-off, in China, it is 31 per cent and India, Sir, is very low on the ladder. It is because of the steps of the Government and increase in the domestic demand, particularly as I mentioned in housing and infrastructure, the capital goods industry has shown a positive turnaround. Cement and steel have registered a positive increase of 13 per cent in June. There is, again, a substantial increase in the automobile sector, which is creating jobs.

Sir, one area of concern for the Government has been gems and jeweller sector where the ancillary units have been affected. There are no major job losses in the export units. But, in the ancillary and supporting units, there have been job losses. We have talked to the stakeholders, Export Promotion Councils and we are taking measures. We are in constant touch with them to ensure what best can be done. However, Sir, the House will appreciate when there is a global economic crisis, the last thing in the mind of consumer is to add to their valuable jewellery and there has been reduction in spending in the developed countries which was the destination for Indian diamonds. But, at the same time, we are seeing what best can be done.

PROF. P.J. KURIEN: Mr. Chairman, Sir, the hon. Minister has mentioned in his reply that from October, 2008-09 onwards until May, 2009-10, there is a considerable decline in the export earnings. That means, there is a considerable decline in the foreign exchange earnings. He has mentioned some of the measure that the Government is taking to meet the situation. But, here, I would like to bring to the notice of the hon. Minister an important issue. Sir, on the one side import is very liberal and on the other our foreign exchange earnings are shrinking. When we import liberally, whatever steps you take will not have adequate effect. For example, in Kerala, we produce coconut and there is ample or huge coconut oil. But, Palm Oil is imported at zero duty. Even Keralites who are accustomed to use coconut oil have started using Palm Oil, because Palm Oil is cheaper as it is imported at Zero Duty. So, is it not necessary to restrict the liberal import in order to ensure that we retain our foreign exchange earnings? Is it also not necessary in view of the peculiar situation that you are facing?

SHRI ANAND SHARMA: Sir, the Government is vigilant when it comes to dumping and cheap imports and we are taking all steps, wherever necessary.

SHRI ANAND SHARMA: At the same time, I would like to inform the hon. Member that trade deficit has declined in the last few months. It has not increased. If there is a fall in exports, there is also decline in imports because production in other countries has also come down. Recently, there were two instances where we felt that certain measures were to be taken to curb cheap imports that were affecting the domestic industry, and that has been done. I would also like to add here that when there is a global crisis, then, India, being a country that is a growing economy, an emerging economy, is engaged globally with all the major countries and emerging economies. Our position has

been clear that we are against any protectionist barriers coming up, which many countries have shown tendency to go in for, which is impacting the flow of global commerce, including Indian exports to those countries. Therefore, as a matter of policy, the Government cannot have protectionist barriers. The hon. Member has also asked about the palm oil. There is impact on palm oil, as he is saying. But this is a very restricted impact. ...*(Interruptions)*...

MR. CHAIRMAN: No interruptions please.

SHRI ANAND SHARMA: Let me tell you, Sir, that when we are talking, we are talking of general impact on India's exports. There are hundreds of commodities that are exported, and there are thousands that are imported. Those lists can be made available as to what the sector-specific impacts has been. But the Government is vigilant and the Government has taken cognisance of everything. And, if I may add with your permission, even for the domestic industry, the labour-intensive industry, to generate more employment to meet the increasing domestic demand, the Government has given more credit, particularly through the MSEs — first rupees seven thousand crores through the RBI and another rupees four thousand crores were made available in the Budget, day-before-yesterday. We have also created a special dispensation for the exporters where the Exim Bank has been given an additional Rs. 5,000 crores.

SHRI RAJEEV CHANDRASEKHAR: The Ministry of Labour had pointed, earlier this year, to job loss in the export sector, estimating to cross 1.5 million by March 2009. Given that there was general softness in the global demand, which continues. I would like to know from the hon. Minister as to what his estimate is regarding the peak job losses in the export sector before the demand turn around starts. I would like to press the same point, which my colleague has raised, whether the Government is proposing any special social security package for those who have lost of jobs.

SHRI ANAND SHARMA: Sir, as I have already informed the hon. Members, the Government has been in touch with the industry, with the exports council, with all the stakeholders. There are different figures and projections that have been made. The Chambers of Commerce and Industry have carried out their own studies, the gems and jewellery sector has conducted a thorough study and there the job loss has been the highest in the ancillary units. There are different figures that appear everyday in the newspapers also. We have asked both, the Department of Commerce and the Department of Industry, to get the figures from the Ministry of Labour. We are in the process of compiling. As I have said, labour intensive sectors have been hurt because of the fall in exports. At the same time, there is an increase in domestic demands. As a result, there is a visible and registered increase in the last three months in the industry. More measures have been taken in the hope that the steps, which have been taken, will help. Hon. Member's second question, though does not relate directly to the question that is here. About the social security, yes, the UPA Government has taken measures to ensure a large social security net for the workers and the marginalized sections who would be

affected in such situations. That is where the National Rural Employment Guarantee Scheme has been, particularly, helpful for those workers who lost their jobs in the ancillary units in the diamond sector. ...*(Interruptions)*... You have asked a question, please allow me to complete. ...*(Interruptions)*...

MR. CHAIRMAN: No interruptions please. ...*(Interruptions)*....

SHRI MOINUL HASSAN: What kind of reply is this? ...*(Interruptions)*...

MR. CHAIRMAN: No interruptions. Sorry. ...*(Interruptions)*... No interjections, no interruptions. ...*(Interruptions)*.. Please, please. ...*(Interruptions)*... This is not correct. ...*(Interruptions)*...

SHRI ANAND SHARMA: Sir, I am concluding. Hon. Members, you must have the patience. I could have just said that this question does not relate.

MR. CHAIRMAN: I think that would be suffice.

SHRI ANAND SHARMA: Hon. Member asked a question about the social security net and I have answered. Thank you.

श्री प्रकाश जावडेकर : सर, दुनिया के सभी देशों में मंदी के कारण जो लोग बेरोजगार हो रहे हैं, उन सबको गुजारा भत्ता मिलता है। दुनिया का एक भी देश ऐसा नहीं है, जहां गुजारा भत्ता नहीं है। तो मैं यह specific सवाल पूछना चाहता हूँ कि आप NREGA को भेजेंगे, skilled workers को और बाकी को भी और वे अपनी सोशल सिक्योरिटी नेट करेंगे, यह सभी लोगों का अपमान होगा। मेरा मानना है कि ...

श्री सभापति : सवाल पूछ लीजिए।

श्री प्रकाश जावडेकर : सवाल यह है कि जो लोग बेरोजगार हुए हैं, उनको गुजारा भत्ता देने का क्या सरकार का विचार है और वह इस पर क्या करेगी?

SHRI ANAND SHARMA: Sir, the hon. Member can ask a separate question.

MR. CHAIRMAN: Fair enough.

SHRI PRAKASH JAVADEKAR: I am asking about the maintenance allowance for those who lost their jobs in the export sector.

MR. CHAIRMAN: But this does not relate to this question.

SHRI PRAKASH JAVADEKAR: No, this relates to this because जो exports में job losses हुए हैं, उसका इनके पास जवाब नहीं है। वे खुद बता रहे हैं कि IT में और डायमेंड में लाखों लोग बेरोजगार हुए हैं। सभासद ने बताया कि लोग किडनी बेच रहे हैं। ...*(व्यवधान)*...

MR. CHAIRMAN: Please one minute.

श्री प्रकाश जावडेकर : लोग किडनी बेच रहे हैं। क्या सरकार अब यह चाहती है कि लोग किडनी बेचकर अपना गुजारा करें? ये क्यों नहीं कहते कि यह इनकी जिम्मेदारी है और सोशल सिक्योरिटी ...*(व्यवधान)*...

श्री सभापति : नहीं.... नहीं... देखिए प्रकाश जी...(व्यवधान)...

श्री प्रकाश जावडेकर : इनका डिपोर्टमेंट नहीं है, लेकिन गवर्नमेंट तो एक है।...(व्यवधान)...

MR. CHAIRMAN: Please one minute. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: Sir, he is misleading the House.

MR. CHAIRMAN: Let me draw your attention to part 'd' of the questions. It says, "How many employees have lost their jobs?" That is the only thing to be answered. If there is a figure. ...*(Interruptions)*...

SHRI PENUMALLI MADHU: The Minister has answered something else, Sir. ...*(Interruptions)*...

MR. CHAIRMAN: Please do not interrupt. ...*(Interruptions)*...

श्री प्रकाश जावडेकर : सभापति महोदय, वे उत्तर नहीं दे रहे हैं।

श्री सभापति : देखिए, इससे कोई फायदा नहीं है।...(व्यवधान)...

SHRI PRAKASH JAVADEKAR: The Government is one. ...*(Interruptions)*...

MR. CHAIRMAN: You can start a debate, but this is not the occasion. ...*(Interruptions)*...

SHRI PRAKASH JAVADEKAR: When the people have lost their jobs, why will they not be compensated? That is the problem.

तटीय क्षेत्रों में नागरिकों के लिए पहचान-पत्र

*64. **श्री मोती लाल वोरा :**††

श्री सत्यव्रत चतुर्वेदी :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने देश के तटीय क्षेत्रों में रहने वाले सभी नागरिकों के लिए पहचान-पत्र अनिवार्य कर दिया है; और

(ख) यदि हां, तो क्या मछुआरों को उनकी नौकाओं तथा समुद्र में जाने वाले अन्य प्रकार के जलयानों के लिए भी इसी तरह के पहचान-पत्र जारी किए जाने का प्रस्ताव है?

गृह मंत्री (श्री पी. चिदम्बरम) : (क) और (ख) एक विवरण सभा पटल पर रखा गया है।

विवरण

(क) और (ख) मुम्बई में 26/11 को घटी घटना के बाद देश के तटवर्ती क्षेत्रों में सुरक्षा व्यवस्था को सुदृढ़ बनाने के लिए किए गए कई उपायों में सरकार ने इन क्षेत्रों के सभी "सामान्य निवासियों" को पहचान पत्र (स्मार्ट कार्ड) जारी किये जाने का प्रस्ताव किया है। इसके लिए सरकार ने समुद्री तट के 9 राज्यों अर्थात् गुजरात, महाराष्ट्र, गोवा, कर्नाटक, केरल, तमिलनाडु, आन्ध्र प्रदेश, उड़ीसा और पश्चिम बंगाल और 4 संघ राज्य क्षेत्रों अर्थात् दमण और दीव, लक्षद्वीप, अंडमान और निकोबार द्वीप समूह और पुडुचेरी में राष्ट्रीय जनसंख्या रजिस्टर (एन पी आर) का सृजन करने के लिए एक योजना का अनुमोदन किया है। यह योजना दो चरणों में कार्यान्वित की जाएगी, पहले चरण में वर्ष 2009-10 के दौरान समुद्र तट के सभी राज्यों/संघ राज्य क्षेत्रों के 3331 गांवों को इसमें शामिल किया

†† सभा में यह प्रश्न श्री मोती लाल वोरा द्वारा पूछा गया।

जाएगा। अंडमान और निकोबार द्वीप समूह के सभी कस्बों को इस चरण में शामिल किया जाएगा। बाकी तटवर्ती गांवों/कस्बों/शहरों को 2011 की जनगणना के साथ दूसरे चरण में शामिल किया जाएगा।

इन राज्यों/संघ राज्य क्षेत्रों के मछुआरों को स्मार्ट कार्ड जारी किए जाने का एक पृथक प्रस्ताव है। यह परियोजना, राज्यों/संघ राज्य क्षेत्रों के मछली पालन विभाग के माध्यम से पशु पालन, दुग्ध उत्पादन और मछली पालन विभाग, कृषि मंत्रालय द्वारा कार्यान्वित की जा रही है। मछुआरों के पहचान पत्र, डीजल में आर्थिक सहायता प्राप्त करने, अपनी सहकारी समिति आदि से क्रेडिट सुविधायें प्राप्त करने जैसे दैनिक अनुप्रयोगों के लिए उपयोगी होंगे। दोनों ही पहचान पत्र अंतर-परिचालनात्मक होंगे और इस प्रकार ये जमीन और समुद्र में उनकी पहचान सत्यापित करने के लिए उपयोगी होंगे।

मछली पकड़ने के पोत और मछुआरों की नावों को इस समय मर्वेंट नौवहन अधिनियम, 1958 (एम एस अधिनियम) और संबंधित राज्य समुद्री मत्स्य पालन विनियमन अधिनियम के तहत पृथक रूप से पंजीकृत किया जा रहा है जो आकार आदि पर निर्भर करता है। अब इन्हें एक अधिनियम अर्थात् एम एस अधिनियम के तहत पंजीकृत किया जाएगा जिसके लिए नौवहन विभाग ने सूचना जारी की है। मछली पकड़ने की नावों/पोतों को पंजीकरण करने के पंजीयक को भी अधिसूचित कर दिया गया है। ये दोनों ही अधिसूचनायें दिनांक 24.06.2009 को जारी की गई हैं। बीस (20) मीटर से अधिक लंबाई वाले मछली पकड़ने के सभी पोतों पर ऑटोमैटिक आईडेंटिफिकेशन सिस्टम (ए आई एस) ट्रांसपोंडर स्थापित किए जाने के लिए पृथक अनुदेश जारी कर दिए गए हैं।

Identity cards for citizens in coastal areas

† *64.SHRI MOTILAL VORA:††

SHRI SATYAVRAT CHATURVEDI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government has made identity card compulsory for all the citizens living in coastal areas of the country; and

(b) if so, whether there is any proposal to issue similar identity cards to fishermen for their boats and any other kind of sea vessel?

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) and (b) Amongst the several measures undertaken to strengthen the security in the coastal areas of the country following the 26/11 incident in Mumbai, the Government has proposed to issue identity (smart) cards to all the 'usual residents' in these areas. For this, the Government has approved the Scheme for creation of National Population Register (NPR) in the coastal areas of 9 maritime States of Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal and 4 Union Territories (UTs) of Daman & Diu, Lakshadweep, Andaman and Nicobar Islands and Puducherry. The Scheme would be implemented in two phases: In the first/phase, 3331 villages will be covered in all the Maritime States/UTs during 2009-10. In Andaman and Nicobar Islands, all the towns will also be covered in this phase. The remaining coastal villages/towns/cities will be covered in the second phase which will be alongwith 2011 Census.

†Original notice of the question was received in Hindi

††The question was actually asked on the floor of the House by (Shri Moti Lal Vora)

There is separately a proposal to issue smart/cards to fishermen in these States/UTs which will be application cards. This project is being implemented by the Department of Animal Husbandry, Dairying and Fisheries, Ministry of Agriculture through the Fisheries Department in the States/UTs. The identity cards for fishermen will be useful for day-to-day applications such, as availment of diesel subsidy, credit facilities from their cooperative society etc. Both the identity cards would be interoperable and would be thus useful for verifying their identity both at the land and the sea.

The fishing vessels and boats of fishermen are currently being registered separately under the Merchant Shipping Act, 1958 (MS, Act) and under the respective State Marine Fisheries Regulation Act depending upon the size, use etc. They will now be registered under one Act i.e. MS Act, 1958 for which the Department of Shipping has issued the notification. The Registrars for registration of fishing boats/vessels have also been notified. Both of these notifications have been issued on 24.06,2009. Separately, instructions have been issued for installation of Automatic Identification System (AIS) transponders on all fishing vessels of more than 20 metres in length.

श्री मोती लाल बोरा : माननीय सभापति महोदय, पहले तो मैं माननीय मंत्री जी को धन्यवाद दूंगा कि मुम्बई की घटना के बाद तटीय क्षेत्र में रहने वाले जो लोग हैं, उनके लिए पहचान-पत्र जारी करने का उन्होंने निर्णय लिया। महोदय, माननीय मंत्री जी ने कहा है कि तटीय क्षेत्र में जो प्रदेश हैं, जिसमें गुजरात, महाराष्ट्र, गोवा, कर्नाटक, केरल, तमिलनाडु, आंध्र प्रदेश, उड़ीसा, पश्चिमी बंगाल और उसके साथ-साथ 4 यूनियन टेरिटरीज़ हैं - दमन-दीव, लक्षद्वीप, अंडमान और निकोबार द्वीपसमूह और पुदुच्चेरी - इनको प्रथम चरण में लिया जाएगा। तो मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि क्या इन राज्यों ने इसके बारे में अपनी कोई आपत्ति दर्ज कराई है? क्या राज्यों का यह कहना है कि सभी तटीय क्षेत्र में रहने वाले लोगों को पहचान-पत्र देने की आवश्यकता नहीं है? पहचान-पत्र उन्हें दिया जाना चाहिए, जहां पर मछुआरे रहते हैं! क्या माननीय मंत्री जी इस बात की जानकारी देंगे कि अभी तक किन-किन राज्यों ने अपनी सहमति जारी की है और इस पर कार्यवाही शुरू की है?

SHRI P. CHIDAMBARAM: Sir, all the 9 States and 4 Union Territories have identified 3331 coastal villages for the purpose of issuance of cards. The projected population is about 120 lakhs. Cards will be issued in these villages to all usual residents of the villages. The Fisherman's Card is a separate project. That is a card which is described as an application card. That card will be issued to fishermen under a separate project being implemented by the Department of Animal Husbandry and Fisheries with the support of the Ministry of Home Affairs. But in these 3331 villages which have been taken up in the year 2009-10, all usual residents, above the age of 18 years, will be covered.

SHRI MOTILAL VORA: I would like to know from the hon. Minister whether the Government of West Bengal has given its consent for issuing this Identity Card to all the fishermen there residing in the coastal area.

SHRI P. CHIDAMBARAM: No; Sir. Not to my knowledge.

SHRI MOTILAL VORA: Not to his knowledge, but, ...

श्री सभापति : एक सवाल करिए।

SHRI MOTILAL VORA: No, no; Mr. Chairman, Sir, I am not asking anything. I am only saying that this scheme is to be implemented in three phases. One is for the persons residing in the coastal area; second is for the fishermen; and the third is for the vessels. So, a number of steps have been taken. I appreciate that the Government has taken all these steps after looking into the incident of Mumbai on 26/11. I would like to know from the hon. Minister who is going to monitor all these things because this scheme is very fine and laudable also. But all these steps are very, very essential because the coastal area is very sentimental and it is required to be taken into confidence. So, how are you going to monitor all these things?

SHRI P. CHIDAMBARAM: Sir, the hon. Member has correctly said, these are three separate parts. One is, issue of MNIC to usual residents. In 2009-10, we are taking up the coastal villages and Andaman Nicobar Islands. The rest will be covered along with the National Population Register in 2011. The Fisherman's Card is a separate scheme. I have explained who is implementing it, and the registration of fishing boats of length of 20 metres and above is also a separate scheme. As far as the MNIC is concerned, this is being implemented by the RGI, Registrar General of India who reports to the Ministry of Home Affairs.

श्री सत्यव्रत चतुर्वेदी : सभापति महोदय, मामला देश की आंतरिक सुरक्षा का है और इसलिए स्वाभाविक है कि विषय गंभीर और संजीदा है। मंत्री जी ने अपने जवाब में शुरुआत में ही यह बात कही कि मुम्बई की आतंकवादी घटना के बाद से तटीय क्षेत्रों में लोगों को पहचान पत्र, smart card का वितरण करने की योजना बनायी है। महोदय, जब भी कोई सरकार फैसला लेती है और ऐसे गंभीर मामले पर लेती है तो यह स्वाभाविक अपेक्षा होती है कि जो जमीनी सच्चाइयाँ हैं, जो जमीनी तथ्य हैं, सरकार का फैसला तार्किक होना चाहिए, उन जमीनी सच्चाइयों से तालमेल बैठाता हुआ होना चाहिए। मैं माननीय मंत्री जी से आपके माध्यम से एक सवाल पूछना चाहता हूँ। क्या यह सच नहीं है कि भारत में जितनी भी आतंकवादी घटनाएँ अभी तक हुई हैं, उनमें से अधिकांश घटनाएँ गैर तटीय क्षेत्रों में, अंतरुनी क्षेत्रों में हुई हैं, तटीय क्षेत्रों में नहीं? तटीय क्षेत्रों में होने वाली घटनाओं की संख्या अपेक्षाकृत बहुत कम है। इसीलिए मैं यह जानना चाहता हूँ कि सरकार ने तटीय क्षेत्रों में लोगों को smart card, पहचान पत्र बांटने का जो फैसला लिया है, यह फैसला कैसे तार्किक है? किस प्रकार से सरकार का यह फैसला हमारी आंतरिक सुरक्षा को सुनिश्चित कर पाएगा? गैर तटीय क्षेत्रों में, अंतरुनी क्षेत्रों में तो यह पहचान पत्रों का वितरण नहीं कर रहे हैं, केवल तटीय क्षेत्रों में कर रहे हैं - जहाँ घटनाएँ कम हुई हैं। इसलिए मंत्री महोदय बताएं कि आतंकवाद की कितनी घटनाएँ तटीय क्षेत्रों में हुई हैं, कितनी गैर तटीय क्षेत्रों में हुई हैं। इसके बाद वे इसको justify कर दें कि तटीय क्षेत्रों में smart card बांटने का फैसला क्यों लिया गया है और गैर तटीय क्षेत्रों में क्यों नहीं लिया गया। यह जानकारी मैं मंत्री महोदय से चाहता हूँ।

SHRI P. CHIDAMBARAM: Sir, perhaps I was not clear; the fault may be mine. The decision is to issue MNIC to all usual residents in India. That will be done in the year 2011, What we have done is,

we have advanced the time-table in respect of coastal villages. For coastal villages and Andaman & Nicobar, the MNIC will be issued in 2009-10. But all the usual residents will be issued cards along with the preparation of the NPR in 2011.

MR. CHAIRMAN: Dr. Maitreyan.

श्री सत्यव्रत चतुर्वेदी : साहब देखिए, हम आपके आदेश का पालन करते हैं, हमें भी आपका संरक्षण मिलना चाहिए।

MR. CHAIRMAN: Please.

श्री सत्यव्रत चतुर्वेदी : मैंने स्पेसिफिक सवाल पूछा था कि देश में आतंकवाद की जितनी घटनाएं हुई हैं, उनमें तटीय क्षेत्र में कितनी हुई हैं और गैर तटीय क्षेत्र में कितनी हुई हैं, उसका जवाब नहीं आया।

श्री सभापति : अगर जवाब नहीं आया तो आप उनको लिखिए, जवाब मिलेगा। ...**(व्यवधान)**... This is a supplementary question.

श्री सत्यव्रत चतुर्वेदी : हम सदस्य यहां पर आपकी कृपा चाहते हैं और आपका संरक्षण मिलना हमारे लिए जरूरी है। हम केवल इतना चाहते हैं कि जो प्रश्न हमने पूछा है उसका जवाब तो आ जाए।

MR. CHAIRMAN: All right. Is there something which you wish to add?

SHRI P. CHIDAMBARAM: Sir, there is no difficulty in furnishing the information to the hon. Member about terrorist incidents that have taken place in the coastal areas within India, but to this question, I do not have the information with me. This question relates to MNIC. But surely, if the hon. Member wants, I shall send to him in writing details of incidents that have taken place, say, in the last 12 months within mainland India and the coastal areas. Obviously, the information is not with me today.

MR. CHAIRMAN: That is fair enough. Dr. Maitreyan.

DR. V. MAITREYAN: Mr. Chairman Sir, being a very efficient Minister who does his homework very methodically, Mr. Chidambaram has given a very detailed, elaborate and informative reply to the question. The fishermen of coastal Tamil Nadu suffer untold miseries — capture, torture, taking away of their catch, damage to their boats and also loss of life. So far, for many of these, the blame was put on the LTTE. Now, the Government of Sri Lanka, with active help from the Government of India, has successfully eliminated the LTTE. ...**(Interruptions)**...

MR. CHAIRMAN: No, no. No insinuations, please. ...**(Interruptions)**... No insinuations, please. Ask the question.

DR. V. MAITREYAN: However, the sufferings of fisherman of coastal Tamil Nadu continue. There were reports of some MoU between the Government of India and the Government of Sri Lanka on the issue of Indian fishermen and Sri Lankan Navy and also, the issue of identification cards to these fishermen. What is the factual position? The identity cards for the fishermen, which the hon. Minister has mentioned in his reply, does not include this special situation. Also, today, the channels in Tamil Nadu are talking about increased threat perception to Chennai through the sea route.

MR. CHAIRMAN: What is the question?

DR. V. MAITREYAN: Sir, it is about the threat perception to Chennai through sea route.

MR. CHAIRMAN: What is the question in relation to this question?

DR. V. MAITREYAN: Sir, the whole question banks on post 26/11. That is why I am asking. The channels have talked about threat perception to Chennai through sea route. I would like him to elaborate on that.

...(Interruption)...

MR. CHAIRMAN: This relates to. ...(Interruption)...

DR. V. MAITREYAN: Yes, Sir. The question is about security threat perception and coastal security post 26/11. That is why, I am asking this question: Today, TV channels are talking about increased threat perception to Chennai through sea route. The whole of Chennai city is fortified with increased police forces. Can the Minister elaborate on this?

MR. CHAIRMAN: May I, please, clarify one thing? Let us ask supplementaries relating to the question as it is worded.

DR. V. MAITREYAN: Sir, the first line of the hon. Minister's reply is, post 26/11 the threat perception. ...(Interruptions)...

MR. CHAIRMAN: No, no. Please, read the question, Dr. Maitreyan. Please, read the question. ...(Interruptions)... No, sorry.

DR. V. MAITREYAN: Sir, my supplementary question arises out of the first sentence of the Minister's reply.

SHRI RAJNITI PRASAD: Sir, you have to see whether a correct reply is being made or not. सर, आपको देखना पड़ेगा।

श्री सभापति : अगर उत्तर गलत है तो उसका दूसरा प्रोसीज़र है। You may, please, ask a question relating to this question.

DR. V. MAITREYAN: Sir, it is about issuing identity cards to the fishermen with special reference to threat perception from sea. That is the first part. Secondly, the hon. Minister has mentioned in his reply about the threat perception through sea post 26/11. That is why, all these identification cards. I am only asking him about the reports we have seen of increased threat perception through sea route to Chennai. Can the Minister elaborate on that?

SHRI P. CHIDAMBARAM: Sir, it is true that one of purposes of advancing the issue of MNIC to usual residents in coastal villages is to enhance coastal security. To that extent, the hon. Member is right. But on several other comments that he made, loading the question with political judgements, I think it would suffice to say that I repudiate them. Sir, as far as threats to coastal States are concerned, we have a very elaborate intelligence network. Whenever we receive intelligence inputs,

we share it with the States concerned. Only recently we shared an input with the coastal States in western India. About a month or so ago, we shared an input with Tamil Nadu. But let me assure you that, in my judgement, Tamil Nadu police has taken effective action. They have strengthened coastal security; they have set up coastal police stations; they have set up coastal check-points and they have coastal patrolling. Based on the intelligence inputs that are shared with them, they are taking effective action to protect the coast of Tamil Nadu from terrorists.

SHRI BHARATKUMAR RAUT: Sir, I really appreciate the Government's intention to issue smart cards. But I am afraid that it may be non-starter. This scheme includes nine maritime States in which Maharashtra is included. If you see the coastal line of Maharashtra, you observe that there are many unauthorised foreign nationals who have now started residing there. They are also getting into fishery business. Unless the Government flushes them out, Identity Cards should not be issued. If you issue Identity Cards before verifying their identity and nationality, tomorrow they will claim nationality. It will be a big threat in future. Is there any mechanism by which, before issuing the Identity Card, you identify unauthorised foreign nationals who are residing there for some years?

SHRI P. CHIDAMBARAM: Sir, the National Population Register, which is concomitant to the census, records usual residence in India. Now when we gather data, that database will be available to various user agencies including the State Government. The State Governments can certainly take action to identify anyone who is an illegal immigrant. Although there is great merit in what the hon. Member says, at this stage we are concerned with issuing MNIC to usual residents. States can certainly take action on the basis of database to identify anyone who is an illegal immigrant to India.

SHRIMATI VASANTHI STANLEY: Sir, Tamil Nadu has one of the longest coastal areas and Tamil Nadu fishermen are the worst affected by indiscriminate shoot-outs, arrest and torture by Sri Lankan forces mistaking their identity. My question is: Will the hon. Minister give priority in issuing identity Cards to Tamil Nadu fishermen?

SHRI P. CHIDAMBARAM: Sir, as I said, the Application Card for fishermen will be an additional card which will be in addition to MNIC. This scheme is being implemented by the Department of Animal Husbandry and Fisheries with the support of Ministry of Home Affairs. I am sure as soon as the MNIC is issued in coastal villages, the Application Cards will also be issued to fishermen in those villages.

भारत में मानव तस्करी

*65. श्री प्रभात झा :††

श्री बलवंत उर्फ बाल आपटे :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार संयुक्त राज्य अमरीका द्वारा जारी उस रिपोर्ट से सहमत है जिसमें यह आरोप लगाया गया है कि भारत मानव तस्करी का एक बहुत बड़ा अड्डा बन गया है तथा यहां मानव तस्करी रोकने के लिए तैयार किए गए न्यूनतम मानकों का भी पालन नहीं किया जा रहा है;

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है;

(ग) विगत तीन वर्षों के दौरान मानव तस्करी से संबंधित तथ्या तथा आंकड़े क्या हैं; और

†† सभा में यह प्रश्न श्री प्रभात झा द्वारा पूछा गया।

(घ) मानव तस्करी को रोकने के लिए सरकार द्वारा क्या-क्या कदम उठाये जा रहे हैं?

गृह मंत्री (श्री पी. चिदम्बरम): (क) से (घ) एक विवरण सभा पटल पर रखा गया है।

विवरण

(क) और (ख) भारत में मानव तस्करी सरकार के लिए गंभीर चिंता का विषय है। भारत सरकार ने इस अपराध से समग्र रूप से निपटने के लिए गंभीर प्रयास किए हैं जिनमें शामिल हैं इस समस्या के सामाजिक-आर्थिक आयामों का समाधान करने और तस्करी की आपराधिक गतिविधि के संबंध में विभिन्न विधायन और अभिसमय प्रवर्तित करना। परन्तु, भारत सरकार यू एस कांग्रेस द्वारा निर्धारित अपेक्षाओं को पूरा करने के लिए यू एस स्टेट डिपार्टमेंट की रिपोर्ट का संज्ञान नहीं लेती है। यह यू एस कांग्रेस तथा यू एस सरकार का आन्तरिक मसला है।

(ग) वर्ष 2005-2007 के दौरान मानव अवैध व्यापार से संबंधित अपराध-शीर्षों के तहत दर्ज मामलों के राज्य/संघ राज्य क्षेत्र-वार ब्यौरे अनुपत्र में दिए गए हैं। [देखिए परिशिष्ट 217 अनुपत्र संख्या 8] राष्ट्रीय अपराध रिकॉर्ड ब्यूरो (एन सी आर बी) द्वारा संकलित आंकड़ों के अनुसार, मानव अवैध व्यापार से संबंधित कानूनों के विभिन्न प्रावधानों के तहत विगत तीन वर्षों 2005, 2006 और 2007 के दौरान सूचित मामलों की संख्या क्रमशः 6402, 5096 और 4087 थी।

(घ) केन्द्र सरकार ने सभी राज्य सरकारों को समग्र रूप से अवैध व्यापार से संबंधित अपराध से निपटने तथा कानून तोड़ने वालों के विरुद्ध कठोर कार्रवाई करने के अलावा पीड़ितों के बचाव, राहत और पुनर्वास को सम्मिलित करके एक प्रभावी और व्यापक रणनीति तैयार करने की सलाह दी है।

"पुलिस" और "लोक व्यवस्था" राज्य के विषय हैं तथा मानव अवैध व्यापार के अपराध के निवारण और उसे रोकने के लिए मुख्यतया राज्य सरकारें जिम्मेवार होती हैं। तथापि, केन्द्रीय सरकार ने महिलाओं एवं बच्चों के व्यापारिक यौन उत्पीड़न के अवैध व्यापार को रोकने हेतु विभिन्न पहलें शुरू की हैं जिनमें अन्य बातों के साथ-साथ शामिल हैं-

1. गृह मंत्रालय ने राज्य सरकारों/केन्द्र शासित क्षेत्र प्रशासनों और अन्य संबंधित मंत्रालयों इत्यादि के बीच मानव के अवैध व्यापार से संबंधित मामलों को समन्वित करने के लिए एक नोडल सैल की स्थापना की है। इस संबंध में सभी राज्य/संघ शासित क्षेत्र सरकारों को दिनांक 5 जुलाई, 2006 को एक सलाह भी जारी कर दी गई है।

2. पुलिस अनुसंधान और विकास ब्यूरो (बी पी आर एंड डी) ने पुलिस प्रशिक्षण संस्थानों में प्रयोग हेतु "अन्वेषकों हेतु मानव अवैध व्यापार पुस्तिका" पर एक प्रशिक्षण नियमावली तैयार की है। बी पी आर एंड डी महिलाओं के बचाव और सुरक्षा के प्रति पुलिस कार्मिकों को सुग्राही बनाने हेतु क्षेत्रीय अवैध-व्यापार विरोधी कार्यशालाओं का आयोजन कर रही है। ऐसी विभिन्न कार्यशालाएं आज तक विभिन्न शहरों में आयोजित की गई हैं।

3. "मानव तस्करी के विरुद्ध प्रशिक्षण एवं क्षमता निर्माण के जरिए भारत विधि प्रवर्तन अनुक्रिया को सुदृढ़ करना" पर एक परियोजना भारत सरकार और युनाइटेड नेशन्स आफिस आन ड्रग्स एण्ड क्राइम तथा भारत सरकार की संयुक्त पहल के रूप में गृह मंत्रालय में शुरू की गई है। इस परियोजना के आन्ध्र प्रदेश, बिहार, गोवा, महाराष्ट्र और पश्चिम बंगाल नामक पांच राज्यों में काफी सकारात्मक परिणाम रहे जहां इसे कार्यान्वित किया गया है और मानव तस्करी रोधी यूनिट माडल खास रूप से प्रभावी रहा।

4. वेश्यावृत्ति हेतु महिलाओं एवं बच्चों के अवैध व्यापार के निवारण और रोकने पर दक्षिण एशियाई क्षेत्रीय सहयोग संघ (सार्क) सम्मेलन के कार्यान्वयन हेतु एक क्षेत्रीय कार्यबल की स्थापना की गई है। तथा मानक परिचालन प्रक्रिया (एस ओ पी) सार्क सदस्य राज्यों से अनुमोदित हो गई है।

5. महिला एवं बाल विकास मंत्रालय में सचिव, एम डब्ल्यू सी डी की अध्यक्षता में अनैतिक व्यापार (निवारण) अधिनियम के कार्यान्वयन पर एक केन्द्रीय सलाहकारी समिति का गठन किया गया है जिसके प्रतिनिधि राज्यों, केन्द्रीय संगठनों तथा एनजीओ से होते हैं तथा तिमाही बैठकें आयोजित की जाती हैं।

6. एम डब्ल्यू सी डी के अतिरिक्त विकट परिस्थितियों में महिलाओं हेतु आश्रय घर जैसे कि शॉर्ट स्टे होम (300 से अधिक), स्वाधर होम (200 के लगभग) भी चलाए जाते हैं। इनमें अवैध व्यापार से बचाई गई अथवा वेश्यालयों या अन्य स्थानों से भगाई गई औरतें/लड़कियां रहती हैं तथा यौन अपराध की पीड़ित महिलाएं/लड़कियां जो या तो परिवार द्वारा अस्वीकार कर दी गई हैं या विभिन्न कारणों से निजी परिवारों में वापिस नहीं जाना चाहती, को रखा जाता है।

7. विशिष्ट घरों और बचाव लागत, परामर्श चिकित्सा सुविधा, कानूनी सहायता इत्यादि प्रावधानों की स्थापना के साथ व्यापारिक यौन उत्पीड़न गतिविधियों और बचाव एवं पुनर्वास हेतु अवैध व्यापार के निवारण के लिए उज्ज्वला नाम की एक नई योजना प्रारम्भ की गई है।

8. अवैध व्यापार (निवारण) अधिनियम, 1956 का दायरा बढ़ाने के लिए, तस्करों को उजागर करने और उनके दण्ड को और अधिक कठोर बनाने के लिए महिला एवं बाल विकास मंत्रालय ने नेशनल इंस्टीट्यूट ऑफ पब्लिक को-ऑपरेशन एण्ड चाइल्ड डिवेलपमेंट (एन आई पी सी डी) और यूनीसेफ के सहयोग से स्टेक होल्डर्स तथा अन्यो के लिए "जुडीसियल हैण्ड बुक आन कम्बैटिंग आफ वीमेन एण्ड चिल्ड्रन फार कामर्सियल सेक्सुअल एक्सप्लोइटेशन" कई मैनुअल तैयार किए हैं और प्रशिक्षण दिया जा रहा है।

Human Trafficking in India

† *65. SHRI PRABHAT JHA:††

SHRI BALAVANT ALIAS BAL APTE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government agrees with the report issued by United States of America in which it has been alleged that India has become a large bastion of human trafficking and even minimum standards prescribed for checking human trafficking are not being followed;

(b) if so, Government's reaction thereto;

(c) the facts and data relating to human trafficking during the last three years; and

(d) the steps being taken by Government to check human trafficking?

THE MINISTER OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Human Trafficking in India is a cause of serious concern to the Government. Government of India has made sincere efforts to deal with the crime in a holistic manner, which includes enforcement of various legislations and conventions related to criminal activity of trafficking

†Original notice of the question was received in Hindi

††The question was actually asked on the floor of the House by Shri Prabhat Jha.

as well as tackling the socio-economic dimension of the problem. But, Government of India does not take cognizance of a report made by the US State Department to meet the requirements laid down by the US Congress. This is an internal matter between the US Government and US Congress.

(c) State/UT-wise details of the cases relating to human trafficking during 2005-2007 is given at Annexure [See Appendix 217 Annexure No. 8] (See below). As per the statistics compiled by the National Crime Record Bureau (NCRB), the number of cases reported during 2005, 2006 & 2007 under various provisions of laws relating to human trafficking were 6402, 5096 & 4087, respectively.

(d) The Union Government has advised all the State Governments to deal with the crime of trafficking in a holistic manner and to evolve an effective and comprehensive strategy encompassing rescue, relief and rehabilitation of victims besides taking deterrent action against the law violators.

‘Police’ and ‘Public Order’ are State subjects and the State Governments are primarily responsible for preventing and combating the crime of human trafficking. However, the Central Government has taken several initiatives for combating trafficking of women and children for commercial sexual exploitation, which, *inter-alia*, include:

1. The Ministry of Home Affairs has set up a Nodal Cell to coordinate, matters relating to trafficking in human beings between the State Governments/Union Territory Administrations and other related Ministries etc. The nodal cell is holding regular review meetings with the nodal officers of the States regarding the action being taken by the State Governments in this regard. MHA has also issued an advisory dated 5th July, 2006 to all the State/Union Territory Governments in this regard.

2. The Bureau of Police Research and Development (BPR&D) has prepared a training manual on “Human Trafficking Handbook for Investigators” for use in the Police Training Institutes. BPR&D is organizing regional antitrafficking workshops for sensitizing police personnel towards the safety and security of women. Several such workshops have been held in various cities till date.

3. A Project on “Strengthening law enforcement response in India against trafficking in persons through training and capacity building” has been taken up in the Ministry of Home Affairs as a joint initiative of the Government of India and the United Nations Office on Drugs and Crime. The project has had very positive outcomes in the five States where it has been implemented *i.e.*, Andhra Pradesh, Bihar, Goa, Maharashtra and West Bengal, and the Anti-Human Trafficking Unit model has been particularly effective.

4. A Regional Task Force has been set up for implementation of the South Asian Association for Regional Cooperation (SAARC) Convention on Preventing and Combating Trafficking in Women and Children for Prostitution and Standard Operation Procedures(SOP) for preventing and combating trafficking in women and children for prostitution, has been got approved from the SAARC Member States.

5. In the Ministry of Women and Child Development a Central Advisory Committee (CAC) on implementation of the Immoral Traffic (Prevention) Act (ITP) has been constituted under the Chairmanship of Secretary, MWCD, which has representatives from States as well as Central Organizations and NGOs etc. which holds quarterly meetings.

6. Besides the MWCD also runs Shelter homes, such as Short Stay Homes (more than 300) Swadhar Homes (about 220) for women in difficult circumstances. These cater to trafficked women/girls rescued or runaway from brothels or other places, and also provides for women/girls victims of sexual crimes who are disowned by family or who do not want to go back to respective family for various reasons.

7. A new scheme for prevention of trafficking by the name UJJAWALA has been launched by Ministry of Women and Child Development, for preventive activities and for rescue and rehabilitation of victims of trafficking for commercial sexual exploitation with the setting up of special homes and provision of rescue cost, counseling, medical care, legal aid, etc.

8. There are several amendments proposed by Ministry of Women and Child Development, in the Immoral Traffic (Prevention) Act, 1956 to widen its scope, focus on traffickers and make punishments more stringent for them. Further the Ministry of Women and Child Development in collaboration with the National Institute of Public Co-operation and Child Development (NIPCCD) and UNICEF has developed several manuals for training of stakeholders such as 'Judicial Handbook on Combating Trafficking of Women and Children for Commercial Sexual Exploitation' and others, and training is being imparted.

श्री प्रभात झा : सभापति महोदय, जिस आशय का प्रश्न मैंने पूछा है उसी आशय का तारांकित प्रश्न 21 अगस्त, 2007 को श्री किशन भाई पटेल और श्री सुग्रीव सिंह ने पूछा था। इसी तरह का प्रश्न श्री कलराज मिश्र ने 22 अगस्त, 2007 को और श्री अजीत जोगी जी ने 14 अगस्त, 2007 को पूछा था। हो सकता है कि उस समय श्री पी. चिदम्बरम जी गृह मंत्री नहीं थे, वह वित्त मंत्री थे। मंत्री बदल गए हैं, लेकिन प्रश्न का उत्तर वही का वही है कि, यह राज्य से संबंधित विषय है। अमरीकी विदेश मंत्री श्रीमती हिलेरी क्लिंटन ने अमेरिका की जो रिपोर्ट जारी की है, 2009 Trafficking in Persons. उसके बारे में कहा गया है, it is a matter of America. यह अमेरिका का इंटरनल मैटर है, इस पर हमें कुछ नहीं कहना है। लेकिन बदनामी किसकी हो रही है, बदनामी भारत की हो रही है, पूरे जगत में हो रही है और यह रिपोर्ट सब जगह जारी है। इसलिए हम इस बात से सहमत नहीं हैं कि हमें इसका संज्ञान नहीं लेना चाहिए। महोदय, मेरा प्रश्न यह है कि मध्य यूरोप और अमेरिका में कितने हजार महिलाएं और पुरुष नौकरी करने जा रहे हैं या अपनी देह का व्यापार करने जा रहे हैं, कृपया इस प्रश्न का उत्तर दें?

SHRI P. CHIDAMBARAM: Sir, I cannot stop an American Government's agency submitting a report to the American Congress. We do not take cognisance of that report. And, I do not see any reason why we should feel that we have been defamed? In the Tier II Watch List, along with India, there are 52 other countries. They have included China, Russia, Argentina, Egypt, Pakistan, Sri

Lanka and Bangladesh. So, I do not think we need to attach too much importance. Nevertheless, the problem is a problem in India; human trafficking is indeed a problem in India. We should address it in our own self-interest and we are addressing it. I have set out the various measures that we are taking to address the problem of human trafficking. We should do it as an enlightened nation, not because somebody else points it out to us.

श्री प्रभात झा : आपने कहा है कि अमेरिका का संज्ञान नहीं लेना चाहिए। आपके सीबीआई के डायरेक्टर, अश्विनी कुमार और होम सैक्रेटरी, मिस्टर मधुकर गुप्ता, इन्होंने कहा है कि गरीबी, अविकसित और बेरोजगारी के कारण तथा जो योजनाएं बनाई जा रही हैं, इन सबके कारण हम यह सब भुगत रहे हैं। क्या आपने इसकी कोई व्यवस्था की है? आपने सार्क के दक्षेस सम्मेलन में भी एक कमेटी नोडल एजेंसी बनाई थी। वह नोडल एजेंसी क्या कर रही है, हम यह जानना चाहते हैं?

SHRI P. CHIDAMBARAM: Sir, unless you allow me to read the whole answer again, the answer runs to two pages where we have set out every single measure that we have taken in the last few years. I have set out what the Ministry of Women and Child Development is doing. We have set out what the National Institute of Public Cooperation and Child Development is doing. We have set up a regional task force for the implementation of SAARC Convention.

Now, let us come to the core of the problem. What is the core of the problem? The core of the problem is that the overwhelming majority of human trafficking cases are concerned with women for the purpose of immoral trafficking. That is the core of the problem. In fact, over 95 per cent of cases registered, chargesheeted, person arrested, convicted in what is called human trafficking are concerned with immoral trafficking for the purpose of flesh trade. That is the real problem, and, therefore, States have to address the problem of crime of using unsuspecting poor girls, poor women for the purpose of immoral trafficking. That has to be addressed by the State Governments. We will help. But, this is a problem which the State Governments must take seriously and take action.

SHRI BALAVANT ALIAS BAL APTE: Sir, the assertion of the Government that they do not take cognisance of a report made in the U.S. is very pleasant to hear when normally, we see that the Government is very sensitive to the U.S. judgement about us and goes out apologising to them for things that did not...

MR. CHAIRMAN: Question, please.

SHRI BALAVANT ALIAS BAL APTE: Therefore, I do compliment the Minister for this that they will not be influenced by what the U.S. tells us about us, but will come to their own conclusion. The information which such a report gives, like knowledge, is usable and should be used and my question is : in so far as the trafficking within the country is concerned, has the Government taken any steps to curb trafficking through the means of marriage? We have centres where this is being done on a large scale, when people from Arab countries come to Miraz, to Aurangabad, to Nanded, marry girls and take them away, and in the same manner, in several other centres in this country, people hunt for brides and they purchase women for the purposes of marriage. This is a trafficking of

the worst kind. May I know from the Minister whether the Government is taking any active steps to stop this?

SHRI P. CHIDAMBARAM: Sir, every case of human trafficking that is reported, every case of missing girl that is reported, I am sure, the State police registers an FIR, or, ought to register an FIR, and, investigate. I cannot make a judgement, where a girl has been brought from a State for the purpose of marriage, whether that is human trafficking or genuine marriage. But if a case of abduction or kidnapping or forcibly taking away the girl is brought to the notice of the police, I would expect that the police would register the case and investigate.

In fact, we have a large number of cases registered, persons arrested, investigated and punished. Now, this could be only a sample of a much larger problem. In fact, I suspect that it is only a small part of a much larger problem. But, unless a case is registered or an FIR is filed, it will be difficult to make a judgement whether a case of marriage is a genuine marriage or is it a case of a bride-buying for the purpose of trafficking.

SHRIMATI BRINDA KARAT: Sir, several Government studies have made it very clear that one of the determinants for the increase of trafficking, particularly, of women and children, relates to the increased poverty. Because of this, a very comprehensive report was given to the Government of India some years ago, which had been coordinated by the Ministry of Women and Child Development. It made a series of recommendations taking into account various dimensions of this horrible crime in which the vulnerability of the poor women and children is being exploited. The Minister in his reply has said that this is a State problem. To a certain extent, it may be so, as far as the issue of law and order is concerned. It has been identified that the major obstacle in preventing human trafficking in India is the lack of a specific legislation to deal with human trafficking. At present, various definitions of human trafficking which are there, are not in harmony with each other. If you look, we have different laws, one is the Immoral Traffic (Prevention) Act; second is the Child Marriage Restraint Act. So, what has been recommended is a comprehensive legislation which will harmonise the definitions of human trafficking in accordance with international protocols, which India has ratified. Would the Home Minister kindly inform the House as to whether the Government, considering the recommendations which have been made, seriously try to bring out such a specific legislation?

Sir, the second aspect is that since it is a cross-border trafficking also, another important recommendation was made concerning bilateral agreements with SAARC countries to prevent human trafficking. Both of these are important recommendations. Would the Government of India give us, at least, a timeframe in which these recommendations can be implemented?

SHRI P. CHIDAMBARAM: Sir, I have already mentioned as to what we are doing under the SAARC Convention. As far as amending the Act is concerned, I am informed that after taking note of the present Immoral Traffic (Prevention) Act, the Child Marriage Restraint Act, and, some other

Acts, the Ministry of Women and Child Development is piloting amendments to the Immoral Traffic (Prevention) Act to make it more stringent for traffickers and more victim-friendly.

We have, in the Ministry of Home Affairs, set up an Anti Trafficking Nodal Cell, and, we are working on a plan of action for drafting an integrated national plan of action. A national consultation on that plan was held. The National Crime Records Bureau has added a new chapter, 'Human Trafficking Statistics', and, what we intend to do is to help States set up, in each District, an Anti-Human Trafficking Cell, bring in various stakeholders in order to sensitize the State police at the District level to act against human trafficking. We have ratified the SAARC Convention on Prevention and Combating Trafficking in Women and Children. Decisions taken in the SAARC meeting ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: Sir, I asked a specific question. The Parliamentary Standing Committee went through the Immoral Traffic (Prevention) Act. What we have said is that it does not cover the different dimensions of human trafficking. So, we recommended a specific legislation.

SHRI P. CHIDAMBARAM: That should be raised when the Bill is introduced. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: No. I am saying. ...*(Interruptions)*...

MR. CHAIRMAN: Let us not get into a discussion. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: Sir, this is the only country in the world which does not have a specific legislation against human trafficking.

MR. CHAIRMAN: Put a specific question.

SHRIMATI BRINDA KARAT: Sir, my specific question is, a specific legislation against human trafficking. ...*(Interruptions)*...

MR. CHAIRMAN: Right. Ms. Karat, please resume your place.

SHRI P. CHIDAMBARAM: Sir, the Ministry of Women and Child Development is piloting amendments to the Bill. If that amending Bill is unsatisfactory or found wanting, hon. Members can surely debate it at that time and amend the Bill in whatever manner the House thinks it appropriate, and the Minister will respond. All I am pointing out is that Bill is being amended and amendments are being piloted by the Ministry of Women and Child Development.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, the data supplied in the reply is very useful. From the given data, we could find that the four very advanced States, namely, Andhra Pradesh, Maharashtra, Tamil Nadu and Karnataka, are reporting more number of immoral trafficking cases. But, actually, the report says that it is decreasing. The reason is that the police is not ready to register cases of missing persons. Therefore, the figures are coming down. Different NGOs, which have studied such cases, are giving some other figure which is an enlarged one.

This crime is more serious than drug trafficking. A human being is trafficked for many purposes.

It can be sexual also. Many parts of human bodies are also taken away for organ transplantation. Therefore, I would like to know from the hon. Minister whether the Government is having a proposal to bring a concept of federal crime, so that crime investigation can be done at the national level and people can be protected. It is not just across the States. It is across the countries also.

SHRI P. CHIDAMBARAM: Sir, under the division of powers given in the Constitution, there is, as yet, no definition of a federal crime. All crimes can be and must be investigated by the State Governments unless, of course, the case is transferred to the CBI and, more recently, to the NIA. That is the division of powers under the Constitution as I understand. We have not yet agreed on amending the Constitution to create the concept of a federal crime.

डा. प्रभा ठाकुर : माननीय सभापति जी, मैं आपके माध्यम से माननीय मंत्री महोदय से यह जानना चाहती हूँ कि मानव तस्करी में महिलाओं और बालकों की तस्करी का प्रतिशत कितना है और किन राज्यों में यह ज्यादा है, जहाँ से तस्करी हो रही है? राज्य सरकारों द्वारा जो उपाय किए जा रहे हैं, क्या गृह मंत्री जी उन उपायों से संतुष्ट हैं या वे इसके बारे में कोई और कठोर कदम उठाने का विचार रखते हैं?

SHRI P. CHIDAMBARAM: Sir, the bulk of crimes falling under human trafficking relate to crimes under the Immoral Traffic Act. So, it is really involving women and young girls. If you take year 2007 for which comprehensive data are available, the total number of cases registered in the year is 4087. Out of that, 3568 relate to the Immoral Traffic Act. Again, out of the total number of 3325 persons convicted, 3220 have been convicted under the Immoral Traffic Act. The overwhelming majority of cases under human trafficking concern women and young girls.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Modernising Police Force

*66. SHRI D. RAJA:

SHRI K.E. ISMAIL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government has any plan to modernize police force by equipping it with modern weaponry; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) "Police" is a State subject as per VII Schedule to the Constitution. As such, the primary responsibility to adequately equip their police forces with modern weaponry etc. rests with the respective State Governments.

The Ministry of Home Affairs has, however, been supplementing the resources of State Governments for modernization of their police forces under the Scheme for Modernisation of State

Police Forces (MPF Scheme). Under the Scheme, assistance is being provided to the States for procurement of modern weaponry, construction of buildings, vehicles, security and communication equipments, etc.

The Central assistance under MPF Scheme has resulted in improvement in the procurement of weaponry by the State police forces both in terms of numbers and range of weapons. The most popular weapons acquired by the States are INSAS rifles, AK-47, 9 mm Carbines and 7.62 SLRs. The number of each of these weapons acquired by the State Police during 2000-01 to 2007-08 is as under:

Sl.No	Weaponry	Numbers acquired during 2000-01 to 2007-08
1	INSAS rifles	97511
2.	AK-47 rifles	36890
3	9 mm Carbine	20361
4	SLRs 7.62	67248

The State Governments include modern weaponry in their MPF annual action plans as per their assessed requirements and the weapons are either procured through Ordnance Factory Board or imported by the States.

The Central Government is also ensuring provision of modern weapons to the Central Paramilitary Forces (CPMFs). Under the Scheme of Modernization of CPMFs during (2002-2009) they have been provided weapons worth Rs.1538 crore, details of which are given below:

Sl. No.	Items	Quantity procured from 01-04-2002 to 31-03-2009	Value in Rupees crore
1.	Rifle 5.56 mm Indian National small arms system (INSAS)	3,05,470	761.89
2.	Light Machine Gun (LMG) 5.56 mm INSAS	32,523	212.24
3.	105 mm Light Field Gun (LFG)	138	200.05
4.	84 mm Rocket Launcher	1447	62.26
5.	Passive Night Vision (PNV) for 5.56 mm rifles	631	11.64
6.	Ammunition		40.08
7.	AK-47 Rifles	24,000	19.19
8.	Automatic Grenade Launcher (AGL)	933	165.30
9.	51 mm Mortar	2410	20.46
10.	SMG MP5	1469	15.77
11.	Pistol 9 mm Browning	1184	18.88
12.	9 mm Carbines	6563	10.68
TOTAL :			1538.44

Modernization of State Police Forces as well as CPMFs is an ongoing process and the Government on a continuous basis takes necessary steps and measures to ensure that the police forces are equipped with modern weapons and technologies to effectively deal with security threats.

Centre's caution to Kerala about law and order problem

*67. SHRI ABDUL WAHAB PEEVEE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Centre has recently cautioned Kerala Government about grave law and order problem in Mamallapuram and some other districts as reported in media;

(b) if so, whether Government has received any feedback from the State Government in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) As per the Constitution, "Public Order" and "Police" are State subjects and it is primarily the responsibility of the State Governments to maintain law and order in their States. However, the Central Government reviews the internal security situation in the country from time to time. During such a security review the issue of more effective policing in certain areas of Malappuram and Tiruvananthapuram, came up for discussion. The State Government has been advised to take necessary action in this regard.

New road project for Madhya Pradesh

†*68. MISS ANUSUIYA UIKEY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received any proposal under MPSRSP from the Government of Madhya Pradesh for new road project with the help of Asian Development Bank;

(b) if so, the date on which the proposal was received;

(c) the total cost of this project along with the status of approval of this proposal;

(d) whether Government of Madhya Pradesh has requested the Government of India to include this project in annual projects for the year 2009-10; and

(e) if so, the status thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) to (e) Yes, Sir. Ministry of Finance, Department of Economic Affairs has received proposals from Government of Madhya Pradesh *vide* letter dated 23rd May, 2008 amounting to US\$ 300 million. The Madhya Pradesh Government requested for inclusion of the project either for 2009 or 2010. The project was however included in pipeline 2011 due to headroom issues within Asian Development Bank at that time and the competing demands of projects on which work has been going on in consultation with ADB.

†Original notice of the question was received in Hindi

Need for reforms in techniques of textile production

† *69. SHRI SHIVANAND TIWARI:

SHRI RAM JETHMALANI:

Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that in the textile industry of the country, there is a need for comprehensive reform in present techniques of cotton production to textile production;

(b) if so, the response of Government in this regard;

(c) whether Government has implemented Technology Upgradation Fund Scheme in the country for the technological development and expansion;

(d) if so, the average amount given from the said fund annually for the upgradation of the techniques during the last five years; and

(e) the amount given from the above mentioned fund to spinning, handloom, powerloom and mill sectors, separately during the year 2007-08 and 2008-09?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) and (b) Need for comprehensive reform in techniques of cotton production to textile production has already been addressed through various interventions of Ministry of Textiles. Technology Mission on Cotton (TMC) commissioned in 1998-99 has improvised the farming practices. It has also brought in innovative farm and post farm practices in cotton qualitatively and quantitatively. The production of cotton has increased from 179 lakh bales in the year 2003-04 to 315 lakh bales in the year 2007-08. Cotton productivity has been increased from 399 Kgs per hectare in 2003-04 to 567 Kgs per hectare in 2007-08.

Technology Upgradation Fund Scheme (TUFS) is the flagship programme of the Ministry of Textiles. The scheme provides for financial assistance as interest and capital subsidy to upgrade and install technologically advanced textile machineries. TUFS assistance has helped in increasing production in the entire textile chain. The total yarn production has increased from 3223.52 million Kgs in 2004-05 to 3911.99 million Kgs in 2008-09. The production of fabric as a result of TUFS assistance has increased from 45378 million square meters in 2004-05 to 54966 million square meters in 2008-09. Likewise textiles export has also increased from US \$ 14026.72 million in 2004-05 to US\$ 18519.96 million in 2008-09.

(c) Yes, Sir.

(d) The quantum of fund released by the Government agencies under TUFS during the last five years is as under:

Amount (Rupees in crores)	
Year	Fund released
2004-05	283.60
2005-06	485.00
2006-07	823.92
2007-08	1143.37
2008-09	2632.00

†Original notice of the question was received in Hindi

(e) The TUFS assistance granted to different sector i.e. composite (mill sector), spinning, weaving including powerloom in the years 2007-08 and 2008-09 on the basis of derivative percentage of the allocation is as under:-

Industry segment	Amount (Rupees in crores)	
	2007-08	2008-09
Composite	235.53	542.19
Spinning	387.95	893.04
Weaving including powerloom	87.93	202.40
Others	431.96	994.37
TOTAL :	1143.37	2632.00

Production and export of cardamom

*70. SHRI O.T. LEPCHA:

SHRI SANTOSH BAGRODIA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- the details of cardamom exports in terms of volume and value for the last five years;
- whether it is a fact that cardamom production in the country has stagnated in the country;
- if so, the reasons therefor; and
- the steps being taken to increase the production and cultivation of cardamom in the country?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) Export of cardamom (small & large) for the last five years is as follows:

Year	Cardamom (small)		Cardamom (large)	
	Quantity (MT)	Value (Rs. Lakhs)	Quantity (MT)	Value (Rs. Lakhs)
2004-05	642	2362.40	954	1129.86
2005-06	863	2682.13	1046	1154.65
2006-07	655	2348.10	1504	1700.08
2007-08	500	2475.00	1325	1500.00
2008-09	750	4726.50	1875	2280.75

(b) Cardamom (small): The annual average production of cardamom (small) in the country during the last few years has been between 11,000 tons and 12,000 tons.

Cardamom (large): The production of cardamom (large) during the last few years has shown a fluctuating trend. The production has come down from 6,100 tons in 2003-04 to 4,420 tons in 2006-07. In 2007-08, the production has increased to 4,920 tons.

(c) Cardamom (small): The production of cardamom (small) during 1990s was between 4,000 tons to 7,000 tons. The massive introduction of high yielding variety, viz., Njallani, has resulted in increase in the production between 11,000 tons to 12,000 tons. However, the small and marginal farmers were reluctant to replant the existing lower yielding area with Njallani because of the loss in income during the gestation period, which is around two years.

Cardamom (large): The vagaries in the climatic conditions are the major reasons for the fluctuations in the production of cardamom (large).

(d) For production and productivity improvement of cardamom (small & large), Spices Board is implementing an exclusive scheme viz. Special Purpose Fund for Replantation & Rejuvenation of Cardamom Plantations, Under another scheme viz. Export Oriented Production & Post Harvest Improvement of Spices, there are also activity components facilitating improvement of production, productivity and quality of cardamom. These schemes are being implemented during Eleventh Plan.

Policy guidelines for coastal security

*71. SHRI SUBHASH PRASAD YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the policy guidelines for coastal security in the country;
- (b) whether Government proposes to launch coastal security scheme;
- (c) if so, the details thereof;
- (d) whether a meeting in this regard was held recently under the Chairmanship of Home Secretary;
- (e) if so, the details thereof and the decisions taken therein; and
- (f) the steps taken/proposed to be taken for better coordination between related security agencies?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Coastal security policy envisages a multi-tier protection and security management system involving the Indian Navy, Coast Guard and marine police of all coastal States/ Union Territories, who in turn, function within designated areas of operation ranging from high sea upto the coastline of the country. The Indian Navy has been designated as the authority responsible for overall maritime security which includes coastal security and offshore security. The Indian Coast Guard is additionally designated as the authority responsible for coastal security in territorial waters including areas to be patrolled by coastal police of States/UTs.

(b) and (c) A comprehensive 5-year Coastal Security Scheme, which is a supplemental initiative to strengthen the infrastructure of States/UTs for coastal surveillance and patrolling, is already under implementation from 2005-06. The Scheme is under implementation in nine coastal States, viz. Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal, and four coastal Union Territories, viz. Daman & Diu, Lakshadweep, Pondicherry and

Andaman & Nicobar Islands. Under the Scheme, 73 coastal police stations, 97 check posts 58 outposts and 30 operational barracks have been approved. The scheme also provides for 204 patrol boats fitted with modern navigational and maritime equipment for patrolling in coastal waters, and 153 jeeps and 312 motorcycles for patrolling along the coast. A lump sum assistance of Rs.10 lakhs per police station is also provided for computers and equipments, etc. The approved five-year outlay for the Scheme is Rs.400 crores for non-recurring expenditure and Rs. 151 crores for recurring expenditure on fuel, maintenance and repairs of vessels and training of personnel. So far, 59 coastal police stations have already been operationalised. Supply of interceptor boats to the States/UTs has also commenced from April, 2009.

The coastal States and Union Territories are carrying out an exercise of vulnerability/gap analysis jointly with Coast Guard to firm up their additional requirements in respect of coastal police stations, boats, vehicles etc. for formulation of Phase-II of the Coastal Security Scheme.

(d) and (e) Yes. A meeting was held recently on June 10, 2009. This was in continuation of multi-level discussions/meetings undertaken by the Government following the 26/11 Mumbai terror attacks. The major initiatives are as below:

- Apart from expeditious implementation and completion of ongoing Coastal Security Scheme, action is being taken to finalise the contours of Phase-II of the Coastal Security Scheme to bridge the gap and shortfalls of the ongoing scheme identify during multi-level meetings on coastal security.
- The Department of Shipping and DG (Shipping) are taking necessary steps for registration of all the fishing/non-fishing boats plying in Indian waters and installation of navigational and communication equipments on these boats.
- The Department of Fisheries has taken up the project of issuance of ID cards to all the fishermen.
- The Registrar General of India is also implementing a project for issuance of Multi purpose National Identity Cards (MNICs) to the coastal population of the country.
- The Coast Guard is taking necessary steps to farther strengthen its infrastructure.

(f) The Coast Guard is coordinating among the coastal States/Union Territories and other security agencies. The Director General Coast Guard has been designated as Commander Coastal Command responsible for overall coordination between Central and State agencies in all matters relating to coastal Security.

Promoting handloom sector in Uttar Pradesh

*72 SHRI NAND KISHORE YADAV:

SHRI KAMAL AKHTAR:

Will the Minister of TEXTILES be pleased to state:

- (a) the steps taken to promote the handloom sector in Uttar Pradesh;
- (b) the district-wise details of Central assistance given for helping the weaver's community during the last three years, till 1st July, 2009 in Uttar Pradesh;

(c) whether the Ministry has any proposal or any special scheme for helping the weavers in Uttar Pradesh;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) The Government of India is implementing the following schemes during the Eleventh Five Year Plan to promote the Handloom Sector in all over the country including Uttar Pradesh State:-

- (i) Integrated Handlooms Development Scheme
- (ii) Marketing and Export Promotion Scheme
- (iii) Handloom Weavers Comprehensive Welfare Scheme
- (iv) Mill Gate Price Scheme
- (v) Diversified Handloom Development Scheme

(b) The district-wise details of Central assistance are not maintained in this department. However, the details of Central assistance provided to the Uttar Pradesh State for overall development and welfare of handloom weavers during the last three years and in the current year are as under:-

Sl. No.	Financial year	Central assistance provided to the State of Uttar Pradesh. (Rs. in lakh)
1.	2006-07	974.00
2.	2007-08	371.00
3.	2008-09	1367.00
4.	2009-10 (UP to 01.07.2009)	-

(c) to (e) The developmental and welfare schemes being implemented by the Government of India are comprehensive in nature and cover the interest of handloom weavers of the entire country including Uttar Pradesh. In the Eleventh Plan, out of the two mega clusters sanctioned with an outlay of Rs 70.00 crores each, one of them is Varanasi in Uttar Pradesh, the other being Sibsagar in Assam. Also, as a special measure for the welfare of handloom weavers, Handloom Weavers Comprehensive Welfare Scheme is being implemented with components of (i) Health Insurance Scheme and (ii) Mahatma Gandhi Bunkar Bima Yojana which provide medical facilities and life insurance cover for the weavers in the country including State of Uttar Pradesh. Weavers covered under the scheme during the last three years in the State of Uttar Pradesh are as under:-

Year	Weavers covered under Health Insurance Scheme	Weavers covered under Mahatma Gandhi Bunkar Bima Yojana
2006-07	88372	17163
2007-08	431921	14350
2008-09	371617	21560

Four laning of NH-76

† *73.SHRIMATI MAYA SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- whether proposal has been approved for four laning of NH-76;
- if so, by when the work is scheduled to commence;
- the amount to be allocated on this project during the current financial year (2009-10); and
- the target set for the completion of this project?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) NH-76 between Pindwara in Rajasthan and Shivpuri in Madhya Pradesh has been taken for four-laning under East-West Corridor of NHDP and is mostly completed. There is no proposal for four-laning between Jhansi and Mirzapur in Uttar Pradesh.

(b) *Status on June, 2009*

Sl. No.	Stretch of NH-76 taken up for Four Laning	Length (Km.)	Status
1	2	3	4
1.	Km.0.00 to Km.29.00 (Rajasthan)	29	Completed
2.	Bakaria to Gogunda Km. 29 to Km.73 (Rajasthan)	44	do
3.	Gogunda to Udaipur Km.73 to Km. 104.724 (Rajasthan)	31.724	91.68% Completed
4.	Udaipur to Chittorgarh (Rajasthan) Km. 104.724 to Km.213	108	Completed
5.	Chittorgarh Bypass km. 213 to km.229.25 (Rajasthan) Km.229.25 to Km.253.00	40.71	do
6.	Km.253.00 to Km.316.00 (Rajasthan)	59.72	do
7.	Km.316.00 to Km.381.00 (Rajasthan)	61.16	do
8.	Chambal Bridge (Rajasthan)	1.4	53.81% Completed
9.	Kota Bypass Km.381.00 to Km.406.00 to (Rajasthan)	26.42	68% Completed
10.	RJ/MP Border to Kota Km.406.00 to Km.449.15 (Rajasthan)	43.15	Completed
11.	RJ/MP Border to Kota Km.449.15 to Km.509 (Rajasthan)	61.492	do

†Original notice of the question was received in Hindi

1	2	3	4
12.	RJ/MP Border to Kota Km.509 to Km.579 (Rajasthan)	67.49	do
13.	Shivpuri Bypass & upto MP/RJ Border Km. 15.00 to Junction of NH-76/NH-3 of NH-25 & Km.579.00 to Km.610 of NH-76 (Madhya Pradesh)	53	do

(c) and (d) Allocation is not made project-wise. The total cost of three ongoing projects is Rs.868.07 Crs against which an expenditure of Rs.540.48 Crs. (Up to June 2009) has been incurred. The balance expenditure of Rs.327.59 Crs. shall be incurred during 2009-10 and 2010-11 out of total allocation of funds made to NHAI. The entire work is expected to be completed by Dec.2010.

Revamping internal security and intelligence apparatus

*74. SHRIMATI SHOBHANA BHARTIA:

SHRI N.K. SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether in the wake of increase in the terrorist and Naxalite activities, Government has decided to revamp the internal security and Intelligence apparatus in the country;

(b) if so, the details thereof;

(c) whether due to lack in proper coordination between various intelligence agencies, the acts of the terrorists and Naxalites are not properly checked; and

(d) if so, to what extent the revamp of various intelligence and security agencies will put a check on the activities of Naxalites and terrorists?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) The Government has been, on a continuing basis, reviewing the security arrangements in the light of emerging challenges, including terrorist, and naxalite activities and a number of important decisions and measures have been taken. These measures include augmenting the strength of Central Para-Military Forces; amendment of the CISF Act to enable deployment of CISF in joint venture or private industrial undertakings; establishment of NSG hubs at Chennai, Kolkata, Hyderabad and Mumbai; empowerment of DG, NSG to requisition aircraft for movement of NSG personnel in the event of any emergency; strengthening and re-organising of Multi-Agency Centre to enable it to function on 24X7 basis for real time collation and sharing of intelligence with other intelligence and security agencies; and development of online and secure connectivity between Multi-Agency Centre, Subsidiary Multi-Agency Centres and State Special Branches. Further, the Central Government supplements the efforts of the State Governments by providing assistance for security and development which, *inter alia*, include deployment of CPMFs, CoBRA Battalions, provision of funds for modernization of weapons and for other socio-economic and developmental works. The Unlawful Activities (Prevention) Act, 1967 has been amended and notified in 2008 to

strengthen the punitive measures to combat terrorism. The National Investigation Agency has been constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts in the Schedule.

(c) and (d) Due to close coordination between the intelligence agencies of the Centre and State security and intelligence agencies, a number of terrorist incidents have been averted; and this has also resulted in large number of cases being resolved.

Army's intelligence report about escalation in maoist activities

† *75. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that intelligence wing of Army has, in its intelligence report, hinted at escalation in maoist activities in 231 districts of thirteen States, including three districts of NCR;

(b) if so, the details thereof and the measures being taken to check such activities;

(c) whether Government is chalking out a concrete plan to tackle the root causes of naxalite violence; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Sir.

(b) Does not arise.

(c) and (d) Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to LWE activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central Paramilitary Forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter-Insurgency and Anti-Terrorism (CIAT) schools; modernisation and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions.

A meeting of Chief Ministers of seven naxal affected States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Maharashtra, Orissa and West Bengal with Union Home Minister was held

†Original notice of the question was received in Hindi

on 7th January 2009. Various institutional mechanisms to review and monitor the LWE situation have been established. A high-level Task Force under Cabinet Secretary has been put in place for promoting coordinated efforts across a range of security and development measures. Special efforts are being made to give focussed attention to development activities in identified 34 comparatively more affected districts. 69 schemes of 20 development Ministries have been identified for focussed implementation in these districts.

Escalated cost of Admiral Gorshkov

*76. SHRI PRAKASH JAVADEKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government has agreed to pay the escalated price to Russia for the aircraft carrier, Gorshkov;

(b) if so, the details thereof; and

(c) what are the details of the delivery schedule of this aircraft carrier?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) The Russian side had submitted a revised Master Schedule indicating delay and increase in prices for repair and re-equipping of aircraft carrier ex-Admiral Gorshkov. The Government have agreed to conduct negotiations for finalizing a revised Repair and Re-equipping Contract. The technical verification of additional work was undertaken by the Indian Navy. The Russian side has been invited for price negotiations and the details of the final prices would be known only after completion of these negotiations.

Delivery Acceptance Trials of the ship is expected to be completed in December, 2012.

Impact of global recession on domestic industry

77. SHRI SANJAY RAUT: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether any assessment has been made regarding the impact of recession on domestic industry;

(b) if so, the details indicating the number of industrial units closed down as a result thereof; and

(c) the details of steps taken or proposed to be taken for protecting domestic industry and enhancing job opportunities in the country?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) and (b) The industrial growth measured in terms of Index of Industrial Production (IIP) declined to 2.6% in 2008-09 due to global economic slowdown. The global recession has affected some of the export oriented industries in India, such as textiles, handicrafts, leather, and gems and jewellery. Slowdown in the demand for automobiles and its ancillaries, steel etc. has also been seen.

The Labour Bureau conducted a survey in May, 2009 covering ten important sectors of the economy viz. mining, textiles, metals, automobiles, gems & jewellery, transport, construction,

IT/BPO, leather and handloom-powerloom to assess impact of recession on employment. According to the study, an estimated 5 lakh workers lost their jobs during October-December 2008. However, employment in selected sectors has increased by an estimated 2.5 lakh during January-March, 2009.

(c) Several measures / initiatives have been taken by the Government to insulate the domestic industry from the impact of global recession and stimulate domestic demand.

The measures to stimulate domestic demand *inter-alia* include significant reduction in *ad valorem* CENVAT duty, incentives to the housing sector with a view to give a boost to affordable housing, and sector specific initiatives. For automobile sector an accelerated depreciation of 50% on commercial vehicles was announced and assistance to the States under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) provided for purchase of buses for urban transport system.

Further, a set of measures were announced for enhancing the flow of funds to the MSME sector.

The various measures to support exports included interest subvention of 2% for pre & post shipment export credit for identified labour intensive industries, additional allocation for export intensive schemes, additional funds towards providing guarantee by the Export Credit Guarantee Corporations (ECGC) and enhancements of duty draw back benefits on certain identified exportable items.

In addition, RBI has taken a number of steps to reduce the cost of credit and improve liquidity for the industry such as reduction of the Repo rates, reverse Repo rates, Cash reserve ratio etc.

The lowering of cost of credit, reduction in CENVAT, sector specific initiatives, have helped to stimulate domestic demand and generate higher employment. As a consequence of various measures taken by the Government, there are early signs of recovery of the industrial sector. The index of industrial production which registered a negative growth rate of (-) 0.7% and (-) 0.8% in February and March 2009 respectively has improved to 1.4% in April, 2009.

Settlement of claims pending in EPFO

*78. SHRI K.E. ISMAIL:

SHRI D. RAJA:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that more than 74 lakh settlement claims were pending at various offices of Employees Provident Fund Organisation (EPFO) across the country at the end of the year 2008-09;

(b) if so, the details and the reasons for pile up of such a huge number of settlement claims with EPFO; and

(c) the steps being taken by Government to ensure speedy clearance of pending cases?

THE MINISTER OF LABOUR AND EMPLOYMENT (SHRI MALLIKARJUN KHARGE): (a) and (b) No, Sir. During the year 2008-09, a total of 99.58 lakh claims were received. Out of this, a total of 93.07 lakh claims were disposed off leaving a balance of 6.51 lakh claims as on 31.3.2009 pending with the Employees' Provident Fund Organisation.

As per provisions of the Employees' Provident Fund Scheme, 1952, claims received, complete in all respects are settled within 30 days. Settlement of claims is a continuous process. As there is a continuous inflow of fresh claims, certain claims are pending at any given point of time.

The main reasons for delay in settlement of claims are as under:-

(i) Submission of incomplete forms by the claimants.

(ii) Increased inflow of claims for 'Final Settlement'.

(c) Computerization project in Employees' Provident Fund Organisation is being implemented in collaboration with National Informatics Centre and after completion of the same, the time taken in settlement of claims will come down substantially.

Lack of infrastructure in Army Schools

*79. SHRI T.K. RANGARAJAN: Will the Minister of DEFENCE be pleased to state:

(a) how many Sainik Schools are there in India;

(b) whether the Ministry is aware of lack of infrastructure in Sainik School in Amravathi Nagar in Tamil Nadu; and

(c) the steps being taken to fulfil the needs of infrastructure of that school?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) There are 24 Sainik Schools in the country under this Ministry. Sainik Schools are the dual responsibility of both the Central and State Governments. The State Government has the responsibility of providing maintenance of building, roads and installations and for major replacements. They are also required to release grants-in-aid sought for additional requirement of building and furniture, transport, laboratory equipment etc.

In the case of Sainik School at Amravathi Nagar in Tamil Nadu, the matter of infrastructure facilities was taken up with the State Government and during last three years, it has granted sanction(s) of Rs.4.25 crore for improvement/construction of classrooms, administrative block, employees quarters', isolation ward, gas plant, laboratories, water facilities etc.

An amount of Rs.15 lakhs is allotted to State PWD every year for maintenance of existing buildings. Proposals for additional projects to improve the infrastructural facilities for construction of staff quarters, cadets' hostels and auditorium have been submitted to the State Government for approval. Since 2000, the school has been receiving 50.4 lakhs every year in the form of block grant to be utilized for disbursement of State scholarships. Balance amount, if any, is to be utilised for deficit budget.

In addition to this, in the Union Budget for the year 2008-2009, an additional amount of Rs.44 crore @ Rs.2 crore for each of the then existing 22 Sainik Schools has been provided for immediate improvement of infrastructure including class rooms, laboratories, libraries and facilities for physical education.

Sanction of Rs.2 crore to Sainik School Amaravathi Nagar for improvement of infrastructure was issued on 31.12.2008 and the projects are under progress.

Mechanism to check GM food products in India

*80. SHRI NANDAMURI HARIKRISHNA:

SHRI M.V. MYSURA REDDY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether his Ministry is aware that Genetically Modified (GM) food is entering the country due to lack of regulatory mechanism;

(b) whether it is a fact that when DGFT intercepts consignments of imported GM food, a mere undertaking from the importer that the food is not GM is sufficient for release of goods;

(c) if so, whether such cases have been detected during the last five years;

(d) if so, the year-wise and product-wise details thereof; and

(e) the threshold limit of GM content in India *vis-a-vis* other major countries of the world?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): (a) Import of Genetically Modified (GM) Food Products in India is governed by the rules for 'Manufacture, Use, Import and Export and Storage of Hazardous Micro Organisms/Genetically Engineered Organisms or Cells', 1989 notified under provisions of Environment Protection Act, 1986.

Accordingly, as per the provisions incorporated in the ITC (HS) Classifications of Export and Import Items (Schedule I), import of any food, feed, raw or processed or any ingredient of food, food additives or any food product that contains GM material and which is being used either for industrial production, environmental release or field application, will be allowed only with the approval of the Genetic Engineering Approval Committee (GEAC) in Ministry of Environment & Forests, Government of India. At the time of import, all consignments containing products which have been subjected to genetic modification, will carry a declaration stating that the product is Genetically Modified. In case, a consignment does not carry such a declaration and is later found to contain Genetically Modified material, the importer is liable to penal action under Foreign Trade (Development and Regulation) Act, 1992.

GEAC has prescribed the procedure for import of GM foods in the country. For import of Living Modified Organisms (LMOs) as Food, Feed and Processing (FFP), detailed environment clearance of GEAC needs to be obtained, for which bio-safety and food safety studies need to be furnished. In case of GM processed food, the GEAC follows an "event based approval" in a given crop. If the processed food contains any ingredient derived from LMO as Food, Feed and Processing (FFP) or

GM processed food derived from LMO, and if the LMO/product thereof has been approved by GEAC, no further approval is required, except for declaration at the port of entry. In case, it does not have the approval of GEAC, the procedure applicable in case of GM Processed Food derived from LMO is applicable. Thus, it is not correct to suggest that there is a lack of regulatory mechanism for import of GM food.

(b) to (d) Import consignments at ports are examined by customs authorities and not by DGFT. The information relating to interception of such consignment, if any, is being collected by Customs from its field formations and shall be submitted to the House in due course.

(e) As on date, there is no threshold limit for GM content in India. A table relating to threshold level in other countries, available with the Government, is enclosed in the Statement.

Statement

Threshold Limit of GM Content in Major Countries, as of April 2006

Major Countries	Labeling type	Product/process	Coverage	Major exemptions	Threshold level	Degree of implementation
1	2	3	4	5	6	7
European Union	Mandatory, & national voluntary guidelines	Process	Food, feed, additives, flavorings, products derived from GM, restaurants	Meat and animal products	0.9%	Implemented
Brazil	Mandatory	Process	Food, feed, products derived from GM, meat, restaurants	Virtually none	1%	Not implemented
China	Mandatory	Process	List, incl. products derived restaurants	Outside of list	N/A (0%)	Partially implemented
Japan	Mandatory & voluntary	Product	List of food items	Processed products (soy oil)	5% ^b	Implemented
Indonesia	Mandatory	Product	List	Outside of list	5% ^b	Not/partially
Thailand	Mandatory	Product	List	Outside of list	5% ^b	Not/partially
South Korea	Mandatory (+ voluntary)	Product	List	Processed products	3% ^c	Implemented

1	2	3	4	5	6	7
Australia- New Zealand	Mandatory (+voluntary)	Product	All products based on content	Processed products	1%	Implemented
Argentina	Voluntary	Product	Not specified- all products based on content			No specific law
South Africa	Voluntary	Product	Not specified- all products based on content			Implemented
Philippines	Voluntary	Product	Not yet specified		5%	Upcoming
Canada	Voluntary content	Product	All products based on		5%	Implemented
United States	Voluntary guidelines	Product	All products based on content		N/A	Draft

a : For substantial equivalent products only.

b : On three main ingredients in each product.

c : On top five major ingredients in each product.

Source: Haigh (2004), Carter and Gruere (2003a), USDA FAS Attache Reports (2000-06)- As conveyed by Ministry of Environment and Forest

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

National Fibre Policy

415. SHRIMATI T. RATNA BAI: Will the Minister of TEXTILES be pleased to state:

- whether Government has any proposal to introduce National Fibre Policy;
- if so, the details worked out so far;
- whether Government is contemplating to include the new changes came in the textile industry in such policy;
- if so, the details thereof; and
- the suggestions received from the Government of Andhra Pradesh to incorporate in such policy to suit the textile industry workers in Andhra Pradesh and to help the SC/ST people?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) and (b) Yes, Sir. The Government is contemplating to formulate a National Fibre Policy. A working group is being constituted to look into the various aspects.

(c) and (d) The required changes, if necessary, would be carried out after formulation of the said Policy.

(e) No such reference received from Government of Andhra Pradesh.

Incentives to textile industry in view of recession

416. SHRIMATI RATNA BAI: Will the Minister of TEXTILES be pleased to state:

(a) whether the growth rate of textile industry has come down sharply due to recession and other factors;

(b) if so, the details thereof; and

(c) the incentives being offered to textile industry to come out from recession in short and long term measures especially for the textile workers in Andhra Pradesh areas where suicides are happening in districts like Sircilla and Rajamundhary and other areas?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) to (c) The Government is aware of the impact of global economic slowdown on the Indian textiles industry and has been in continuous dialogue with the industry, which is passing through a challenging time. India's textiles exports have marginally declined by 5.31 % in dollar terms during April - February' 2008-09 over the corresponding period of previous financial year. The Government is closely monitoring both the domestic & international economic developments and had announced two stimulus packages on 7th December, 2008 and 2nd January, 2009 to boost exports, arrest the impact of economic slow down and to improve liquidity. These measures/packages have helped to meet the crisis to a great extent. These measures are applicable for the entire country including the State of Andhra Pradesh and, *inter alia*, include:-

- i) Additional allocation of Rs.1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS),
- ii) All items of handicrafts to be included under 'Vishesh Krishi & Gram Udyog Yojana (VK&GUY)'.
- iii) Across-the-board cut of 4% in the *ad-valorem* Cenvat rate till 31.3.2009.
- iv) Interest subvention of 2% upto 31.3.2009 subject to a minimum of 7% per annum on pre and post-shipment export credit (since extended to 30.9.09 in the Union Budget 2009-10).
- v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products.
- vii) Refund of Service Tax on foreign agent commissions of upto 30% of FOB value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme.
- viii) Credit targets of Public Sector Banks revised upward to reflect the needs of the economy.
- ix) State Level Bankers Committee would hold meetings for resolution of Credit issues of MSMEs.

- x) Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%.
- xi) DEPB rates restored to pre-November, 2008 levels and extended till 31.12.2009.
- xii) Duty Drawback on knitted fabrics enhanced retrospectively from 1.9.2008.

The above measures are in addition to the following relief measures that had been introduced earlier to overcome the crisis facing the manufacturing industry in general of the entire country including those in the State of " Andhra Pradesh:-

- i) Income Tax benefit to 100% EOUs under Section 10B of I.T. Act, extended by Government for one more year, beyond 31.3.2009.
- ii) Customs duty payable under EPCG scheme reduced from 5% to 3%.
- iii) Average export obligation under EPCG for Premier Trading Houses shall, as an option, be calculated; based on the average of last 5 years export, instead of the present 3 years.
- iv) Exports made towards fulfillment of export obligation under EPCG Scheme shall be eligible for incentives/rewards under promotional schemes.
- v) In case of textile and granite sector EOUs, payment of only excise duty on DTA sale, in case the use of duty paid imported inputs is up to 3% of the FOB value of exports.
- vi) Enhanced duty credit scrip of 2.5% (instead of the normal 1.25% under FPS) would be allowed for export of High value added manufactured products.
- vii) Inclusion of 10 more countries within the ambit of Focus Market Scheme.
- viii) Measures to reduce transaction cost to the exporters and procedural simplification have also been incorporated.

Government accords utmost priority to promotion of textiles sector in view of its potential for employment generation and foreign exchange earnings. In this context, the following long term measures may be enumerated which are applicable for the entire country including the State of Andhra Pradesh:-

- i) To improve productivity and quality of cotton for manufacture and export of competitive downstream textile products, Government has launched the Technology Mission on Cotton (TMC).
- ii) To facilitate the modernisation and upgradation of the textile industry both in the organised and unorganized sector, the Technology Upgradation Fund Scheme (TUFS) has been launched. The Scheme has been further fine tuned to increase the rapid investments in the targeted sub-sectors of the textile industry. The cost of machinery has been further brought down by reducing the customs duty on imports.
- iii) To provide the textile industry with world-class infrastructure facilities for setting up their textile units meeting international environmental and social standards, a Public-Private Partnership (PPP) based Scheme known as the "Scheme for Integrated Textile Park (SITP)" has been introduced in August 2005.

- iv) The fiscal duty structure has been generally rationalized to achieve growth and maximum value addition within the country in successive Budgets from 2004-05 onwards.
- v) In order to cater to the growing skilled manpower requirements at shop floor level, Government is providing assistance for strengthening existing and opening new Apparel Training and Design Centres (ATDCs).
- vi) Government has allowed 100% Foreign Direct Investment in the textile sector under automatic route.
- vii) Government has de-reserved the readymade garments, hosiery and knitwear from SSI sector so that large scale investments may be encouraged in these sectors.
- viii) National Institute of Fashion Technology (NIFT) has been set up to provide the leadership role in sensitizing the Industry to the concept of value addition by inducting trained professionals to manage the industry. This has resulted in an increased demand for trained professionals in various sectors servicing the industry.

With the objective to provide interim relief to textile workers rendered unemployed as a consequence of permanent closure of any particular portion or entire textile unit, Government has implemented the Textiles Workers Rehabilitation Fund Scheme (TWRFS) *w.e.f.* 15.9.1986. Assistance under the Scheme is provided to eligible workers only for the purpose of enabling them to settle in another employment.

SEZs in Andhra Pradesh

417. SHRI MOHD. ALI KHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government is going to make SEZs in the country;
- (b) if so, the details thereof;
- (c) the present status of SEZs in each State especially in Andhra Pradesh; and
- (d) the purpose of each SEZ in Andhra Pradesh and employment given so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Central Government has enacted the Special Economic Zone Act, 2005 and Rules, 2006 under which a Special Economic Zone can be set up either jointly or severally by the Central Government, State Governments, or any person for manufacture of goods or rendering services or for both or as a Free Trade and Warehousing Zone.

(b) Seven Central Government and 12 State/Private Special Economic Zones (SEZs) were set up prior to the SEZ Act, 2005. In addition, 322 SEZs have been notified till 19th June, 2009 after the enactment of the SEZ Act, 2005.

(c) and (d) The State wise present status of notified SEZs including those in Andhra Pradesh is enclosed at Statement. The current employment in different SEZs in the State of Andhra Pradesh is about 30,998.

Statement

State-wise Distribution of approved Special Economic Zones

State	Formal approvals	Notified SEZs
Andhra Pradesh	103	68
Chandigarh	2	2
Chhattisgarh	1	0
Delhi	1	0
Dadra & Nagar Haveli	4	0
Goa	7	3
Gujarat	50	27
Haryana	46	30
Himachal Pradesh		0
Jharkhand	1	1
Karnataka	52	27
Kerala	24	11
Madhya Pradesh	14	5
Maharashtra	111	55
Nagaland	2	0
Orissa	10	6
Pondicherry	1	0
Punjab	10	2
Rajasthan	8	7
Tamil Nadu	69	49
Uttar Pradesh	34	16
Uttarakhand	13	12
West Bengal	25	11
GRAND TOTAL :	578	322

Land occupied for SEZs

418. DR. GYAN PRAKASH PILANIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) how much agricultural land has so far been allotted/utilised or acquired by State Governments for setting up of SEZs; State-wise;

(b) how much is waste and barren land, single crop land and double cropped land;

(c) whether double-crop land did not exceed 10 per cent of the total required for the SEZ;

- (d) approximate loss of agriculture production; and
- (e) statistics pertaining to displacement of farmers and their rehabilitation?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Out of 578 formally approved SEZs, a total of 322 Zones have since been notified over an area of 39,036 hectares approximately. State-wise distribution with land size is given in the Statement. (*See below*)

(b) to (e) Land is a State subject. Land for Special Economic Zones (SEZs) is procured as per the policy and procedures of the respective State Governments. State Governments have been advised that in case of land acquisition for SEZs, first priority should be for acquisition of waste and barren land and if necessary single crop agricultural land could be acquired for the SEZs. If perforce and portion of double cropped agricultural land has to be acquired to meet the minimum area requirements, especially for multi-product SEZs, the same should not exceed 10% of the total land required for the SEZ. The Board of Approval for SEZs only considers those proposals, which have been duly recommended by the State Government. Further, pursuant to the decision of Empowered Group of Ministers (EGOM) in its meeting held on 5th April, 2007, the State Governments have been informed on 15th June, 2007 that the Board of Approval will not approve any SEZs where the State Governments have carried out or propose to carry out compulsory acquisition of land for such SEZs after 5th April, 2007. As per the information made available by the developers in respect of 381 SEZs, 82.3% of land is waste/barren/dry/industrial, 15% of land is single crop and 2.7% of land is double crop. As regards rehabilitation of displaced persons, State Governments have their own policies and procedures to deal with this issue.

Statement

State-wise area of notified Special Economic Zones (In hectares)

(As on 19th June, 2008)

S.No.	State	Notified SEZs Area
1	2	3
1	Andhra Pradesh	9881.8715
2	Chandigarh	58.4566
3	Chhattisgarh	0
4	Dadar & Nagar	0
5	Delhi	0
6	Goa	249.475
7	Gujarat	12483.6346
8	Haryana	1340.2409
9	Jharkhand	36.4218
10	Karnataka	1946.7731
11	Kerala	564.6242

1	2	3
12	MP	164.117
13	Maharashtra	6956.591
14	Nagaland	0
15	Orissa	694.1653
16	Pondicherry	0
17	Punjab	46.124
18	Rajasthan	556.2584
19	Tamil Nadu	3582.8182
20	Uttaranchal	28.1426
21	UP	235.5661
22	West Bengal	210.44429
TOTAL :		39035.7246

Ban on imports from China

419. SHRI A. ELAVARASAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government imposed ban on import of China Mobiles and consumer items recently;

(b) if so, the details thereof;

(c) whether Government also considers for permanent ban on toxic toys and other consumables from China which may cause serious environmental and health impact;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The Government has extended the ban on import of dairy products from China *vide* Notification No.111 (RE-2008)/2004-2009 dated 16th June, 2009. The ban has been extended for a period of six months from 24th June, 2009. *Vide* Notification No. 112 (RE-2008)/2004-2009 dated 16th June, 2009 Import of 'Mobile Handsets' (classified under EXIM Code '8517') without International Mobile Equipment Identity (IMEI) No. or with all Zeroes IMEI is prohibited with immediate effect. *Vide* Notification No.113 (RE-2008)/2004-2009 dated 16th June, 2009 the Government has prescribed standards for import of toys.

(c) to (e) In addition to provisions made under the Import Policy, imported goods are also subject to all applicable domestic laws, rules, orders, regulations, technical specifications, environmental and safety norms as applicable to domestically produced goods.

Acquisition of agricultural land for setting up of SEZ's

420. DR. JANARDHAN WAGHMARE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government is aware that the farmers in the country are vehemently opposed to SEZs;

(b) whether Government is very keen on acquiring tracts of agricultural land for establishing industries in spite of their oppositions; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (c) Land is a State subject. Land for Special Economic Zones (SEZs) is procured *as per* the policy and procedures of the respective State Governments. State Governments have been advised that in case of land acquisition for SEZs, first priority should be for acquisition of waste and barren land and if necessary single crop agricultural land could be acquired for the SEZs. If perforce a portion of double cropped agricultural land has to be acquired to meet the minimum area requirements, especially for multi-product SEZs, the same should not exceed 10% of the total land required for the SEZ. The Board of Approval on SEZs only considers those proposals, which have been duly recommended by the State Government. Further, pursuant to the decision of Empowered Group of Ministers (EGoM) in its meeting held on 5th April, 2007, the State Governments have been informed on 15th June, 2007 that the Board of Approval will not approve any SEZs where the State Governments have carried out or propose to carry out compulsory acquisition of land for such SEZs after 5th April, 2007.

Job losses in export oriented units

421. SHRI D. RAJA:

SHRI M.P. ACHUTHAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that our exports have continued to drop for the seventh month in a row by as much as 33.2 per cent in April compared with the previous year;

(b) whether it is a fact that there has been large scale retrenchment in most of the export-oriented sectors such as textiles, gems and jewellery which are labour intensive sectors; and

(c) if so, what are the details thereof and what steps are being taken to prevent large scale job losses in such sectors?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Yes, Sir. Exports have shown a declining trend since October, 2008 and *as per* the quick estimates compiled by DGCI&S, merchandise exports in April, 2009 was US \$ 10.743 Billion as compared to US \$ 16.076 billion in the corresponding period previous year, thereby showing a decline of 33.2%.

(b) and (c) No detailed survey has been conducted for export oriented units. A sample survey conducted by Department of Commerce (during August, 08 till April, 09) for 648 exporting units located across the country revealed a job loss (both direct and indirect) to the extent of 1,34,593 Persons, Sector-wise break-up of job losses is at Statement-I (See below). Government has been closely monitoring the situation and has announced stimulus packages to revive demand. Stimulus measures announced is at Statement-II.

Statement-I

*Sample Survey related to job losses (Direct & Indirect) for exporting units
(during August, 2008 to April, 2009)*

Sl. No.	Products Group	No. of Units surveyed	Job Loss (in Nos.)
1	Leather & Leather Products	34	7058
2	Marine products	29	883
3	Minerals and Mineral Processing; (Granite, iron Ore etc.)	25	526
4	Automobiles & Auto Components Sector	25	7143
5	Coir	3	260
6	Spices	6	1276
7	Garments and textiles	113	20314
8	Handloom	27	5145
9	Fruits, Vegetables & Food items	39	3632
10	Gemstones & Jewellery	14	6893
11	Handicrafts	125	14547
12	Jute goods	3	300
13	Engineering goods	103	10291
14	Chemicals	45	38206
15	Drugs and Pharmaceuticals	25	531
16	Plastics	10	1442
17	Misc. products including sports goods	22	16146
GRAND TOTAL :		648	134593

Statement-II

Stimulus package announced by the Government/ RBI

Government announced a number of Stimulus packages including the measures taken by RBI on the fiscal front since last quarter 2008 to address the immediate impact of the Global economic slowdown and its impact on Indian economy. These announcements were brought into action immediately thereafter. Broadly these are:

(A) **Measures taken by the Government:**

- (1) Interest subvention of 2% has been provided, till 30.9.2009, to the following labour intensive sectors for exports:—
Textiles (including Handlooms), Handicrafts, Leather, Gems and Jewellery, Marine Products and SMEs;
- (2) Additional funds of Rs 350 crore provided for Handicraft items etc. in Vishesh Krishi and Gram Udyog Yojana (VKGUY);
- (3) Market Linked Focus Product Scheme extended for bicycle parts, Motor Cars and Motor Cycles, Apparels and Clothing accessories, Auto Components etc. for exports from 1.4.09 to 30.09.09;
- (4) Rs 1100 crore provided to ensure full refund of claims of CST / Terminal Excise duty / Duty drawback on deemed exports dispersed to clear the pending claims upto 31.3.09;
- (5) Exporter friendly and the popular Duty Neutralisation Scheme *i.e.*, Duty Entitlement Passbook (DEPB) Scheme extended upto 31st December, 2009;
- (6) DEPB rates for all items where they were reduced in November, 2008 restored to higher rates from retrospective effect;
- (7) Duty Drawback rates on certain items restored to higher rates effective from 1st September, 2008;
- (8) DEPB and Freely Transferable Incentive Schemes allowed without the initial requirement of Bank Realisation Certificate (BRC);
- (9) Back-up guarantee made available to ECGC to the extent of Rs 350 crore to enable it to provide guarantees for exports to difficult markets / products. ECGC is now been able to widen its coverage;
- (10) Additional funds of Rs 1400 crore provided for textile sector to the Ministry of Textiles to clear the backlog claims of Technology Upgradation Fund (TUF);
- (11) Export duty on iron ore fines eliminated, and for lumps, reduced to 5%;
- (12) Some pending issues relating to Service Tax refund on exports—resolved. However many issues remain un resolved;
- (13) For Fast Track Resolution of a number of procedural issues thereby reducing delays for the exporters, a Committee constituted under the Chairmanship of Finance Secretary including Secretaries of Department of Revenue and Commerce; A no. of issues sorted out accordingly;
- (14) Excise duty reduced across the board by 4 per cent for all products except petroleum products and those products where current rate was less than 4%; Further, Excise Duty was further reduced by another 2% in certain products like Leather etc.;

- (15) The guarantee cover under Credit Guarantee Scheme for Micro and Small Enterprises on loans doubled to Rs 1 crore with a guarantee cover of 50%. The guarantee cover extended by Credit Guarantee Fund Trust increased to 85% for credit facility upto Rs. 5 lakh. The lock-in period for such collateral-free loans reduced.
- (16) Import duty on naphtha for power sector eliminated;
- (17) CVD on TMT bars and structurals and on cement removed;
- (18) Exemption from basic customs duty on Zinc and Ferro Alloys withdrawn;
- (19) Regular monitoring mechanism :
 - (a) The situation is being regularly monitored at the highest level of Government, so that immediate further corrective measures, can be taken as may be required. In this regard, the Government has constituted the following two High Level Committees which have been deliberating the issue on regular basis :
 - (i) An Apex Group chaired by Prime Minister with Finance Minister, Commerce Minister, Deputy Chairman (Planning Commission), RBI Governor;
 - (ii) Committee of officers chaired by Cabinet Secretary, including Finance Secretary, Commerce Secretary, Secretary(DIPP), Secretary (Planning Commission)—to meet regularly to look into the suggestions made by Trade and Industry and the respective Administrative Ministries in respect of the current global economic and financial crisis and to recommend action to the Apex Group.
 - (b) Department of MSME and Department of Financial Services to jointly monitor on the progress of the meetings of Monthly meeting of State Level Bankers' Committee for resolution of credit issues of MSME.

(B) Measures taken by RBI:

- 1. Increase in Liquidity to the banks for improving credit flow, by:
 - (i) Reducing CRR, SLR, Repo rate and Reverse Repo rate (from Oct '08, CRR reduced from 9% to 5%, SLR reduced from 25% to 24%, Repo Rate reduced from 7.5% to 4.75%, and Reverse Repo Rate reduced from 6% to 3.25%);
 - (ii) Refinance facility to the EXIM Bank for an amount of Rs. 5000 crores for providing pre-shipment and post-shipment credit in Rs. or dollars;
 - (iii) A special re-finance facility has been put in place for banks for the purpose of extending finance to exports, micro and small enterprises, mutual funds and NBFCs. Provisioning requirements have been lowered. Export Credit Refinance facility for commercial banks increased to 50% of the outstanding Rupee Export Credit.

2. **Increase in FOREX Liquidity:**

- (i) RBIs assurance for continued selling of foreign exchange (US \$) through banks, to augment supply in the domestic foreign exchange market;
- (ii) Ceiling rates on export credit in foreign currency has been raised to LIBOR + 350 basis points subject to the condition that the banks will not levy any other charges, *i.e.*, service charge, management charge, etc. except for recovery towards out of pocket expenses incurred.
- (iii) RBI decided to provide FOREX liquidity to Indian Public and Private Sector Banks upto June 30, 2009, through forex swaps of tenure upto 3 months.

3. **Easing of Credit Terms:**

- (i) The period of pre-shipment and post-shipment Rupee Export Credit enhanced by 90 days each;
- (ii) Time period of export realization for non-status holder exporters increased to 12 months, at par with the Status holders. This facility which was available upto 3.6.09, has been extended for one more year.
- (iii) PSU Banks consequent to measures announced by RBI reduced the margin money on Guarantees for export units;

Spices park in Kerala

422. SHRI K.E. ISMAIL:

SHRI M.P. ACHUTHAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Spices Board has a plan to set up a spices park in Idukki district of Kerala; and
- (b) if so, at what stage is this proposal and by when it is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The Spices Board is setting up a Spice Park in Puttady, Idukki, which is expected to be operational by the end of this year.

Measures to revive WTO negotiations

423. SHRI VIJAY JAWAHARLAL DARDA:

SHRIMATI SYEDA ANWARA TAIMUR:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether during the G-20 summit held in London in April 2009, developing countries like India persuaded world powers to revive the stalled negotiations of World Trade Organization on terms favouring third world developing countries;

(b) if so, what was the result thereof; and

(c) what are the details of other measures adopted to build up international opinion to revive the WTO negotiations?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (c) At the G-20 Summit held in London on 2 April 2009, leaders committed to reaching an ambitious and balanced conclusion to the Doha Development Round of trade negotiations at the World Trade Organization (WTO), which is urgently needed. Leaders pledged to give renewed focus and political attention to this issue and to use all international meetings that were relevant to drive progress.

Subsequently, the Doha Round has been on the agenda of several major international meetings including a meeting of the Cairns Group alliance of agricultural exporting countries in Indonesia and meetings on the sidelines of the OECD Ministerial Council meeting in June 2009. At these meetings, India and other developing countries stressed, *inter alia*, that the development dimension of the Round had to be honoured.

Improving industrial output

424. SHRI GIREESH KUMAR SANGHI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether industrial production dipped by 2.3% worst in 16 years in March this year while production of consumer durables had out shone giving ray of hope;

(b) whether Planning Commission estimates that stimulus would likely to add 0.5% to the gross domestic products in 2008-09;

(c) whether frozen financial markets abroad adversely affected big Indian companies and domestic credit squeeze dealt with major blow to small enterprises;

(d) if so, what is the latest position and what are the steps being considered to improve industrial output; and

(e) whether Government is hopeful that 2010 will be bright for industry as 2009 was year of uncertainty?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) As per the revised estimates released by Central Statistical Organisation, the industrial growth measures in terms of Index of Industrial Production (IIP) registered a growth of (-) 0.8% in March, 2009 compared to 5.5% in March, 2008. The Index of Industrial Production (IIP) registered a growth of 2.6% in 2008-09 (Apr-March) and Consumer durables segment registered a growth of 4.4%.

(b) No, Sir.

(c) to (e) The industrial growth measured in terms of Index of Industrial Production (IIP) declined to 2.6% in 2008-09 due to global economic slowdown. The global recession has affected some of the export oriented industries in India, such as textiles, handicrafts, leather, and gems and jewellery. Slowdown in the demand for automobiles and its ancillaries, steel etc. has also been seen.

Several measures / initiatives have been taken by the Government to insulate the domestic industry from the impact of global recession and stimulate domestic demand.

The measures to stimulate domestic demand *inter-alia* include significant reduction in *ad valorem* CENVAT duty, incentives to the housing sector with a view to give a boost to affordable housing, and sector specific initiatives. For automobile sector an accelerated depreciation of 50% on commercial vehicles was announced and assistance to the States under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) provided for purchase of buses for urban transport system.

Further, a set of measures were announced for enhancing the flow of funds to the MSME sector.

The various measures to support exports include interest subvention of 2% for pre & post shipment export credit for identified labour intensive industries, additional allocation for export intensive schemes, additional funds towards providing guarantee by the Export Credit Guarantee Corporations (ECGC) and enhancements of duty draw back benefits on certain identified exportable items.

In addition, RBI has taken a number of steps to reduce the cost of credit and improve liquidity for the industry such as reduction of the Repo rates, reverse Repo rates, Cash reserve ratio etc.

The lowering of cost of credit, reduction in CENVAT, sector specific initiatives, have helped to stimulate domestic demand and generate higher employment. As a consequence of various measures taken by the Government there are early signs of recovery of the industrial sector. The index of industrial production which registered a negative growth rate of (-) 0.7% and (-) 0.8% in February and March 2009 respectively has improved to growth of 1.4% in April, 2009.

Growing market for organic cardamom

425. SHRI SANTOSH BAGRODIA:

SHRI MAHMOOD A. MADANI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that there is growing global and domestic market for organic cardamom;
- (b) if so, the steps being taken to promote production and cultivation of cardamom;
- (c) whether it is also a fact that Indian cultivators have suffered due to in transit smuggling of organic cardamom imported from Guatemala for Nepal; and
- (d) if so, the steps taken by Government to prevent smuggling to safeguard the interest of domestic growers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) The demand for organic cardamom is growing in the world market.

(b) For production and productivity improvement of cardamom (small & large), Spices Board is implementing an exclusive scheme viz. Special Purpose Fund for Replantation & Rejuvenation of

Cardamom Plantations to help the small and marginal farmers to replace the low yielding variety with the high yielding variety. Another scheme viz. Export Oriented Production & Post Harvest Improvement of Spices, is also in operation which facilitate improvement of production, productivity and quality of cardamom.

Towards promoting organic production of spices, under the scheme for Export Oriented Production, there are programmes for supporting production of organic input viz, vermicompost, assistance for setting up bio-agent production units and assistance for organic certification. Under the scheme, organic production of cardamom (large) in North-Eastern States is also promoted by Spices Board.

(c) and (d) There are no reports of transit smuggling of organic cardamom imported from Guatemala for Nepal. Spices Board is monitoring the imports of cardamom from various ports and sending the domestic prices of cardamom to all the major customs on a weekly basis. For the last few years, the Indian cardamom growers are getting better prices.

Impact of global meltdown on FDI

426. SHRI SANTOSH BAGRODIA:

SHRI KALRAJ MISHRA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government is aware that due to economic meltdown in the world, a huge amount of Foreign Direct Investment or a direct investment has been withdrawn;

(b) the details of amount withdrawn, month-wise, during the last one year; and

(c) the steps being taken by Government so that more FDIs can be attracted and in what sectors?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Foreign Direct Investment (FDI) equity inflows in the country have increased from US\$ 5.5 billion in 2005-06 to US\$ 27.31 billion in the year 2008-09. The FDI inflows in 2007-08 were US \$ 24.58 billion and increased to US \$ 27.31 billion in 2008-09, despite the economic slowdown, showing a percentage growth of 11% over the previous financial year. A Statement on month-wise FDI equity inflows during the financial year 2008-09 is given in the Statement. (See below).

(c) Government has put in place a liberal and investor-friendly policy on FDI under which FDI up to 100% is permitted on the automatic route in most sectors/ activities, including infrastructure and Research and Development (R&D). The UNCTAD World Investment Reports (WIR) 2007 & 2008, in their analysis of the global trends and sustained growth of Foreign Direct Investment.(FDI) inflows, have reported India as the second most attractive location for FDI for 2007- 2009. India has retained the second place in A. T. Kearney's 2007 Foreign Direct Investment Confidence Index, a position it has held since 2005. Government has also announced a slew of measures to accelerate the demand in the economy which would enable India to continue as an attractive investment destination. Under the liberalized economic environment, investment decisions of investors are

based on the macro-economic policy framework, investment climate in the State, investment policies of the transnational corporations and other commercial considerations.

The Government of India continues to make efforts to increase economic cooperation with the developing as well as developed countries through different fora such as Joint Commissions/Joint Committees, other bilateral channels like interaction with the delegations visiting the country and organizing visits abroad for discussions on issues of mutual interest and business/ investment meets between Indian and foreign entrepreneurs to stimulate foreign investment into India. The Department of Industrial Policy and Promotion also participates in discussions covering industrial cooperation organized by other Ministries and Departments of Government of India and the Joint Business Council meetings.

The Government of India also undertakes investment promotion activities through organisation of Destination India and Invest India events in various countries with FDI potential to create awareness about the investment climate and opportunities in India, as well as to provide support to potential investors.

The Government of India, in partnership with various State Government and Business Associations, is making concerted efforts to make regulations conducive for business. In addition, the Government has initiated to implement e-Biz Project, a Mission Mode Project under the National e-Governance Project, to provide online registration, filing payment services to investors and business houses.

Statement

FDI equity inflows during financial year 2008-09

Financial Year 2008-09 (April-March)		Amount of FDI inflows	
		(In Rs. crore)	(In US\$ mn)
1.	April 2008	15,005	3,749
2.	May 2008	16,563	3,932
3.	June 2008	10,244	2,392
4.	July 2008	9,627	2,247
5.	August 2008	9,995	2,328
6.	September 2008	11,676	2,562
7.	October 2008	7,284	1,497
8.	November 2008	5,305	1,083
9.	December 2008	6,626	1,362
10.	January 2009	13,347	2,733
11.	February 2009	7,223	1,466
12.	March 2009	10,023	1,957
2008-09 (up to March 2009)		122,919	27,309
2007-08 (up to March 2008)		98,664	24,580
%age growth over last year		(+) 25 %	(+) 11 %

Seizures of Indian Generic Drugs

427. SHRI SANTOSH BAGRODIA:

SHRI GIREESH KUMAR SANGHI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that Indian Generic Drugs exported to Latin American Countries have been repeatedly seized at European ports;
- (b) if so, the details of such seizures and on what ground such seizures have been made;
- (c) whether such seizures permissible under the existing global trading agreements; and
- (d) the details of steps taken by Government on the issue with the EU bilaterally and multilaterally?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Yes, Sir.

(b) Seizures have been made under EC Regulation no.1383/2003 dated 22nd July 2003 on the grounds that these pharmaceutical products were patented in Europe and thus infringed the rights of the patent holders in Europe.

(c) The seizure of drugs in transit by EC authorities are violative of the WTO's TRIPS and GATT Agreements.

(d) Illegality and inconsistencies of the European action in seizure of products destined for other countries where no patent protection is available for the products have been pointed out both to European Commission and WTO by India in clear terms.

Trading posts on borders to promote trade between India and China

†428.SHRI PRABHAT JHA:

SHRI BALAVANT ALIAS BAL APTE:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that trading post on borders have been erected to promote trade between India and China;
- (b) if so, the number of posts, so far, erected and the items traded through these posts; and
- (c) the volume of annual trading so far between these two countries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Yes Sir. Trading Posts on borders have been erected to promote trade between India and China.

(b) Three Trading posts viz. Shipkila, Gunji and Sherathang LCSs have been erected. The list of items permitted to be traded through these posts is given in the Statement-I. (*See below*)

(c) The volume of annual trading through these trading posts between India and China is enclosed in the Statement-II.

†Original notice of the question was received in Hindi

Statement-I

Indo-China border trade

Items of Exports from India to China.

1. Agriculture implements, 2. Blankets, 3. Copper Products, 4. Clothes, 5. Textiles, 6. Cycles, 7. Coffee, 8. Tea, 9. Barley, 10. Rice, 11. Flour, 12. Dry Fruit, 13. Dry and Fresh Vegetables, 14. Vegetable Oil, 15. Gur and Misri, 16. Tobacco, 17. Snuff, 18. Cigarettes, 19. Canned Food, 20. Agro-Chemical, 21. Local, Herbs, 22. Dyes, 23. Spices, 24. Watches, 25. Shoes, 26. Kerosene Oil, 27, Stationery, 28. Utensils, 29. Wheat (Ua & Buck)

Items of Imports from China to India.

1. Goat skins, 2. Sheep skins, 3. Horses, 4. Sheep, 5. Goats, 6. Wool, 7. Silk, 8. Yak Tails, 9. Yak Hair, 10. China Clay, 11. Borax, 12. Szaibelyita, 13. Butter, 14. Goat cashmere (Pasham) , 15. Salt.

The above items are exempted from duty when imported in India from China through border trade *vide* notification No. 158/9-Custom dt. 29th July, 1994.

Statement-II

Year	Export Value (Rs. in Lakhs)	Import value (Rs. in Lakhs)
2006-07	37.44	94.94
2007-08	43.92	113.47
2008-09	100.53	5.13
2009-10 (till May, 2009)	Nil	Nil

Ban on import of dairy products, mobiles and toys from China

429. SHRI MAHENDRA MOHAN:
DR. JANARDHAN WAGHMARE:
SHRI N.K. SINGH:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government has extended the ban on import of dairy products from China, mobile phones without IMEI number and toys that do not adhere to international safety standards;
- (b) if so, the details thereof;
- (c) whether inspite of ban imposed by Government on Chinese dairy products, mobile and toys, the same are freely available in various markets;
- (d) if so, how such banned Chinese products are freely available in Indian markets; and
- (e) the steps taken by Government to check such trade?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The Government has extended the ban on import of dairy products from China *vide* Notification No. 11 (RE-2008)/2004-2009 dated 16th June, 2009, for a

period of six months from 24th June, 2009. Vide Notification No.112 (RE-2008)/2004-2009 dated 16th June, 2009, import of 'Mobile Handsets' (classified under EXIM Code '8517') without International Mobile Equipment Identity (IMEI) No. or with all Zeroes IMEI is prohibited with immediate effect. Vide Notification No. 113 (RE-2008)/2004-2009 dated 16th June, 2009 the Government has prescribed standards for import of toys.

(c) to (e) The goods imported prior to imposition of ban/application of mandatory standards may be presented for sale in the country subject to applicable domestic laws/regulations applicable on the sale.

Spurious drugs with made in India label being exported from China

430. SHRI GIREESH KUMAR SANGHI:

SHRI SANTOSH BAGRODIA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has taken note of the spurious drugs exported from China with 'Made in India' marking;

(b) what remedial measures have been taken by Government bilaterally and multilaterally;

(c) does the current trade regime provide for protection against such malpractices; if so, the details thereof;

(d) whether Government has taken recourse to such remedies available; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Government of India's attention has been drawn to the press release issued by NAFDAC, Nigerian Government Drug Regulatory Authority about detention and seizure of a large consignment of fake anti-malarial generic pharmaceuticals labelled "Made in India" but produced in China. Taking serious note of the contents of NAFDAC's Press Release, a strong protest was lodged with concerned Chinese authorities with a request to take stringent action against such unscrupulous elements.

(c) to (e) Import and export of drugs is regulated by National Drug Regulatory Authority and violations are dealt as per National law.

Rehabilitation of workers affected by slump in export

431. SHRI TAPAN KUMAR SEN:

SHRI MOHAMMED AMIN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the sector-wise number of jobs lost in export industries during the last one year viz. gems and jewelleryes, textiles and garments, leather, auto parts, plantation, IT, etc. and

(b) the steps taken by Government to assist for reemployment and rehabilitation of the workers affected so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Though no exhaustive survey has been conducted on the job losses in export industries, however, a sample survey conducted by Department of Commerce (during August, 08 till April, 09) for 648 exporting units located across the country revealed a job loss (both direct and indirect) to the extent of 1,34,593 persons. Sector-wise break-up of job losses is at Statement-I. (See below)

(b) Government has been closely monitoring the situation and has announced stimulus packages to revive demand. Stimulus measures announced is at Statement-II.

Statement-I

Sample Survey related to job losses (Direct & Indirect) for exporting units (during August, 2008 to April, 2009)

Sl.No.	Product Group	No. of units surveyed	Job loss (in Nos.)
1	Leather & Leather Products	34	7058
2	Marine products	29	883
3	Minerals and Mineral Processing: (Granite, Iron Ore etc.)	25	526
4	Automobiles & Auto Components Sector	25	7143
5	Coir	3	260
6	Spices	6	1276
7	Garments and Textiles	113	20314
8	Handloom	27	5145
9	Fruits, Vegetables & Food items	39	3632
10	Gemstones & Jewellery	14	6893
11	Handicrafts	125	14547
12	Jute goods	3	300
13	Engineering goods	103	10291
14	Chemicals	45	38206
15	Drugs and Pharmaceuticals	25	531
16	Plastics	10	1442
17	Misc. products including sports goods	22	16146
GRAND TOTAL :		648	134593

Statement-II

Stimulus package announced by the Government/ RBI

Government announced a number of Stimulus packages including the measures taken by RBI on the fiscal front since last quarter 2008 to address the immediate impact of the Global economic slowdown and its impact on Indian economy. These announcements were brought into action immediately thereafter. Broadly these are:

(A) **Measures taken by the Government:**

- (1) Interest subvention of 2% has been provided, till 30.9.2009, to the following labour intensive sectors for exports:-
Textiles (including Handlooms), Handicrafts, Leather, Gems & Jewellery, Marine Products and SMEs;
- (2) Additional funds of Rs 350 crore provided for Handicraft items etc. in Vishesh Krishi and Gram Udyog Yojana (VKGUY);
- (3) Market Linked Focus Product Scheme extended for bicycle parts, Motor Cars and Motor Cycles, Apparels and Clothing accessories, Auto Components etc.for exports from 1.4.09 to 30.09.09;
- (4) Rs 1100 crore provided to ensure full refund of claims of CST / Terminal Excise duty /Duty drawback on deemed exports dispersed to clear the pending claims upto 31.3.09;
- (5) Exporter friendly and the popular Duty Neutralisation Scheme *i.e.*, Duty Entitlement Passbook (DEPB) Scheme extended upto 31st December, 2009;
- (6) DEPB rates for all items where they were reduced in November, 2008 restored to higher rates from retrospective effect;
- (7) Duty Drawback rates on certain items restored to higher rates effective from 1st September, 2008;
- (8) DEPB and Freely Transferable Incentive Schemes allowed without the initial requirement of Bank Realisation Certificate (BRC);
- (9) Back-up guarantee made available to ECGC to the extent of Rs 350 crore to enable it to provide guarantees for exports to difficult markets / products. ECGC is now been able to widen its coverage;
- (10) Additional funds of Rs. 1400 crore provided for textile sector to the Ministry of Textiles to clear the backlog claims of Technology Upgradation Fund (TUF);
- (11) Export duty on iron ore fines eliminated, and for lumps, reduced to 5%;
- (12) Some pending issues relating to Service Tax refund on exports—resolved. However many issues remain un resolved;
- (13) For Fast Track Resolution of a number of procedural issues thereby reducing delays for the exporters, a Committee constituted under the Chairmanship of Finance Secretary including Secretaries of Department of Revenue and Commerce; A No. of issues sorted out accordingly;
- (14) Excise duty reduced across the board by 4 per cent for all products except petroleum products and those products where current rate was less than 4%; Further, Excise Duty was further reduced by another 2% in certain products like Leather etc.;

- (15) The guarantee cover under Credit Guarantee Scheme for Micro and Small Enterprises on loans doubled to Rs. 1 crore with a guarantee cover of 50%. The guarantee cover extended by Credit Guarantee Fund Trust increased to 85% for credit facility upto Rs. 5 lakh. The lock-in period for such collateral-free loans reduced.
- (16) Import duty on naphtha for power sector eliminated;
- (17) CVD on TMT bars and structural and on cement removed;
- (18) Exemption from basic customs duty on Zinc and Ferro Alloys withdrawn;
- (19) Regular monitoring mechanism :
 - (a) The situation is being regularly monitored at the highest level of Government, so that immediate further corrective measures, can be taken as may be required. In this regard, the Government has constituted the following two High Level Committees which have been deliberating the issue on regular basis :
 - (i) An Apex Group chaired by Prime Minister with Finance Minister, Commerce Minister, Deputy Chairman (Planning Commission), RBI Governor;
 - (ii) Committee of officers chaired by Cabinet Secretary, including Finance Secretary, Commerce Secretary, Secretary(DIPP), Secretary (Planning Commission)- to meet regularly to look into the suggestions made by Trade and Industry and the respective Administrative Ministries in respect of the current global economic and financial crisis and to recommend action to the Apex Group.
 - (b) Department of MSME and Department of Financial Services to jointly monitor on the progress of the meetings of Monthly meeting of State level Bankers' Committee for resolution of credit issues of MSME.

(B) Measures taken by RBI:

1. Increase in Liquidity to the banks for improving credit flow, by:

- (i) Reducing CRR, SLR, Repo rate and Reverse Repo rate (from Oct '08, CRR reduced from 9% to 5%, SLR reduced from 25% to 24%, Repo Rate reduced from 7.5% to 4.75%, and Reverse Repo Rate reduced from 6% to 3.25%);
- (ii) Refinance facility to the EXIM Bank for an amount of Rs. 5000 crores for providing pre-shipment and post-shipment credit in Rs. or dollars;
- (iii) A special re-finance facility has been put in place for banks for the purpose of extending finance to exports, micro and small enterprises, mutual funds and NBFCs. Provisioning requirements have been lowered.

Export Credit Refinance facility for commercial banks increased to 50% of the outstanding Rupee Export Credit.

2. **Increase in FOREX Liquidity:**

- (i) RBIs assurance for continued selling of foreign exchange (US \$) through banks, to augment supply in the domestic foreign exchange market;
- (ii) Ceiling rates on export credit in foreign currency has been raised to LIBOR + 350 basis points subject to the condition that the banks will not levy any other charges, *i.e.*, service charge, management charge, etc. except for recovery towards out of pocket expenses incurred.
- (iii) RBI decided to provide FOREX liquidity to Indian Public and Private Sector Banks upto June 30, 2009, through forex swaps of tenure upto 3 months.

3. **Easing of Credit Terms:**

- (i) The period of pre-shipment and post-shipment Rupee Export Credit enhanced by 90 days each;
- (ii) Time period of export realization for non-status holder exporters increased to 12 months, at par with the Status holders. This facility which was available upto 3.6.09, has been extended for one more year.
- (iii) PSU Banks consequent to measures announced by RBI reduced the margin money on Guarantees for export units;

Sick industries in the country

432. SHRI TAPAN KUMAR SEN:

SHRI MOHAMMED AMIN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the State-wise details of number of sick medium and large scale industries in the country; and
- (b) the State-wise details of number of sick and closed micro and small industries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) As per the data provided by the Board of Industrial and Financial Reconstruction, the State-wise number of medium and large scale units which have been declared sick are enclosed in Statement-I. (*See below*).

(b) As per the data furnished by the Office of the Development Commissioner, Small Scale Industries, the State-wise number of sick and closed micro and small enterprises are enclosed in Statement-II.

Statement-I

State-wise list of medium and large scale industrial units declared sick

State / Union Territories	No. of sick units
1	2
Andhra Pradesh	113
Assam	9
Bihar	11

1	2
Chandigarh	2
Chhattisgarh	4
Dadra & Nagar Haveli	3
Goa	8
Gujarat	122
Haryana	26
Himachal Pradesh	5
Jammu & Kashmir	2
Jharkhand	11
Karnataka	62
Kerala	34
Madhya Pradesh	50
Maharashtra	266
Meghalaya	2
Nagaland	1
NCT Delhi	108
Orissa	15
Pondicherry	3
Punjab	71
Rajasthan	44
Tamil Nadu	139
Uttar Pradesh	75
Uttaranchal	6
West Bengal	96
TOTAL :	1288

Statement-II

State-wise number of sick and closed micro and small enterprises

States / Union Territories	Total Sick Units	Closed Units
1	2	3
A.N. Islands	0	515
Arunachal Pradesh	2	248
Assam	1135	10338
Bihar	8137	20525
Jharkhand	1449	13822
Manipur	50	1226

1	2	3
Meghalaya	32	1908
Mizoram	0	1313
Nagaland	74	129
Orissa	3000	9708
Sikkim	16	155
Tripura	16	1077
West Bengal	11660	26080
Chandigarh	128	1405
Delhi	961	8357
Haryana	606	27546
Himachal Pradesh	347	6509
J & K	525	22709
Punjab	1530	82731
Rajasthan	3061	36847
Uttar Pradesh	16280	122282
Uttaranchal	484	12100
Chhattisgarh	1710	27830
D&N Haveli	28	423
Daman & Diu	22	454
Goa	111	2327
Gujarat	3017	39159
Madhya Pradesh	5166	65649
Maharashtra	6646	54243
Andhra Pradesh	5439	38582
Karnataka	3409	46611
Kerala	4040	74832
Pondicherry	32	2586
Tamil Nadu	6074	127185
Lakshadweep	0	16
GRAND TOTAL :	85187	887427

FDI in different sectors in U.P.

†433.SHRI AMIR ALAM KHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the present status of Foreign Direct Investment (FDI) in different sectors, especially in Uttar Pradesh since the last two years; and

(b) the details of steps taken or proposed to be taken to enhance foreign direct investment in different sectors such as basic infrastructure, high technology etc.?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) A Statement on over-all sector-wise inflows during the last two financial years is at Statement-I. (*See below*). A Statement on sector-wise inflows in respect of Uttar Pradesh and Uttarakhand is at Statement-II. (*See below*).

(b) Government has put in place a liberal and investor-friendly policy on FDI under which FDI up to 100% is permitted on the automatic route in most sectors/ activities, including infrastructure and Research and Development (R&D). The UNCTAD World Investment Reports (WIR) 2007 & 2008, in their analysis of the global trends and sustained growth of Foreign Direct Investment (FDI) inflows, have reported India as the second most attractive location for FDI for 2007- 2009. India has retained the second place in A. T. Kearney's 2007 Foreign Direct Investment Confidence Index, a position it has held since 2005. Government has also announced a slew of measures to accelerate the demand in the economy which would enable India to continue as an attractive investment destination. Under the liberalized economic environment, investment decisions of investors are based on the macro-economic policy framework, investment climate in the State, investment policies of the transnational corporations and other commercial considerations.

The Government of India continues to make efforts to increase economic cooperation with the developing as well as developed countries through different fora such as Joint Commissions/Joint Committees, other bilateral channels like interaction with the delegations visiting the country and organizing visits abroad for discussions on issues of mutual interest and business/ investment meets between Indian and foreign entrepreneurs to stimulate foreign investment into India. The Department of Industrial Policy and Promotion also participates in discussions covering industrial cooperation organized by other Ministries and Departments of Government of India and the Joint Business Council meetings.

The Government of India also undertakes investment promotion activities through organisation of Destination India and Invest India events in various countries with FDI potential to create awareness about the investment climate and opportunities in India, as well as to provide support to potential investors.

The Government of India, in partnership with various State Government and Business Associations, is making concerted efforts to make regulations conducive for business. In addition, the Government has initiated to implement e-Biz Project, a Mission Mode Project under the National e-Governance Project, to provide online registration, filing payment services to investors and business houses.

Statement-I

Statement on Financial Year-wise FDI inflows from April 2007 to March 2009

(Amount in million)

Sl.No. Sector		2007-08 Apr-Mar		2008-09 Apr-Mar		Cumulative Total	
		FDI in Rs	FDI in US\$	FDI in Rs	FDI in US\$	FDI in Rs	FDI in US\$
1	2	3	4	5	6	7	8
1	Metallurgical Industries	46,859.75	1,176.89	41,57.11	960.85	88,426.86	2,137.73
2	Mining	17,616.63	444.26	1,613.93	34.22	19,230.56	478.47
3	Power	38,774.62	968.00	43,818.41	984.80	82,593.03	1,952.80
4	Non-Conventional Energy	1,718.91	43.15	4,044.07	85.27	5,762.97	128.42
5	Coal Production	554.40	14.08	10.70	0.22	565.10	14.30
6	Petroleum & Natural Gas	57,290.54	1,426.78	19,312.19	412.27	76,602.73	1,839.05
7	Boilers And Steam Generating Plants	60.85	1.51	0.00	0.00	60.85	1.51
8	Prime Mover (Other Than Electrical Generators)	11.60	0.28	164.21	3.38	175.81	3.67
9	Electrical Equipments	26,500.92	639.67	17,980.00	386.85	44,480.92	1,026.52
10	Computer Softwares & Hardware	56,233.00	1,409.64	73,285.39	1,676.54	129,518.40	3,086.18
11	Electronics	4,328.60	108.65	3,417.98	76.50	7,746.57	185.14
12	Telecommunications	51,026.09	1,261.46	117,268.74	2,558.39	168,294.83	3,819.85

1	2	3	4	5	6	7	8
13	Information & Broadcasting (Including Print Media)	12,903.38	321.46	34,923.70	762.32	47,827.08	1,083.78
14	Automobile Industry	26,969.57	674.76	52,116.52	1,151.74	79,086.09	1,826.50
15	Air Transport (Including Air Freight)	4,083.24	99.08	1,692.18	35.15	5,775.41	134.24
16	Sea Transport	5,245.13	128.36	2,313.53	50.21	7,558.65	178.57
17	Ports	36,665.70	918.18	20,198.67	493.15	56,864.37	1,411.34
18	Railway Related Components	491.76	12.36	774.09	18.01	1,265.85	30.36
19	Industrial Machinery	4,796.16	119.00	3,827.69	82.77	8,623.84	201.77
20	Machine Tools	2,256.69	56.87	2,064.52	45.66	4,321.21	102.53
21	Agricultural Machinery	265.44	6.72	224.31	5.57	489.75	12.28
22	Earth-Moving Machinery	2,611.36	66.09	108.00	2.27	2,719.36	68.36
23	Miscellaneous Mechanical & Engineering Industries	8,582.84	210.76	6,349.08	142.24	14,931.92	352.99
24	Commercial, Office & Household Equipments	390.75	9.83	534.85	12.58	925.61	22.42
25	Medical and Surgical Appliances	522.44	13.17	3,520.30	75.42	4,042.74	88.60
26	Industrial Instruments	88.14	2.23	836.49	17.48	924.64	19.71
27	Scientific Instruments	0.13	0.00	35.60	0.83	35.73	10.83
28	Mathematical Surveying and Drawing Instruments	50.20	1.26	0.00	0.00	50.20	1.26
29	Fertilizers	79.21	1.95	1,608.60	38.53	1,687.81	40.48

1	2	3	4	5	6	7	8
30	Chemicals (Other Than Fertilizers)	9,175.56	228.45	34,271.40	749.20	43,446.95	977.64
31	Photographic Raw Film and Paper	2,087.80	52.84	44.44	1.05	2,132.24	53.90
32	Dye-Stuffs	222.38	5.51	56.19	1.17	278.58	6.68
33	Drugs & Pharmaceuticals	13,264.28	334.09	8,101.16	181.61	21,365.43	515.70
34	Textiles (Including Dyed, Printed)	7,476.11	185.98	7,561.47	157.44	15,037.59	343.41
35	Paper and Pulp (Including Paper Products)	1,237.35	31.24	11,815.93	272.51	13,053.27	303.76
36	Sugar	410.93	10.07	226.80	15.01	637.73	15.08
37	Fermentation Industries	10,759.17	270.05	6,284.23	144.70	17,043.40	414.75
38	Food Processing Industries	2,745.65	69.08	4,553.04	102.64	7,298.69	171.72
39	Vegetable Oils and Vanaspati	61.16	1.53	1,961.22	42.88	2,022.38	44.41
40	Soaps, Cosmetics & Toilet Preparations	394.72	10.01	1,059.45	22.03	1,454.17	32.05
41	Rubber Goods	609.73	15.12	4,007.06	84.88	4,616.80	100.00
42	Leather, Leather Goods and Pickers	297.77	7.46	155.59	3.32	453.36	10.79
43	Glue and Gelatin	90.04	2.28	10.00	0.00	90.04	2.28
44	Glass	442.54	11.04	938.35	20.82	1,380.89	31.86
45	Ceramics	4,626.16	115.11	8,508.67	198.53	13,134.83	313.64
46	Cement and Gypsum Products	687.12	16.89	31,435.20	724.80	32,122.32	741.68
47	Timber Products	15.40	0.39	557.53	11.27	572.93	11.66
48	Defence Industries	0.00	0.00	4.50	0.10	4.50	0.10

1	2	3	4	5	6	7	8
49	Consultancy Services	13,542.39	340.91	14,629.15	314.72	28,171.55	655.62
56	Services Sector	265,892.72	6,615.41	285,161.02	6,137.62	551,053.73	12,753.03
51	Hospital & Diagnostic Centres	9,959.10	249.23	10,273.91	241.22	20,233.01	490.45
52	Education	1,770.13	43.62	10,318.40	214.18	12,088.53	257.80
53	Hotel & Tourism	16,938.69	421.44	20,299.60	449.83	37,238.30	871.27
54	Trading	24,878.70	621.02	27,351.37	631.69	52,230.07	1,252.71
55	Retail Trading (Single Brand)	78.01	1.98	1,354.68	30.19	1,432.68	32.16
56	Agriculture Services	4,541.18	113.22	242.06	5.26	4,783.24	118.47
57	Diamond Gold Ornaments	2,359.56	59.15	3,884.58	83.50	6,244.14	142.65
58	Tea and Coffee (Processing & Warehousing Coffee & Rubber)	749.47	18.94	1,750.04	37.08	2,499.50	56.02
59	Printing of Books (Including Litho Printing Industry)	803.26	20.09	1,622.69	36.54	2,425.95	56.62
60	Coir	0.60	0.01	0.00	0.00	0.60	0.01
61	Construction Activities	69,893.48	1,742.54	87,918.87	2,028.11	157,312.36	3,770.66
62	Housing & Real Estate (Including Cineplex, Multiplex, Integrated Townships & Commercial Complexes etc.	87,493.37	2,179.13	126,212.41	2,801.17	213,705.78	4,980.30
63	Miscellaneous Industries	25,938.30	645.12	64,076.93	1,482.56	90,015.24	2,127.68
GRAND TOTAL :		986,420.89	24,575.43	1,230,248.80	27,330.82	2,216,669.68	51.906

Statement-II

Sector-Wise FDI Inflows From April 2007 to March 2009

RBI's Region Office: Kanpur

State- Uttar Pradesh, Uttarakhand

(Amount in Million)

Sl. No.	Sector	Amount of FDI Inflows (In Rs)	%age of Total (In US\$)	Inflows
1	Drugs & Pharmaceuticals	134.12	13.40	96.25
2	Leather, Leather Goods and Pickers	4.00	0.10	2.87
3	Miscellaneous Industries	1.22	0.03	0.88
GRAND TOTAL :		139.34	3.53	

Ban on FDI in retail sector

434. SHRI N. R. GOVINDARAJAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether there is any proposal to impose blanket ban on foreign direct investment in retail sector and also restrict the entry of large Indian companies in retailing of grocery, fruits & vegetables etc. as it will result in unemployment due to slide-down of indigenous retail traders;

(b) if so, the details thereof;

(c) whether Parliamentary Standing Committee has also recommended blanket ban on FDI in retail sector; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) As per extant policy, Foreign Direct Investment (FDI) is not permitted in retail trade, except in Single Brand product retailing, where FDI up to 51% is permitted, with prior Government approval and subject to the following conditions:-

(i) Products to be sold should be of 'Single Brand' only;

(ii) Products should be sold under the same brand internationally; and

(iii) 'Single Brand' product-retailing would cover only products which are branded during manufacturing. Foreign Direct Investment is not permitted in retailing of grocery, fruits and vegetables.

(c) and (d) The observations and recommendations of the Department Related Parliamentary Standing Committee on Commerce are at Statement.

Statement

Observation and recommendations at a glance

1. The Committee are of the view that the provision of single brand is not strictly adhered to and shops in malls are selling other branded items, alongwith the brand for which they have got permission. Corporate retailers practice product bundling, whereby products of single or

different brands are sold as combinations and bargains in the malls. This also adversely effects small shopkeepers and restricts over-all competition. The Committee are also of the view that allowing cash and carry wholesale in India is nothing but allowing backdoor entry of foreign companies into retailing, as they are selling goods for personal consumption also, whereas they were allowed for only business purposes. (para 5.3)

2. The Committee feel that opening up of FDI in Retail Trade by allowing single Brand foreign firms in India will result in unemployment due to slide-down of indigenous retail traders. Consumers' welfare would be side-lined, as the big retail giants, by adopting a predatory pricing policy, would fix lower price initially, tempting the consumers. After wiping out the competition from local retailers, they would be in a monopolistic position and would be able to dictate the retail prices. Local manufacturers, in particular the small scale industrial sector, would be gradually wiped out. The entry of few big organized companies, may result in distortions in the economy and the gap between 'haves' and 'have nots' in the country. Procurement centres constituted by big corporates for making direct bulk purchases would initially pay attractive prices to the farmers, and cause gradual extinction of mandis and regulated market yards. Then on the strength of their monopolistic position, farmers would be forced to sell their produce at rock bottom prices. Farmers would be unduly affected due to the non-remunerative prices. (para 5.4)
3. The Committee, therefore, recommend that a blanket ban should be imposed on domestic corporate heavy weights and foreign retailers from entering into retail trade in grocery, fruits and vegetables, and restrictions should be entered for opening large malls by them for selling other consumer products. Reservation policy, similar to that adopted by Government on certain products being manufactured exclusively by SSI units, should be adopted for indigenous small and medium retailers, and financial assistance schemes should be planted for providing assistance to them for undertaking expansion and modernization. Government should stop issuing further licenses for "cash and carry", either to the transnational retailers or to a combination of transnational retailers and the Indian partner, as it is mere a camouflage for doing retail trade through back door. (para 5.5)
4. The Committee feel that in a country with huge numbers of people and high level of poverty, the existing model of retailing is most appropriate in terms of economic viability. Unorganized retail is a self-organized industry, having low capital input and high levels of decentralization. The Committee, therefore, recommend that the Government should ensure that some in-built policy must be established to relocate or re-employ the people who are dislocated due to opening, up of big malls in the vicinity of their shops. (para 5.7)
5. The Committee, therefore, recommend that in view of the adverse effects of corporate retail (foreign as well as domestic) on the small retailer, there is a compelling need to prepare a

legal and regulatory framework and enforcement mechanism for the same, that would ensure that the large retailers are not able to displace the small retailers, by unfair means. (para 5.8)

6. The traditional system of small retailer should be protected. In order to help them improve their efficiencies, they should be entitled to better deal in terms of institutional credit. Credit should be provided at lower rates of interest to small retailers by public sector banks, for expansion and modernization of traditional retailers. A proactive programme of assisting small retailers, to upgrade themselves, should also be undertaken. (para 5.9)
7. The Government may consider to establish a National Commission, to study the problems of the retail sector, and to evolve policies that will enable it to cope with FDI. Cooperatives and cooperative marketing should be encouraged to strengthen the unorganized retailers. Akin to MSME (Micro, Small and Medium Enterprises Development Act, 2006) Act, an Act to promote small and medium retailer should also be formulated. Further there was a need to enact a law against predatory pricing and anti-competitive actions. (para 5.10)
8. The Committee, therefore, recommend that the Government should ensure that a level playing field for the small retailers should be made, before opening up of the sector to big ticket foreign and domestic investment. Before any permission for opening any new retail store is given, it should study and analyse the economic and traffic impacts of the store, may be, by a University or economic or environmental institute of repute. The expenditure of the same should be borne by these companies and not by the Government and any proposed store, which has the potential to eliminate the local community from retail sector, or can increase the traffic by more than five per cent, should not be allowed to open. (para 5.11)
9. The Committee, therefore, recommend that there is a need for setting up of a Retail Regulatory Authority, to look into the problems and act as a whistle blower, in case of anti competitive behaviour and abuse of dominance. Urban planning, zoning laws and environmental laws in urban areas should be used to limit the multiplication of malls and corporate retailers, by creating transparent criteria for licences, that are linked to the density of population and the stage of existing competition in retail in the zone. The regulatory mechanism should be strengthened and be made more democratic, by including the representatives of farmers also. (para 5.13)
10. The Committee felt that the entry of FDI in book publishing would directly affect the domestic industry, not only in respect of price, but also in the context of the published material, which could be detrimental to the national interests. The Department should ensure that the foreign publishers, in the garb of promoting their literature, do not impact the taste and aesthetic values of Indian readers. (para 5.14)
11. The Committee feel that diverting the agricultural land may not merely lead to reduction in production or income to farmers, it may affect the social and cultural life of the farmers,

agricultural labourers and others, connected with the agricultural activities. The Committee, therefore, recommend that the Government should come out with adequate safeguards to prevent diversion of agricultural land for setting up of malls, etc. (para 5.15)

12. The need of the hour was to put into place strict regulations on the entry of big malls, viz. size of a mall, location of a mall from kirana shops, parking facilities, adherence to environmental norms, labour laws, etc., to ensure that cartelization does not take place. It may also be ensured that these big organised retail brings latest technologies, which could be absorbed here, at the same time ensuring large scale unemployment, particularly in the unorganized retail sector, does not take place. A National Shopping Mall Regulation Act could also be enacted to regulate the entire retail sector, both in fiscal and social aspects, (para 5.16)
13. The Committee, therefore, recommend the Government should formulate a model central law after due consultation with the State Governments and concerned stake holders. (para 5.17)

Import of Chinese mobile phones

435. SHRI N.R. GOVINDARAJAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government is aware that an estimated 8 lakh Chinese mobile phones come into the country every month as their imports have not yet been banned;
- (b) if so, the details thereof; and
- (c) the steps taken by Government to ban these unbranded Chinese mobiles without identification mark as they may be used for nefarious activities in the absence of IMEI number?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Import of Mobile Handsets (classified under EXIM Code 8517) is free. A large number of these Handsets are imported from China in the Country.

- (c) *Vide* Notification No.112 (RE-2008)/2004-2009 dated 16th June, 2009, the Government has prohibited the import of 'Mobile Handsets' (classified under EXIM Code '8517') without International Mobile Equipment Identity (IMEI) No. or with all Zeroes IMEI with immediate effect.

WTO negotiation on agriculture

436. SHRI S.S. AHLUWALIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether impasse prevailed restraining the WTO Doha round negotiation relating to Agriculture from progressing due to India opposing the USA's stand thereon, in particular;

- (b) if so, the details thereof indicating the reasons for "collapse" of the talks in July, 2008;
- (c) whether he chose to make an announcement during his recent visit in Washington (DC) about resolution of the impasse achieved by India;
- (d) if so, the details thereof;
- (e) whether the points hitherto put up by Government halting further progress of the WTO negotiation have since been addressed by the USA to India's satisfaction; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) At the mini-Ministerial meeting of the World Trade Organisation (WTO) held in July 2008, Ministers were amenable to moving towards an agreement on several complex issues in both Agriculture and Non-agricultural Market Access (NAMA), provided other issues of concern to them were resolved to their satisfaction. However, many issues either could not be discussed at all or agreement could not be reached on account of persisting differences. While many of these were issues critical to developing countries, several were developed country concerns. In the end, however, the focus was almost entirely on the Special Safeguard Mechanism (SSM) for developing countries. Several proposals were considered during the Ministerial discussions regarding the trigger that would allow developing countries to use the SSM to breach Uruguay Round bound rates. However, all attempts to find a solution that took the concerns of both the US and the developing countries on board, failed and the Ministerial talks had to be halted.

(c) and (d) At meetings at Washington D.C. in June 2009, it was emphasized that India strongly favoured a rule-based multilateral trade regime that was fair and equitable. It was important to address the core concerns of the Round, which are the development needs of developing countries. It was pointed out that at the July mini-Ministerial Meeting, there had been a lack of convergence on several issues of concern to both developed and developing countries. It was further stated that it was necessary to energize the process of negotiations on the basis of the two texts circulated in December by the chairs of the Agriculture and NAMA Negotiating groups.

(e) and (f) These issues will be discussed when the negotiations resume formally at the WTO.

Safeguard of interests of farm sector in WTO talks

437. SHRI RAJIV PRATAP RUDY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that Government is initiating WTO talks held earlier under the Doha round of multilateral talks to expedite the same;
- (b) if so, the details thereof;

(c) whether appropriate safeguards are being considered to protect the Indian interest primarily in agriculture; and

(d) if so, the details thereof and the steps taken so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Multilateral negotiations under the Doha Round have not yet resumed formally at the World Trade Organization. At major international meetings held in the recent past where the Doha Round was discussed, India expressed support for the early resumption of negotiations, as a fair and equitable, rule-based multilateral trade regime best serves the needs of developing countries.

(c) and (d) The principal aim of India's negotiating strategy in the agriculture negotiations has been to protect the interests of farmers particularly with regard to their food and livelihood security. Substantial and effective reductions in domestic support and customs tariffs by developed countries, while enabling developing countries to protect and promote the interests of their low income and resource poor farmers, is a key priority for India and other developing countries in the agriculture negotiations. The flexibilities available to developing countries including, *inter alia*, lower tariff cuts than developed countries, self-designation of Special Products (SPs) which will have more flexible tariff reduction commitments than other products and the Special Safeguard Mechanism (SSM) to safeguard the interests of farmers in the event of surges in import volumes or a fall in prices would be utilized by India for protecting low income and resource poor farmers of the country.

Employment Generation through IEM, LOI and FDI

438. SHRI PRASANTA CHATTERJEE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that during the period 2005-2006 to 2008-09 more than 62 lakhs of persons had been proposed to be employed through Industrial Entrepreneur's Memorandum (IEM) and Letters of Intent (LOIs);

(b) whether employment generation was a part of conditionalities for investment through Industrial Entrepreneur's Memorandum(IEM), Letter of Intent (LOIs) and Foreign Direct Investment (FDI); and

(c) if so, how many persons have so far been employed during 2005-2006 to 2008-2009?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Yes, Sir.

(b) Employment generation is not a conditionality at the time of filing Industrial Entrepreneur's Memorandum (IEM), Letter of Intent (LoI) and Foreign Direct Investment (FDI).

(c) Information regarding actual investment and number of persons employed is not maintained centrally.

Downtrend in Indian export

439. SHRI NARESH GUJRAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) how much is the drop in India's total exports in the last six months as compared to the previous year (month-wise);

(b) how many jobs have been lost as a result thereof; and

(c) what fiscal steps are being taken to arrest this downward trend?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) The details of fall in India's total exports during the last six months as compared to the corresponding months of the previous year is given below:

<i>Month-wise exports during 2008-09</i>			
Month	2007-08	2008-09	Growth
	US \$ Mill.	US \$ Mill.	(%)
December	14625	12690	-13.2
January	14889	12381	-16.8
February	15221	11913	-21.7
March	17254	11516	-33.3
<i>Month-wise exports during 2009-10</i>			
Month	2008-09	2009-10	Growth
	US \$ Mill.	US \$ Mill.	(%)
April	16076	10743	-33.2
May	15550	11010	-29.2

Source: DGCI&S, Kolkata

(b) A sample survey conducted by the Directorate General of Foreign Trade (DGFT) for 648 exporting units spread over 17 different sectors across the country, primarily employment oriented, revealed job loss (direct and indirect) to the tune of 1,34,593 persons during the period August '08 to April '09. This does not reflect the total job losses which would be higher.

(c) The steps taken during 2008-09 to arrest the downward trend in exports, *inter-alia*, include interest subvention of 2 per cent on pre and post shipment credit for labour intensive exports; additional allocation of Rs. 350 crore for export incentive schemes; enhancement of Duty Drawback Benefits on certain items including knitted fabrics, bicycles, agricultural hand tools and specified categories of yarn, provision of additional funds of Rs. 1400 crore for textile sector to clear the backlog claims of Technology Up gradation Fund (TUF) etc.

Impact of foreign farm products on Indian Agriculture

440. DR. (SHRIMATI) NAJMA A. HEPTULLA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government is going to dilute its stand on market access for foreign farm products just opposite the stand taken by the Government during the last Doha Round of WTO trade talks;

(b) if so, the details thereof; and

(c) the details of impact it is likely to have on Indian agriculture due to foreign food imports?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) No, Sir. The principal aim of India's negotiating strategy in the agriculture negotiations has consistently been to protect the interests of farmers particularly with regard to their food and livelihood security. No change in approach is contemplated.

(c) Does not arise.

Effect of import of palm oil

441. SHRI A. ELAVARASAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that Government has allowed the import of palm oil for domestic consumption still on high quantity which has caused serious impact on palm cultivation and allied domestic industries;

(b) if so, whether Government will consider to reduce such huge import of palm oil from other countries and will initiate *ad hoc* board for development of palm cultivation and allied small industries;

(c) if so, the details thereof; and

(d) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) The Government has allowed import of edible Oils because the domestic production of edible oils not sufficient to meet the country's demand. About 40% of edible oils requirement is met through imports. Palm oil is the major edible oils imported in the country, which constitutes about 80% of the total imports

(b) to (d) No, Sir. In the absence of imports, domestic availability will be seriously affected which may lead to increase in domestic prices. However, National Oilseeds and Vegetable Oil Development Board (NOVOD), Directorate of Oilseeds Development, Hyderabad, Oil Palm India Ltd. (OPIL), Kottayam (A Joint Venture of Government of India and Government of Kerala), National Research Centre for Palm Oil of Indian Council of Agriculture Research (ICAR), etc. are already functioning to take care of the growth of the palm oil sector.

FIEO's help for increasing exports

442. SHRI KALRAJ MISHRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has received any request from the Federation of Indian Exports Organization (FIEO) to help growth of exports in respect of specific items of exports especially Tea exports;

(b) if so, the demand made by the FIEO; and

(c) the Governments response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Yes, Sir; FIEO requested for inclusion of Tea in Vishesh Krishi Gramin Udyog Yojna (VKGUY) Scheme.

(c) Due to the paucity of funds, their request could not be considered.

Decline in industrial output

443. SHRI KALRAJ MISHRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether industrial output dipped by 2.3 per cent worst in 16 years in March this year, while production of consumer durable had out shown giving a ray of hope;

(b) if so, the comparative month to month industrial output during last six months; and

(c) the reasons for the sharp decline in March, 2009?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) As per the revised estimates released by Central Statistical Organisation, the industrial growth, measured in terms of Index of Industrial Production (IIP) registered a growth of (-)0.8 % in March, 2009 compared to the growth rate of 5.5% in March, 2008. The consumer durables has been recording positive growth since January, 2009. The industrial growth measured in terms of IIP during last six months of 2007-08 and 2008-09 is given below:

Index of Industrial Production

(Growth in %)

Month	Consumer Durables		Overall Industrial Growth	
	2007-08	2008-09	2007-08	2008-09
October	9.0	-1.6	12.2	0.1
November	-5.5	0.3	4.9	2.5
December	2.8	-4.2	8.0	-0.2
January	-0.5	2.1	6.2	1.0
February	3.1	5.8	9.5	-0.7
March	-2.0	8.2	5.5	-0.8
April-March	-1.0	4.4	8.5	2.6

SOURCE: Central Statistical Organisation.

(c) The decline in industrial growth in 2008-09 was primarily due to global economic slowdown. The slowdown has affected some of the export oriented industries in India, such as textiles,

handicrafts, leather and gems & jewellery. Slowdown in the demand for automobiles and its ancillaries, steel etc. has also been seen.

Industrial groups such as food products, wool, silk & manmade fibre, cotton textiles, wool, silk and man-made fibre textiles, textile products, wood & wood products, leather, basic metal and alloy industries, metal products and parts, machinery and equipment other than transport equipment etc. registered a decline in the month of March, 2009.

Trade deficit due to global recession

444. SHRI MOHD. ALI KHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that India's exports and imports are getting hit big due to recession and other reasons;
- (b) if so, the details thereof and the exact reasons therefor;
- (c) the details of trade deficit recorded so far;
- (d) whether it is also a fact that India's exports will pick up from July onwards and may touch the \$185 billion mark in 2009-10 on the back of diversification to countries in Latin America, Africa and Asia; and
- (e) if so, the details thereof available with Government?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) Yes, Sir.

(b) and (c) The details of export, import and trade deficit recorded so far is given below:

(Value in US \$ Billion)

Year	Exports	Growth Rate (%)	Imports	Growth Rate (%)	Trade Deficit (-)/ Surplus (+)
2007-2008	163.0	29.1	251.6	35.5	-88.6
2008-2009 (P)	168.7	3.5	287.8	14.4	-119.1
2009-10 (April-May)	21.8	-31.2	32.0	-38.0	-10.2

(P) - Provisional

DATA SOURCE: DGCI&S, Kolkata

The slow growth of trade during 2008-09 and the negative growth of trade during current year 2009-10 (April-May) is primarily due to economic slowdown in India's major export destinations and slowdown in the domestic demand for industrial inputs and intermediate products.

(d) and (e) The world economy is still going through recession and therefore it is very difficult to forecast timeline for improvement in India's exports.

Scrapping of import duty on crude soyaoil

445. SHRI MOHD. ALI KHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government has scrapped the twenty per cent import duty on crude soyaoil to reduce the prices;
- (b) if so, the details thereof;
- (c) whether Government has earned the desired results with such decision;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Yes, Sir. After harvesting season of soyabean, in March 2009 it has been observed that the soyabean seeds price and domestic soyabean oil had shown an increase of 54.5% and 24% respectively during December 2008 to February 2009. Taking into account these factors the basic customs duty on crude soyabean oil was reduced from 20% to 'nil' w.e.f. 24.03.2009.

(c) to (e) Yes, Sir. The domestic wholesale price of soyabean oil as on 30.06.2009 has declined by 2.97% and 32.54% during last one month and one year respectively.

Incentive package for exporters

†446. SHRI RAJNITI PRASAD: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government has got a survey conducted on the impact of global recession on the exporters of the country;
- (b) whether it is a fact that the export-import balance is unstable despite being provided with an incentive package and exporters are incurring heavy losses; and
- (c) if so, whether Government would also provide an effective incentive package for the exporters to help them overcome the effect of recession so as to save them from going bankrupt?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Detailed survey has not been conducted on the impact of global recession on the exporters of the country. However, a sample survey conducted by Department of Commerce (during August, 08 till April, 09) for 648 exporting units for various sectors located across the country revealed loss of export orders to the extent of Rs. 8982 crores. The merchandise export and import figures for 2007-08 and 2008-09 are shown below.

(Figures in US \$ Billion)

Year	Export	Import	Trade Balance
2007-2008	162.959	251.654	-88.695
2008-2009	163.132	287.759	-124.627

SOURCE: DGCI&S

†Original notice of the question was received in Hindi

(c) Government has been closely monitoring the situation and has been announcing stimulus packages to revive demand as per the requirement. Stimulus measures announced is at Statement.

Statement

Stimulus package announced by the Government/ RBI

Government announced a number of Stimulus packages including the measures taken by RBI on the fiscal front since last quarter 2008 to address the immediate impact of the Global economic slowdown and its impact on Indian economy. These announcements were brought into action immediately thereafter. Broadly these are:

(A) Measures taken by the Government:

- (1) Interest subvention of 2% has been provided, till 30.9.2009, to the following labour intensive sectors for exports:-
Textiles (including Handlooms), Handicrafts, Leather, Gems & Jewellery, Marine Products and SMEs;
- (2) Additional funds of Rs. 350 crore provided for Handicraft items etc. in Vishesh Krishi and Gram Udyog Yojana (VKGUY);
- (3) Market Linked Focus Product Scheme extended for bicycle parts, Motor Cars and Motor Cycles, Apparels and Clothing accessories, Auto Components etc. for exports from 1.4.09 to 30.09.09;
- (4) Rs. 1100 crore provided to ensure full refund of claims of CST / Terminal Excise duty / Duty drawback on deemed exports dispersed to clear the pending claims upto 31.3.09;
- (5) Exporter friendly and the popular Duty Neutralisation Scheme *i.e.*, Duty Entitlement Passbook (DEPB) Scheme extended upto 31st December, 2009;
- (6) DEPB rates for all items where they were reduced in November, 2008 restored to higher rates from retrospective effect;
- (7) Duty Drawback rates on certain items restored to higher rates effective from 1st September, 2008;
- (8) DEPB and Freely Transferable Incentive Schemes allowed without the initial requirement of Bank Realisation Certificate (BRC);
- (9) Back-up guarantee made available to ECGC to the extent of Rs. 350 crore to enable it to provide guarantees for exports to difficult markets / products. ECGC is now been able to widen its coverage;
- (10) Additional funds of Rs. 1400 crore provided for textile sector to the Ministry of Textiles to clear the backlog claims of Technology Upgradation Fund (TUF);
- (11) Export duty on iron ore fines eliminated, and for lumps, reduced to 5%;

- (12) Some pending issues relating to Service Tax refund on exports—resolved. However many issues remain unresolved;
- (13) For Fast Track Resolution of a number of procedural issues thereby reducing delays for the exporters, a Committee constituted under the Chairmanship of Finance Secretary including Secretaries of Department of Revenue and Commerce; A No. of issues sorted out accordingly;
- (14) Excise duty reduced across the board by 4 per cent for all products except petroleum products and those products where current rate was less than 4%; Further, Excise Duty was further reduced by another 2% in certain products like Leather etc.;
- (15) The guarantee cover under Credit Guarantee Scheme for Micro and Small Enterprises on loans doubled to Rs. 1 crore with a guarantee cover of 50%. The guarantee cover extended by Credit Guarantee Fund Trust increased to 85% for credit facility upto Rs. 5 lakh. The lock-in period for such collateral-free loans reduced.
- (16) Import duty on naphtha for power sector eliminated;
- (17) CVD on TMT bars and structural and on cement removed;
- (18) Exemption from basic customs duty on Zinc and Ferro Alloys withdrawn;
- (19) Regular monitoring mechanism :
 - (a) The situation is being regularly monitored at the highest level of Government, so that immediate further corrective measures, can be taken as may be required. In this regard, the Government has constituted the following two High Level Committees which have been deliberating the issue on regular basis :
 - (i) An Apex Group chaired by Prime Minister with Finance Minister, Commerce Minister, Deputy Chairman (Planning Commission), RBI Governor;
 - (ii) Committee of officers chaired by Cabinet Secretary, including Finance Secretary, Commerce Secretary, Secretary(DIPP), Secretary (Planning Commission)- to meet regularly to look into the suggestions made by Trade and Industry and the respective Administrative Ministries in respect of the current global economic and financial crisis and to recommend action to the Apex Group.
 - (b) Department of MSME and Department of Financial Services to jointly monitor on the progress of the meetings of Monthly meeting of State level Bankers' Committee for resolution of credit issues of MSME.

(B) Measures taken by RBI:

1. Increase in Liquidity to the banks for improving credit flow, by:

- (i) Reducing CRR, SLR, Repo rate and Reverse Repo rate (from Oct '08, CRR reduced from 9% to 5%, SLR reduced from 25% to 24%, Repo Rate reduced from 7.5% to 4.75%, and Reverse Repo Rate reduced from 6% to 3.25%);
- (ii) Refinance facility to the EXIM Bank for an amount of Rs. 5000 crores for providing pre-shipment and post-shipment credit in Rs. or dollars;
- (iii) A special re-finance facility has been put in place for banks for the purpose of extending finance to exports, micro and small enterprises, mutual funds and NBFCs. Provisioning requirements have been lowered. Export Credit Refinance facility for commercial banks increased to 50% of the outstanding Rupee Export Credit.

2. Increase in FOREX Liquidity:

- (i) RBIs assurance for continued selling of foreign exchange (US \$) through banks, to augment supply in the domestic foreign exchange market;
- (ii) Ceiling rates on export credit in foreign currency has been raised to LIBOR + 350 basis points subject to the condition that the banks will not levy any other charges, i.e., service charge, management charge, etc. except for recovery towards out of pocket expenses incurred.
- (iii) RBI decided to provide FOREX liquidity to Indian Public and Private Sector Banks upto June 30, 2009, through forex swaps of tenure upto 3 months.

3. Easing of Credit Terms:

- (i) The period of pre-shipment and post-shipment Rupee Export Credit enhanced by 90 days each;
- (ii) Time period of export realization for non-status holder exporters increased to 12 months, at par with the Status holders. This facility which was available upto 3.6.09, has been extended for one more year.
- (iii) PSU Banks consequent to measures announced by RBI reduced the margin money on Guarantees for export units.

Trade through Wagah Border

447. SHRI DHARAM PAL SABHARWAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the details of import/export of various items through Wagah Border in Punjab;
- (b) the estimated value of imports and exports between India and Pakistan through Wagah Border during the last one year, itemwise; and

(c) whether Government have banned some items from Pakistan due to security reasons and if so, details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): Details are as per the Statement (See below).

(c) Government has not banned any items through Wagah Border from Pakistan.

Statement

Details of import and export through Wagah Border for the year 2008-09

Import			
Sl. No.	Item	Quantity (in MT)	Value (in lakh)
1.	Almond Kernel	1403	4266
2.	Almond H/Shell	2138	1766
3.	Almond S/Shell	317.6	705.39
4.	Raisin Green	1681	1340.97
5.	Raisin Black	1228	807.09
6.	Raisin Red	7.8	6.4
7.	Abjosh (golden raisins)	3460	2901
8.	Figs Dry	4236	13920
9.	Apricot Dry	2807	3933.72
10.	Apricot Kernel	11	16.89
11.	Pista Kernel	2532	10634
12.	Pomegranate	20765	868
13.	Melon	725	120
14.	Pine nuts/Chilgoza	58	440
15.	Grapes	7.7	1.43
16.	Plum dry	73	11.41
TOTAL :		41450.1	41738.3

Export			
Sl. No.	Item	Quantity (in MT)	(Value in lakh)
1	2	3	4
1.	Fresh potatoes	90763	5704
2.	Fresh Onions	89575	10640.68
3.	Fresh Tomatoes	101221	10210
4.	Indian Raw Cotton	14695	11319

1	2	3	4
5.	Buffalo Meat	755	659
6.	Biscuits	10005	3773
7.	Maize	12823	1333
8.	Garlic	140	10.15
TOTAL :		319977	43648.83
TOTAL TRADE :		361427.1	85387.13

FTA with ASEAN countries

448. SHRI R.C. SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether Government propose to sign FTA with ASEAN countries;
- (b) if so, the details thereof;
- (c) whether it is a fact that ASEAN countries are not agreeing to liberalise its services industry as has been proposed by India;
- (d) if so, the reasons thereof; and
- (e) the steps being taken by Government to reduce the trade deficit with ASEAN once the agreement is signed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) Negotiations for the Trade in Goods Agreement under the Comprehensive Economic Cooperation Agreement (CECA) between India and the ASEAN have been concluded. The Agreement will be signed after approval by concerned Governments.

(c) and (d) Negotiations for Services Agreement are underway.

(e) After the signing and implementation of the Agreement, all Parties, including India, are likely to benefit from tariff liberalisation.

Impact of global recession on WTO deliberations

449. SHRI RAJKUMAR DHOOT: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether it is a fact that world wide recession and slow down has impacted on ongoing WTO deliberation;
- (b) if so, the details thereof;
- (c) whether Government reviewed its stand on agriculture in WTO; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) and (b) The global economic crisis has occupied centrestage at most major international meetings in the recent past. While trade has contracted globally as a result,

the general view has been that conclusion of the Doha Round of trade negotiations at the World Trade Organisation: (WTO) would help to keep trade open. There is considerable support amongst WTO members for an early resumption of talks.

(c) No, Sir. The principal aim of India's negotiating strategy in the agriculture negotiations has consistently been to protect the interests of farmers particularly with regard to their food and livelihood security. No change in approach is contemplated.

(d) Does not arise.

Irregularities in defence procurement

450. SHRI S.S. AHLUWALIA: Will the Minister of DEFENCE be pleased to state:

(a) whether irregularities in Defence procurement involving several foreign enterprises and certain officials, particularly in Ordnance Factory Board of India and others have been unearthed in the recent past;

(b) if so, the details thereof indicating officials *prima facie* found to be linked and identities of the foreign firms involved therein;

(c) the details of actions initiated, if any, against the entities concerned;

(d) whether Government contemplates to review the existing procedures in defence procurement with view to streamline the same to ensure transparency and to eliminate bribery and kick-backs;

(e) if so, details thereof; and

(f) if not, the rationale therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) Yes, Sir.

(b) During May, 2009 CBI had arrested Shri Sudipta Ghosh, former DGOF and Chairman OFB and four other persons on charges of demanding and obtaining illegal gratification, criminal conspiracy and criminal misconduct under Sections 8 and 12 of the Prevention of Corruption Act.

The foreign firms alleged to be involved are:

(i) Israeli Military Industries (IMI), Israel

(ii) Singapore Technologies (ST) Kinetics

(iii) BBT, Poland

(iv) Media Architects Pte Ltd., Singapore.

(c) The Ministry of Defence has decided to put on hold for the present all pending procurement and acquisition cases involving the firms figuring in the FIR registered by CBI.

(d) to (f) Yes, Sir. An exercise to review the Defence Procurement Procedure-2008 for increasing transparency in procurements is under way.

Incidents of fire in defence depots

‡451. SHRI AMIR ALAM KHAN: Will the Minister of DEFENCE be pleased to state:

- (a) the number of the incidents of fire taken place in the ordnance depot during the last three years;
- (b) the separate details of the loss of arms and ammunitions and loss of life and property in each case;
- (c) whether Government has conducted inquiry in every case;
- (d) if so, the outcome of the every enquiry and action taken thereon; and
- (e) the measures being taken by Government to check the recurring of such incidents in future and safeguarding the interests of the citizens?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) During the last three years only one incident of fire has taken place in 21 FAD, Khundroo, J&K on 11.8.2007. Nineteen people died and ammunition worth Rs.1313 crores approximately was destroyed in the incident. The civil administration has made a preliminary estimate of collateral damage to crops, fruits, livestock and buildings for Rs.39.33 crores.

2. A Court of Inquiry has been ordered by the Army. A number of measures have been taken to check the recurrence of such incidents in future:

- (i) All Depots have updated safety and security instructions.
- (ii) All Depots have been inspected by a Board of Officers to check adequacy of safety and security arrangements.
- (iii) 225 trucks for fire fighting have been provided to the units.
- (iv) Unserviceable ammunitions is being disposed off on priority.

MIG air crash

452. SHRI N. BALAGANGA: Will the Minister of DEFENCE be pleased to state:

- (a) the total number of MIG air crashes during the last three years and the casualties therein;
- (b) the details of loss incurred due to the frequent air crashes;
- (c) whether Government has found out the reasons for the continued MiG air crashes; and
- (d) if so, whether Government has evaluated any measures to contain such air crashes in future?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) A total number of 22 MiG aircraft of the Indian Air Force have crashed from 1.4.2006 till date. There were 3 casualties in these crashes. Each accident is investigated through a Court of Inquiry and remedial measures are undertaken accordingly to check their recurrence in future and also assessed loss incurred. Besides,

‡Original notice of the question was received in Hindi

a continuous and multi-faceted effort is always underway to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels, ability to exercise sound judgement and situational awareness of pilots are being pursued. Constant interaction with Original Equipment Manufacturers (OEMs), both indigenous and foreign, is also maintained to overcome the technical defects of aircraft. In addition, anti-bird measures are also undertaken.

Strengthening of coastal security system

453. SHRI NANDAMURI HARIKRISHNA:

SHRI M.V. MYSURA REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) in view of the serious lapses in the country's coastal security system, whether it is a fact that his Ministry has decided to set up 9 Coast Guard Stations in the country;

(b) if so, the details of the proposal;

(c) the details of Coast Guard Stations proposed to be set up along the coast of Andhra Pradesh;

(d) whether the Ministry can also consider for covering the entire coast of the country with radar; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) The Government has approved setting up of nine (9) additional Coast Guard Stations in the country including one station at Nizampatnam in Andhra Pradesh. Appropriate steps have been taken for strengthening coastal surveillance and security, which includes installation of radars.

Probing crashes of Sukhoi SU 30 MKI

454. SHRI MAHENDRA MOHAN:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a team of Russian experts has recently visited India to probe the crash of the Sukhoi SU 30 MKI aircraft of the Indian Air Force (IAF);

(b) if so, the details of the reports submitted by the experts Russian teams;

(c) whether in the past few months a large number of Aircrafts of Defence forces have crashed; and

(d) if so, the details thereof and steps taken by Government to check such accidents?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Yes, Sir. A team of Russian experts has visited India to probe the crash of the Sukhoi 30 MKI aircraft of the Indian Air Force. The report forms a part of the proceedings of the Court of Inquiry, which is under finalization.

(c) and (d) Eight aircrafts have crashed during the past 6 months (1.1.2009 to 30.6.2009). Each accident is investigated through a Court of Inquiry and remedial measures are undertaken accordingly to check their recurrence in future. Besides, a continuous and multi-faceted effort is always underway to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels, ability to exercise sound judgement and situational awareness of pilots are being pursued. Constant interaction with Original Equipment Manufacturers (OEMs), both indigenous and foreign, is also maintained to overcome the technical defects of aircraft. In addition, anti-bird measures are also undertaken.

Violation of Indian Air Space by a US military aircraft

455. SHRIMATI SHOBHANA BHARTIA:

SHRI N.K. SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether a US military aircraft flying from Pakistan intruded into Indian Airspace on 19th June, 2009 and was forced to land at the International airport in Mumbai;

(b) if so, the details thereof;

(c) whether the Indian Air Force and DGCA have decided to conduct a joint inquiry into the incident;

(d) if so, whether such violation of our airspace is dangerous one; and

(e) if so, what steps his Ministry propose to take to check such airspace violation?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) On 19th June, 2009, an AN-124 aircraft belonging to Volga Dnepr Airlines of Russia, hired by United States Air Force violated Indian airspace and was asked to land at Mumbai International airport.

(c) to (e) No decision has been taken to conduct a joint inquiry into the incident. Any violation of our airspace is a security threat. Continuous vigil is maintained by the Indian Air Force over Indian airspace. Comprehensive Standard Operating Procedures are in place to counter such airspace violations. Close integration between Indian Air Force and concerned civil security agencies is maintained.

Purchase of missiles from Israel

456. SHRI NANDAMURI HARIKRISHNA:

SHRI M.V. MYSURA REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) the details of agreement entered into between India and Israel since 2004;

(b) whether it is a fact that recently DRDO entered into contract with Israel to import medium-range surface-to-surface air missiles; and

(c) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Procurement of defence items including missiles is made from various indigenous as well as foreign sources including Israel in accordance with the well laid down defence procurement procedure. This is a continuous process undertaken for the modernization of the Armed Forces to keep them in a state of readiness to meet any eventuality.

Defence Research and Development Organisation (DRDO) has not entered into any contract with Israel to import Medium Range Surface-to-Surface Air Missile. DRDO has, however, entered into a contract with Israel Aerospace Industry (IAI), Israel for joint development of Medium Range Surface-to-Air Missile in 2009.

Fake drugs manufactured in China

457. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government is aware that the fake drugs manufactured in China are being pushed into various markets in India with 'Made in India' tag;

(b) if so, the details thereof;

(c) whether Government has only registered a strong protest with the Chinese mission and China's foreign trade ministry and not any concrete steps taken to ban entry of such fake drugs in India; and

(d) if so, what immediate steps Government proposes to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI JYOTIRADITYA M. SCINDIA): (a) to (d) Three cases of import of bulk drugs from unregistered sources originating from China and Hong Kong were detected at Chennai sea port by the officers of Central Drugs Standard Control Organization (CDSCO).

The import of drugs from unregistered source is not permitted under the Drugs and Cosmetic Act 1940 and Rules 1945. Further action as warranted under the law is being taken.

Vacancies in Defence Production Departments

458. SHRI MOHAMMED AMIN:

SHRI TAPAN KUMAR SEN:

Will the Minister of DEFENCE be pleased to state:

(a) whether Annual Direct Recruitment Plan (ADRP) has been withdrawn;

(b) if so, whether action has been taken to fill up the vacancies in Defence Production Departments including Ordnance Factories; and

(c) the existing vacancies (category-wise) in the above departments and the present status of recruitment to fill the posts?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) Ministry of Personnel, Public Grievances and Pensions has decided, *vide* their O.M. No. F.No.2/8/2001-PIC, dated 9th April 2009, not to extend the validity of Optimisation Scheme (Annual Direct Recruitment Plan) beyond 31.3.2009.

(b) Yes, Sir.

(c) The information is being collected and will be laid on the Table of the House.

Modernisation of prison administration

459. SHRI P. RAJEEVE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any scheme has been formulated by the Ministry for the modernization of prison administration;

(b) if so, the details of the scheme; and

(c) what would be the role of the State Government in the implementation of this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. In order to improve the condition of prison., prisoners and the prison staff, the Central Government launched a non-plan scheme namely "Modernization of Prisons" in 2002-03 in 27 States with an outlay of Rs. 1800 crore on a cost sharing basis in the ratio of 75:25 between the Central and State Governments respectively. The scheme has now ended on 31.3.2009. The main components of the scheme were:

(i) Construction of new prison and additional barracks.

(ii) Expansion, repair and renovation of existing prisons.

(iii) Construction of staff quarters for prison persons.

(iv) Improvement in sanitation and water supply.

In the 5th year, 10% of the amount was allowed to be spent on modernization of prison administration and correctional activities.

The Government of India has also initiated the process of formulating second phase of the scheme of Modernization of the Prisons.

(c) Under the scheme of modernization of prison started in 2002-03 funds to the State Government were provided in the cost sharing ratio of 75:25 between the Central and State Governments respectively. The central share of funds were released to the State Governments after approval of their Annual Action Plan wherein details of project to be undertaken were approved by Central Empowered Committees. The State Governments were required to make budget provision for providing matching share of 25%. The State Governments implemented the scheme once the perspective as well as Annual Action Plans are approved by the Central Empowered Committee. The State Governments were required to submit physical and financial progress the Government of India on quarterly basis.

Transparency in defence deals

460. SHRI ISHWAR SINGH:

SHRI N.K.SINGH:

SHRIMATI MOHSINA KIDWAI:

Will the Minister of DEFENCE be pleased to state:

- (a) whether Government has recently blacklisted some defence companies which indulges in corruption;
- (b) if so, the details thereof;
- (c) whether Government has taken any steps to bring transparency in the procurement of defence items; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M PALLAM RAJU): (a) and (b) Yes, Sir. The Government has recently decided to put on hold for the present dealings with the under mentioned companies:

- (i) Israeli Military Industries, Israel
- (ii) Singapore Technology, Singapore
- (iii) BBT, Poland
- (iv) Media Architects Pte Ltd. Singapore
- (v) HYT, Pune
- (vi) TS Kishan & Co. Pvt Ltd., New Delhi
- (vii) R.K. Machine Tools, Ludhiana

These companies figure in the FIR recently registered by CBI against a former DGOF and some others.

(c) and (d) Yes, Sir. The exercise to review Defence Procurement Procedure (DPP)-2008 for increasing transparency in procurement is under way.

Purchase of combat aircrafts

461. SHRI SUBHASH PRASAD YADAV: Will the Minister of DEFENCE be pleased to state:

- (a) whether Government proposes to ink any defence purchase deal involving combat aircraft;
- (b) if so, the details thereof; and
- (c) the time by when it is likely to be completed?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) A proposal for procurement of quantity 126 Medium Multi Role Combat Aircraft (MMRCA) for the Indian Air Force (IAF) is under consideration of the Government. The proposal is at Field Evaluation Trials stage.

(c) The field evaluation trials will be followed by commercial discussion and conclusion of contract after approval of the competent authority. The contract is likely to be concluded in the financial year 2010-2011.

Threat of flood due to diversion of channel of Brahmaputra

462. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that diversion of a channel of Brahmaputra at Matmora in Dhakuwankhana area of Assam is under serious threat of erosion and heavy silt deposition covering large area of cultivable land to desert as reported;

(b) if so, the details of immediate measures taken by State and Central Government to protect the flood affected people and their livestock by rehabilitating them;

(c) whether any Central package has been declared for these flood and erosion affected people; and

(d) if so, the details of utilization in Assam by State Government and beneficiaries till date?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes, Sir. As informed by the State Government of Assam, a breach had occurred during July 2008, in the embankment of river Brahmaputra at Matmara in Dhakuwakhana area of Assam and consequently, the flood water entered through this breach to country side causing severe erosion and depositing huge volume of silt on paddy fields thereby converting cultivable land barren and desert in almost all the inundated areas of Matmara. The flood water affected about 30,620 families covering 139 villages.

(b) As an immediate measures, the State Govt of Assam sanctioned *ex-gratia* grant at the rate of Rs.2,000 per affected family and an amount of Rs.4.67 crore was distributed. Gratuitous relief to the flood affected families was also distributed as reported by the State Government.

(c) In order to close the above breach, the State Govt of Assam submitted a scheme "Raising & strengthening to Brahmaputra dyke from Sissikalghar to Tekliputa including closing of breach by retirement and anti erosion measures (to protect Majuli and Dhakuakhana areas against flood devastation by the Brahmaputra)" with an estimated cost Rs. 142.42 crore for implementation with Central assistance which was approved and included under "Flood Management Programme" by Government of India for Central assistance (with 90% Central grant). The first instalment of Central assistance amounting to Rs.99 crore was released to the State Government of Assam in March, 2009.

(d) As reported by the State Government, an amount of Rs.35 crore has been utilized by the State Government of Assam from the Central grant of Rs.99 crore released in March, 2009 for closure of the breach.

Modernisation programme for Armed Forces

463. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government is pursuing a modernization programme for the Armed Forces; and

(b) if so, whether Government will take up the restructuring of the Armed Forces to allow for better coordination and reduced duplication/overlap of work amongst the three services?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Modernization of Armed Forces is a continuous process based on threat perception, technological changes and available resources.

To synergize and optimize the capabilities of the three Services for joint war fighting, restructuring of Armed Forces is underway. The three Services have taken steps towards achieving jointness in various operational, training and administrative fields and significant strides have been made in this regard. The Long Term Perspective Plans of the three Services are analyzed and suitably merged to evolve a Long Term Integrated Perspective Plan at Headquarters Integrated Defence Staff, thus avoiding duplication and overlap of effort and achieving better coordination and synergy amongst the three Services.

Laying of Kelkar Committee Report on the Table of Houses of Parliament

464. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Vijay Kelkar Committee submitted its report in two parts, *inter-alia* making recommendation on the funding of the Ordnance Factory Board;

(b) whether it is a fact that after consideration of the Report, Government has accepted 26 out of 36 of its recommendations, but the Report has not been laid in Parliament; and

(c) if so, whether Government proposed to lay the same in Parliament; if not, why?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) to (c) The Report of the Kelkar Committee was submitted to the Government of India in two parts. Part-I deals with strengthening self reliance in defence preparedness. This part contains 40 recommendations, out of which 30 have been implemented. Of the balance, 1 has been dropped and 9 are presently under examination. Part-II deals with revitalizing defence public sector undertakings and ordnance factories. Out of the total 19 recommendations in this part, 5 have been implemented, while in the case of 11 recommendations no further action is envisaged. Of the balance, 2 are under examination, while 1 has been dropped. The Report of the Kelkar Committee is not being laid in Parliament as it deals with details on matters which are of a sensitive nature and have a bearing on national security.

Crashes of fighter aircrafts

465. SHRI RAJIV PRATAP RUDY: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that large number of modern fighter aircrafts inducted for National Defence has been lost in series of crashes;

(b) if so, the details of crashes during the last one year;

(c) whether any specific reason have been identified for such crashes; and

(d) if so, the remedial actions thereof, and policy of Government thereon?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) There have been 10 air crashes/accidents involving fighter aircraft of Indian Air Force during the last one year from 29.6.2008 to 28.6.2009. Each accident is investigated through a Court of Inquiry and remedial measures are undertaken accordingly to check their recurrence in future. Besides, a continuous and multi-faceted effort is always underway to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels, ability to exercise sound judgment and situational awareness of pilots are being pursued. Constant interaction with Original Equipment Manufacturers (OEMs), both indigenous and foreign, is also maintained to overcome the technical defects of aircraft. In addition, anti-bird measures are also undertaken.

Bringing relief for counter-insurgency on par with war victims

466. SHRI MOHD. ALI KHAN: Will the Minister of DEFENCE be pleased to state:

- (a) whether the army has sent proposal on compensation in counter-insurgency cases to bring relief on par with war victims for their brave acts;
- (b) if so, the details thereof and the action taken thereon; and
- (c) the special package prepared so far like giving land and cash for their children survival and educational continuance for the minority people?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) Army Headquarters have sent a proposal for uniform rate of *ex-gratia* payment in case of death of Defence Forces Personnel in all kinds of military operations viz. Counter Insurgency Operations, International Wars or War-like engagements. The proposal is under consideration of the Government. Educational scholarship is awarded to children of Armed Forces personnel killed/missing/permanently disabled in counter-insurgency operations. Land is given to some of the gallantry award winners by the respective State Governments based on their policies.

Centre unaware of ban on Maoist organisations

†467. SHRI SHREEGOPAL VYAS: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the Central Government was aware of the fact that the Maoist organisations has not been banned before the Lalgarh incidents took place;
- (b) if so, whether the concerned State Government was advised about the necessity to do so; and
- (c) if so, what was the response of the State Government in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) The Communist Party of India (Maxist-Leninist) - People's War, all its formations and front organizations and Maoist Communist Centre (MCC), all its formations and front organizations are included in the schedule of the Unlawful Activities (Prevention) Act 1967. These organizations and

†Original notice of the question was received in Hindi

their constituents have merged together and formed the Communist Party of India (Maoist) in the year 2004. The Central Government has *vide* order dated 22.06.2009 included Communist Party of India (Maoist) all its formations and front organizations in the schedule to the Unlawful Activities (Prevention) Act, 1967.

Charging for use of Defence Boats and Aircrafts during national calamities

468. SHRI N. BALAGANGA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government is charging for the use of Defence Aircrafts and Boats during the flood and havoc; and

(b) if so, whether there is any proposal with the Government to provide Defence Aircrafts and Boats at free of cost?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) No charges are levied for deployment of Army resources for any natural calamities.

(b) Does not arise.

Revision of pay of Defence Personnel

469. DR. JANARDHAN WAGHMARE: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is serious enough to revise and hike the salaries of the Defence personnel;

(b) whether a decision has been taken to give the benefits of the Sixth Pay Commission recommendations to them; and

(c) if so, when will it be implemented?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) Yes, Sir. Pay and allowances of Defence personnel have been revised as per the recommendations of Sixth Central Pay Commission with some modifications, 40% of arrears have already been paid.

(c) Revised orders on pay and allowances have been implemented with effect from 1st January, 2006 and 1st September, 2008 respectively.

Report on disturbances in Lalgah

470. SHRI RAJEEV SHUKLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government has asked the West Bengal Government to submit a detailed report on the recent disturbances created by Maoist takeover of Lalgah;

(b) if so, the details of the report; and

(c) the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) State Governments including West Bengal, send status report on law and order periodically which *inter alia* includes status of naxal activities in their States.

State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. Recently, two additional Battalions of Central Para-Military Forces and four teams of Cobra Battalions were provided to West Bengal for dealing with Left Wing Extremism.

Modernizing communication and intelligence sharing networks

471. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government is undertaking an exercise at modernizing the communication and information sharing networks between State Police and Central Intelligence agencies; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. Action has been initiated for establishment of online, dedicated and secure connectivity between all the designated Members of Multi-Agency Centre (MAC), MAC and the Subsidiary Multi-Agency Centres (SMACs) in 30 Important identified locations and between the SMACs and the State Special Branches.

Naxalite attacks

472. SHRI KAMAL AKHTAR:

SHRI NAND KISHORE YADAV:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the incidents of naxalite attacks in various parts of the country during the last one year till 1st July, 2009, State-wise;

(b) the details of the persons killed/injured, State-wise and incident-wise;

(c) whether any compensation has been paid to the kins/dependents of persons killed/injured;

(d) if so, the details thereof, incident-wise, case-wise during the last one year till 1st July, 2009; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (e) State-wise details are given below:

State	2008		2009 (Upto 30.6.2009)	
	Incidents	Deaths	Incidents	Deaths
1	2	3	4	5
Andhra Pradesh	92	46	34	10
Bihar	164	73	118	43
Chhattisgarh	620	242	285	148

1	2	3	4	5
Jharkhand	484	207	364	122
Madhya Pradesh	7	-	1	-
Maharashtra	68	22	100	57
Orissa	103	101	162	40
Uttar Pradesh	4	-	4	1
West Bengal	35	26	56	34
Others	14	4	4	-
TOTAL :	1591	721	1128	455

Central Government reimburse to the States as per the schematic guidelines of Security Related Expenditure Scheme, which *inter alia* provides for insurance for security forces deployed and also *ex-gratia* of Rs. 3 lakh for security forces and Rs. 1 lakh for civilians killed in Left Wing Extremist violence.

Interconnecting all police stations in the country

473. SHRIMATI MOHSINA KIDWAI: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether Government has recently decided to interconnect all the 14000 police stations in the country with network infrastructure and IT enabled tracking system;
- (b) if so, whether it is a fact that only a few police stations had been connected through the cyber network under the previous plan; and
- (c) if so, the time by when all the police stations in the country are likely to be connected through the cyber network?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Sir. Under the Crime and Criminal Tracking Network & Systems (CCTNS) Project, which is proposed to be Implemented as a Mission Mode Project, about 14000 Police Stations and 6000 other police offices at various levels would be interconnected through a nationwide networked infrastructure for evolution of IT-enabled state-of-the-art tracking system around "investigation of crime and detection of criminals" in the real time.

(b) Police stations were not connected through the cyber network under the previous plan, namely, the Common Integrated Police Application (CIPA) Programme.

(c) The Police Stations are likely to be connected by the end of 2010-2011.

Damages due to cyclone storm 'Aila'

474. SHRIMATI SHOBHANA BHARTIA:

DR. JANARDHAN WAGHMARE:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether a large number of people were killed and several rendered homeless after a devastating cyclonic storm 'Aila' hit the Southern district of West Bengal as reported in all the newspapers on 26th May, 2009;

- (b) if so, whether the State Government has asked the help of army for rescue operations;
- (c) if so, the details of assistance rendered by the Union Government to the State Government and details of reports submitted by the Central team;
- (d) whether there was a proposal to create special teams to deal with the victims of natural calamities; and
- (e) if so, the present status of such teams etc.?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) The cyclone "Aila", which hit coastal areas of West Bengal, affected large areas in North 24 Parganas, South 24 Parganas and East Medinipur districts and in the adjoining districts on 25th May, 2009. As per information received from the State Government, this cyclone has taken a toll of 137 human lives and affected over 63.90 lakh persons.

The Government of India had provided logistic support to the State by deploying personnel alongwith boats from Army, Navy, Coast Guard and National Disaster Response Force (NDRF) besides helicopters from Air Force for rescue and relief operations and evacuating the marooned people.

Upon receipt of a memorandum from Government of West Bengal, an Inter-Ministerial Central Team visited the affected areas on 6th-9th June, 2009 and submitted a detailed damage assessment report and recommended assistance from National Calamity Contingency Fund (NCCF). These recommendations relate to quantum of relief in case of human death, damage to houses, loss of animals and food stock as well as damage to agricultural crops and infrastructure in the State.

The High Level Committee (HLC) has considered the request of the State Government and decided to defer the decision on items relating to housing and road sectors, for want of area-wise details from the Government of West Bengal. In respect of the other sectors, assistance of Rs. 478.27 crore from NCCF has been approved.

- (d) No Sir.
- (e) Question does not arise.

Naxal attack in Gadchiroli district of Maharashtra

475. PROF. ALKA BALRAM KSHATRIYA:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether a large group of Naxalites have recently struck in Western Maharashtra's Gadchiroli District in the month of May this year and killed a large number of police personnel;
- (b) if so, the details thereof;
- (c) whether the activities of Naxalites are spreading in many parts of the country and there is a need to put a check on their activities; and

(d) if so, the strategies Union Government proposes to adopt to crush their activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) On 21st May 2009 16 police personnel were killed in Gadchiroli district of Maharashtra.

(c) and (d) Till June, 2009, 1128 incidents of naxal violence with 455 casualties were reported from 11 States; 82.35% of these incidents and 77.58% of the casualties were reported from Bihar, Chhattisgarh, Jharkhand & Orissa.

Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central Paramilitary Forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernisation and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Left wing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Central Ministries.

Impact of global recession on textile industry

476. SHRI P. RAJEEVE: Will the Minister of TEXTILES be pleased to state:

- (a) how many textile units have faced crisis due to the impact of global recession;
- (b) how many employees lost their jobs due to the crisis;
- (c) whether any step has been taken by Government to give immediate relief to this sector; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (d) As in case of manufacturing sectors all over the world, in India too, the manufacturing sector, including textile sector, has faced the impact of global economic slowdown. India's textiles exports have marginally declined by 5.31% in dollar terms during April-February' 2008-09 over the corresponding period of previous financial year. The Government is conscious of any possible job loss in textiles sector. However, no specific or definite number of job loss has been reported so far.

The Government is in continuous dialogue with the industry, which is passing through a challenging time. The Government is closely monitoring both the domestic & international economic developments and had announced two stimulus packages on 7th December, 2008 and 2nd January, 2009 to boost exports, arrest the impact of economic slow down and to improve liquidity. These measures/packages have helped to meet the crisis to a great extent. The measures announced under the above two stimulus packages, *inter alia*, include:-

- i) Additional allocation of Rs.1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS).
- ii) All items of handicrafts to be included under 'Vishesh Krishi & Gram Udyog Yojana (VK&GUY)'.¹
- iii) Across-the-board cut of 4% in the *ad-valorem* Cenvat rate till 31.3.2009.
- iv) Interest subvention of 2% upto 31.3.2009 subject to a minimum of 7% per annum on pre and post-shipment export credit (since extended to 30.9.09 in the Union Budget 2009-10).
- v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products.
- vii) Refund of Service Tax on foreign agent commissions of upto 10% of FOB value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme.
- viii) Credit targets of Public Sector Banks revised upward to reflect, the needs of the economy.
- ix) State Level Bankers Committee would hold meetings for resolution of Credit issues of MSMEs.
- x) Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%.
- xi) DEPB rates restored to pre-November, 2008 levels and extended till 31.12.2009.
- xii) Duty Drawback on knitted fabrics enhanced retrospectively from 1.9.2008.

Incidents of Naxal attacks

477. SHRI D. RAJA:

SHRI M.P. ACHUTHAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the incidents of Naxal attacks took place in different parts of the country during the current year giving the details of the people and police personnel killed in each such incidents; and

(b) what steps are proposed to be taken by the new Government at the Centre to contain the naxal problem?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) During 1st January 2009 to 30th June 2009, 1128 incidents of Left Wing Extremist violence were reported with 455 deaths including deaths of 255 civilians and 200 security forces.

Concerned States take appropriate action to deal with Left Wing Extremism Issues in the State. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernisation and upgradation of the State Police Forces and their intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); reimbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Ministries.

Coordinated operations to flush out Naxalites

478. DR. T. SUBBARAMI REDDY:

SHRI RAJEEV SHUKLA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Union Government had initiated coordinated operations to flush out Naxalites in various parts of the country;

(b) if so, whether his Ministry had also called Director General of Police from Andhra Pradesh, Chhattisgarh, Maharashtra and Orissa;

(c) if so, whether in February, 2009, 10 policemen were killed in Bihar by Naxal attacks and also same number of policemen were killed in Naxal attacks in Maharashtra; and

(d) if so, to what extent Centre's action along with State Governments to check Naxal menace has been able to flush out Naxalites, and to what extent steps taken have been fully implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a), (b) and (d) Taking action against naxal activities is a continuous process. Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Government and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and

Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Left wing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes* of different Central Ministries. Various institutional mechanisms have been put in place for monitoring and reviewing the naxal situation at the central level. Task Force under Special Secretary (Internal Security), MHA coordinates inter-State joint anti-naxal operations, sharing of Intelligence and other Inter-State related issues. A meeting of this Task Force was held in the month of Feb. 09 in which , *inter alia* Directors General of Police from Andhra Pradesh, Chhattisgarh, Maharashtra and Orissa took part.

(c) No, Sir. On 1st February, 2009, 10 policemen were killed in Nawada district of Bihar and on 9th February, 2009 15 policemen were killed in Gadchiroli district of Maharashtra in naxal attacks.

Supreme Court directive on infiltration from Bangladesh

479. SHRI N.K. SINGH:

SHRI ISHWAR SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Supreme Court has recently asked the Union Government to take all possible measures to ensure that no illegal immigration and infiltration of Bangladeshis into India takes place;

(b) if so, whether on the directions of Supreme Court, the Union Government has since taken any concrete steps to identify Illegal Bangladeshi immigrants in the country and also to deport them; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes, Sir.

(b) and (c) In order to check illegal infiltration from Bangladesh, the Government of India has adopted multi-pronged approach including the following:

- (i) Construction of border fencing, roads and flood lighting.
- (ii) Round the clock surveillance of the border by the Border Security Force.
- (iii) Setting up of 1185 Border Out Posts (BOPs) along Indo-Bangladesh Border to reduce the inter BOP distance for effective border domination, of which 802 BOPs have already been established. Setting up of remaining 383 BOPs have been sanctioned.

- (iv) Induction of hi-tech surveillance equipment including night vision devices. Central Government is vested with the powers to deport a foreign national under section 3(2) (c) of the Foreigners Act, 1946. These powers to identify and deport illegally staying foreign nationals have also been delegated to the State Governments/Union Territory Administrations. The procedure for the detection and deportation of illegal Bangladeshi immigrants has also been set out and circulated to State Governments/UT Administrations who are implementing the same on a continuous basis.

Naxalite infiltration in Chhattisgarh

†480. SHRI BALAVANT ALIAS BAL APTE:

SHRI SHREEGOPAL VYAS:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether naxalite infiltration from neighbouring States is continuing in Chhattisgarh;
- (b) the steps taken to check the same; and
- (c) the progress made in the work pertaining to setting up of Joint Intelligence network?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) The Maoists carry on their activities irrespective of State boundaries. Inter-state movement of Maoist cadres from Chhattisgarh to adjoining States of Andhra Pradesh, Jharkhand, Orissa, Maharashtra and Madhya Pradesh and *vice versa* have been reported.

Mechanism for inter-State coordination in respect of sharing of intelligence and Inter-State joint anti-naxal operations is already in place.

Illegal migration from neighbouring countries

481. SHRI LALIT KISHORE CHATURVEDI:

DR. GYAN PRAKASH PILANIA:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the details of India's long and porous borders with the neighbouring countries;
- (b) the details of illegal migration from the neighbouring countries, especially from Bangladesh;
- (c) the details of the involvement of nationals from neighbouring countries in terrorist acts in India; and
- (d) the action taken to protect national borders, to contain illegal migration and to check terrorist activities?

†Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) India shares 15,106.7 km of land border with 7 neighbouring countries. The length of India's border with these countries is as follow:-

Sl. No.	Name of the neighbouring countries	Length of the border (in km)
1	Bangladesh	4,096.70
2	China	3,488
3	Pakistan	3,323
4	Nepal	1,751
5	Myanmar	1,643
6	Bhutan	699
7	Afghanistan	106
TOTAL :		15106.70

(b) and (c) The Government is aware of some incidences of illegal migration from neighbouring countries, especially from Bangladesh in to India. However, as this activity takes place clandestinely, no specific details about the magnitude of illegal migration in to India from neighbouring countries are available. As per the available information, there is involvement of foreign nationals from neighbouring countries in terrorist acts in India. Besides, in few cases there has been use of the soil of neighbouring countries in terrorist acts India.

(d) In order to protect national borders, to contain Illegal migration and to check terrorist activities the Government of India has adopted a multi pronged approach including the following:-

(i) Construction of border fencing, patrol roads & flood lighting along Indo-Bangladesh and Indo-Pakistan border;

(ii) Round the clock surveillance of the borders by Border Guarding Forces;

(iii) For effective domination of international borders by the Border Guarding Forces, additional 509 Border Out Posts have been sanctioned for Indo-Pakistan and Indo-Bangladesh border;

(iv) Introduction of modern surveillance equipments including night vision devices, etc. for effective border domination;

(v) Up-gradation of intelligence machinery.

Besides, the Government has been taking various steps to contain illegal migration and to check terrorist activities which *Inter-alia* include, empowerment of the State Governments and Union Territories' Administration under section 3 (2) (c) of the Foreigner's Act, 1946 to detect and deport foreign nationals illegally staying in India and strengthening of State police forces. Administrative

instructions are also being issued from time to time to the State Governments and Union Territories administration to contain illegal migration. The detection and deportation of foreign nationals/illegal migrant is a continuous process and action is being taken by the Government regularly. Deployment of adequate Para Military Forces has been done in the border areas and coordinated joint actions are carried out regularly by State Police and Border Guarding Forces.

Action plan to strengthen police and intelligence machinery

482. SHRI VIJAY JAWAHARLAL DARDA:

DR. T. SUBBARAMI REDDY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether nearly three months after PM proposed 100 day plan to address emergency security challenges, the Home Ministry had finalized action plan to strengthen police and intelligence machinery;

(b) if so, whether under 100 days action plan the Ministry prepared details for how police, internal security, Naxal and other wings thereof would provide better security infrastructure across country;

(c) if so, what action on the action plan has been taken; and

(d) to what extent the security has been strengthened in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) A Yes, Sir. The Action Plan to strengthen Police and Intelligence machinery includes, *inter-alia*, initiatives for gearing up intelligence machinery, sharing of intelligence and operational co-ordination between different agencies of the Central and the State Governments; establishment of online, dedicated and secure connectivity between designated Members of Multi-Agency Centre (MAC), MAC and the Subsidiary Multi-Agency Centres (SMACs) in 30 important identified locations and between the SMACs and the State Special Branches to enhance the level of preparedness and upgrade the security infrastructure; modernizing, strengthening and up-gradation of the State Police and security forces; establishment of NSG hubs in 4 locations; activation of the National Investigation Agency; amendment of the CISF Act to enable deployment of CISF in Joint Ventures or Private Industrial undertakings; expediting procurement of equipment and weaponry; etc. and these security arrangements are being reviewed from time to time.

Steps taken to decongest jails

483. SHRI RAJEEV SHUKLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Indian jails are facing acute shortage of space in keeping convicts/undertrials;

(b) what is the total number of jails and its capacity; and

(c) the steps taken to decongest the jails?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, Sir. At the end of 2007, the overcrowding in Indian prisons exist to the extent of 135.7%.

(b) As per the data compiled by the National Crime Record Bureau (NCRB), the total number of jails in the country at the end of 2007 was 1276. The total authorized capacity of these jails is 277304.

(c) With a view to reduce the overcrowding in jails, the Government of India has taken following measures:

- (i) Amendment in Code of Criminal Procedure, 1973 by inserting a new article viz 436A on 23.6.2006 which provide that where an undertrial prisoner other than the one accused of an offence for which death has been prescribed as one of the punishments, has been under detention for a period extending to one-half of the maximum period of imprisonment, provided for the alleged offence, he should be released on his personal bond, with or without sureties. It also provides that in no case will an undertrial prisoner be detained beyond the maximum period of imprisonment for which he can be convicted for the alleged offence. Further, Section 436 (1) of the Code of Criminal Procedure, 1973 has also been amended on 23.6.2006 to make a mandatory provision that if the arrested person is accused for a bailable offence and he is an indigent and cannot furnish surety, the Court shall release him on his execution of a bond without sureties.
- (ii) Setting up of Fast Track Courts for disposal of long pending cases.
- (iii) Introduction of scheme of Plea Bargaining from 5.7.2006.

Apart from the above steps, the Government of India has also initiated the process of formulating second phase of the scheme of Modernisation of Prisons after consultation with the States/UTs in the All India Conference of jail Ministers/Principle Secretaries (Prison)/DG/IG (Prisons) held in April 2008. Apart from other components being proposed in the second phase, the emphasis shall be laid on construction of new jails/additional barracks so as to address the problem of overcrowding.

Villages captured by Maoists in West Bengal

484. SHRI NAND KISHORE YADAV:

SHRI KAMAL AKHTAR:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether Maoists have captured hundreds of villages in West Bengal;
- (b) if so, the details thereof; and
- (c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) No, Sir. However, Maoist activities and violence were recently reported in West Midnapore district of West Bengal. State Government has been dealing with the situation successfully and Central Government has supplemented the resources of the State Government in terms of deployment of Central Para-Military Forces, funds under Modernization of State Police Forces and Security Related Expenditure Schemes.

Extortion by Naxalites

†485. SHRI RAM JETHMALANI:

SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the naxal violence affected States of Jharkhand, Chhattisgarh, Andhra Pradesh, Orissa, Bihar, West Bengal and Maharashtra have a reign of "Red Empire" from where the naxalites extort around Rs. 1500 crores;

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

(c) whether it is also a fact that the Home Minister of Maharashtra has also confirmed an increase in the spate of naxal violence;

(d) whether it is also a fact that these naxal activities have international nexus; and

(e) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Available inputs indicate extortion from contractors, businessmen, industrialists, transporters, etc., in naxal affected States of Jharkhand, Chhattisgarh, Andhra Pradesh, Orissa, Bihar, West Bengal and Maharashtra. Exact quantum of extortion is not known.

(c) There has been an increase in naxal violence in Maharashtra.

(d) and (e) Available inputs indicate that the Left Wing Extremist groups, particularly, the CPI (Maoist) maintain fraternal links with communist parties of several countries. Government is maintaining a close watch on the situation and takes appropriate action as are necessary.

Criteria for funding erosion under CRF and NCCF

486. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that erosion caused by diversion of rivers and river channels which has uprooted lakhs of families throughout the country and the huge loss of fertile cultivable and habitable land are not considered as calamity or disaster entitled for funding under CRF and NCCF; and

(b) if so, the reasons therefor and how this calamity has been categorized for adequate relief, rehabilitation and reclamation of land?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) The issue of inclusion of specific calamities in the list of identified natural calamities for the purpose of incurring expenditure from Calamity Relief Fund (CRF) comes under the purview of the successive Finance Commissions. The 12th Finance Commission, the Award of which is in operation during the years 2005-10, had also *inter-alia* considered the proposal for inclusion of soil erosion and changes in course of rivers, however not recommended as one of the calamities qualifying for assistance from Calamity Relief Fund and National Calamity Contingency Fund.

†Original notice of the question was received in Hindi

The concerned State Governments are required to provide assistance for relief, rehabilitation and reclamation of land from their Plan/own resources, to the population affected due to erosion.

Talks with naxalites

†487. SHRI SHREEGOPAL VYAS:

SHRI BALAVANT ALIAS BAL APTE:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether talks with naxalites has been initiated in any State;
- (b) if so, what has been the outcome thereof;
- (c) if not, whether Central Government is contemplating to hold talks with them; and
- (d) the names of the States which have made a request to that effect?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) States Governments have, from time to time, appealed to the Left Wing Extremists to abjure violence and hold talks with the Government on any issues that are of concern to them. Central Government does not have any Information whether any State Government is now engaged in any talks with the Left Wing Extremists. As far as the Central Government is concerned, it will welcome such talks between State Governments and Left Wing Extremists provided Left Wing Extremists abjure violence and give up their so-called "armed struggle". There is no proposal for the Central Government to hold talks directly with the Left Wing Extremists.

Schemes for Jail Reforms

488. SHRI S.S. AHLUWALIA: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether Government has been implementing schemes for Jail Reforms in the country;
- (b) if so, the details thereof indicating recommendations, if any, based on which the same are implemented and the period of its commencement with particular references to issues like providing adequate medical care to ailing detainees, segregation of hardened criminals in custody from undertrial detainees etc.;
- (c) whether Government has reviewed the situation in jails across the country especially in terms of their respective capacity to accommodate detainees *vis-a-vis* detainees being actually held therein; and
- (d) if so, State and UT-wise details thereof as on March 31, 2009?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes Sir. The Govt. of India had constituted following committees for various jail reforms in the country:

- (i) All India Jail Reforms Committee in 1980 headed by Justice A.N. Mulla (Retired) which gave its report in 1983.
- (ii) Kapoor Committee (1986) to examine and review various aspects of administration and management of prisons, especially in the context of security and discipline in prisons and suggest measures for their improvement.

†Original notice of the question was received in Hindi

(iii) National Expert Committee on Women Prisoners (1986) headed by Justice Krishna Iyer to examine the situation of women in Jails.

The aforesaid Committees gave various recommendations relating to prison buildings, living conditions in prison, training of prison personnel, strengthening of security, providing medical and psychiatric services to prisoners and providing facilities to women prisoners and their children. Majority of recommendations pertained to the State Governments. 'Prison' being a State subject, recommendations pertaining to State Governments were forwarded to them for appropriate necessary action.

The Government of India has also prepared a model prison manual for the superintendence and management of prisons in India. The manual was circulated to all the States in 2003 for its guidance and adoption. The manual has exclusive chapter which deals with the segregation of various kind of prisoners.

In order to implement the recommendations, the Government of India launched a non-plan scheme namely "Modernization of Prisons" in 2002-03 in 27 States with an outlay of Rs.1800 crore on a cost sharing basis in the ratio of 75:25 between the Central and State Governments respectively. The scheme has now ended on 31.3.2009.

(c) and (d) Yes Sir. As per statistics compiled by the National Crime Record Bureau, there were 376396 prisoners at the end of 2007 in various Jails in the country against the total authorized capacity of 277304 prisoners. The State-wise details of total number of Jail, authorized capacity and inmate population is given as per Statement.

Statement

Number of jails, available capacity, population of inmates and occupancy rate in States/UTs as on 31-12 2007

Sl.No.	State/UT	Total No. of Jails	Available Capacity	Inmate population	Occupancy Rate
1	2	3	4	5	6
1	Andhra Pradesh	134	12710	15045	118.4
2	Arunachal Pradesh *	-	-	-	-
3	Assam	27	6357	8705	136.9
4	Bihar	55	29598	39638	133.9
5	Chhattisgarh	27	5407	10451	193.3
6	Goa	5	356	366	102.8
7	Gujarat	24	6519	11842	181.7
8	Haryana	18	10482	13093	124.9
9	Himachal Pradesh	13	1131	1435	126.9
10	Jammu and Kashmir	12	3050	2299	75.4
11	Jharkhand	27	10738	17936	167.0
12	Karnataka	99	12144	13052	107.5
13	Kerala	43	3765	6742	179.1
14	Madhya Pradesh	120	20448	32712	160.0

1	2	3	4	5	6
15	Maharashtra	153	20901	25892	123.9
16	Manipur	2	970	444	45.8
17	Meghalaya	4	530	665	125.5
18	Mizoram	6	1163	941	80.9
19	Nagaland	10	1290	501	38.8
20	Orissa	70	10603	15368	144.9
21	Punjab	26	11742	15972	136.0
22	Rajasthan	105	17554	14687	83.7
23	Sikkim	2	196	226	115.3
24	Tamil Nadu	134	20321	16599	81.7
25	Tripura	11	1065	1317	123.7
26	Uttar Pradesh	61	37843	76180	201.3
27	Uttarakhand	0	2139	2709	126.6
28	West Bengal	53	20222	18598	92.0
	TOTAL States :	1250	269244	363415	135.0
29	A & N Islands	4	309	413	133.7
30	Chandigarh	1	1000	501	50.1
31	D & N Haveli	1	60	28	46.7
32	Daman & Diu	2	120	66	55.0
33	Delhi	10	6250	11605	185.7
34	Lakshadweep	4	16	22	137.5
35	Puducherry	4	305	346	113.4
	TOTAL (UTs) :	26	8060	12981	161.1
	TOTAL (All-India) :	1276	277304	376396	135.7

* Jails do not exist

Areas affected by Naxal menace

489. DR. GYAN PRAKASH PILANIA: Will the Minister of HOME AFFAIRS be pleased to state:

- the State-wise total number of Naxal incidents, security forces killed, civilians killed, Naxals killed, during 2005, 2006, 2007 and 2008;
- whether Naxal menace is increasing;
- which are worst affected three States; and
- the total number of States and districts and police stations affected?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) The Statement is enclosed. (See below)

(d) On the basis of LWE violence profile, 83 districts of 9 States have been included in the Security Related Expenditure Scheme of the Ministry, under which expenses of the State Governments for anti-naxal operations are reimbursed.

Statement

State	2005				2006				2007				2008			
	Inci- dents	Civilians killed	Security Forces killed	Naxal killed	Inci- dents	Civilians killed	Security Forces killed	Naxal killed	Inci- dents	Civilians killed	Security Forces killed	Naxal killed	Inci- dents	Civilians killed	Security Forces killed	Naxal killed
Andhra Pradesh	535	186	22	161	183	37	10	133	138	43	2	45	92	45	1	36
Bihar	186	72	24	11	107	40	5	6	135	45	22	2	164	52	21	15
Jharkhand	312	92	27	7	310	81	43	20	482	149	8	13	484	169	38	49
Chhattisgarh	385	121	47	32	715	304	84	74	582	171	198	66	620	157	85	76
Madhya Pradesh	20	2	1	0	6	1	0	0	9	2	0	0	7	0	0	1
Maharashtra	94	29	24	3	98	39	3	19	94	22	3	5	68	17	5	9
Orissa	42	13	1	3	44	5	4	15	67	15	2	7	103	28	73	8
Uttar Pradesh	10	1	0	4	11	5	0	4	9	3	0	1	4	0	0	1
West Bengal	14	6	1	0	23	9	8	2	32	6	0	0	35	19	7	0
Others	10	2	6	4	12	0	0	1	17	4	1	2	14	3	1	4
TOTAL :	1608	524	153	225	1509	521	157	274	1565	460	236	141	1591	490	231	199

Naxalism a Rs. 1500 crore redcorridor empire

490. SHRI S.S. AHLUWALIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of Government was drawn to the news report in media highlighting Naxalism today is a Rs. 1500 crore red-corridor empire, thriving in absence of writ of Government across the vast stretch of our land;

(b) if so, the response of Government thereto;

(c) whether Government has taken any step during the last five years aimed at containing the spread of lawlessness being perpetrated under the guise of extreme-Left ideologies viz., Naxalism/Maoism, especially in the remote and backward regions;

(d) if so, the details thereof; and

(e) the outcome of such steps found so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) As per available inputs, Maoists collect 'levy' in their strongholds from contractors, tendu patta collectors, big landlords, businessmen etc. In the States of Andhra Pradesh, Bihar, Jharkhand, Chhattisgarh, Madhya Pradesh, Maharashtra, Orissa, West Bengal and Uttar Pradesh. State Governments have been taking appropriate action to counter such activities.

(c) to (e) Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated Joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Central Ministries.

CRPF recruitment scandal

491. SHRI RAMDAS AGARWAL: Will the Minister of HOME AFFAIRS be pleased to state;

(a) whether Government's attention has been drawn to CRPF recruitment scandal which has led to arrest of nine persons including IG of CRPF, involving racket in which Rs. 225 crore was involved and touts charged up to Rs. 3 lakh for every constable's appointment;

(b) if so, when the scandal came to light; and

(c) whether it is a fact that IG, CRPF had been found indulging in similar corrupt practices two years ago but not punished for being "Kingpin" and despite adverse entries by superior in his confidential report?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) Yes, a case of alleged of irregularities in CRPF has come to the notice of the Government.

(b) 01.05.2009

(c) A case regarding lack of supervision and frequent contact with some civilians during Bihar recruitment in 2007 came to light and displeasure of Director General, CRPF was conveyed the concerned IG, CRPF on 2.9.2008.

States affected by Naxal-Maoist activities

492 SHRI RAJIV PRATAP RUDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether thirteen States in India have been affected by Naxal-Maoist activities establishing a Red Corridor;

(b) whether it is a fact that large number of Naxal violence has been reported in last few years including some lately;

(c) if so, the details thereof; and

(d) the steps taken by Government to contain Naxal violence?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Sir. Talk of so called red corridor is baseless propaganda.

(b) to (d) Till June, 2009, 1128 incidents of naxal violence with 455 casualties were reported from 11 States; 82.35% of the casualties were reported from Bihar, Chhattisgarh, Jharkhand & Orissa. Details of naxal violence from 2006 to 2008 are as below:

	2006	2007	2008
Incidents	1509	1565	1591
Deaths	678	696	721

Government has adopted an integrated approach in dealing with LWE Activities in the arenas of security, developments and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of

Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and capacity building of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police Forces, sharing of Intelligence, facilitating inter-State coordination, launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Central Ministries.

Providing Indian Citizenship to Pakistanis living in Kerala

493. SHRI A. VIJAYARAGHAVAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the State Government has submitted any request for providing Indian citizenship to those Keralities who had Pakistani passport;
- (b) if so, the details thereof;
- (c) the total number of applications received by these Keralities for Indian citizenship; and
- (d) the details of the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) Requests for grant of Indian Citizenship are considered under the Provisions of Section 5 and Section 6 of the Citizenship Act, 1955 and Rules there under. As per rule 7 & 9 of the Citizenship Rules, 1956, the applications for grant of Indian Citizenship are received and processed at different stages by State/Central Government. No specific provision for grant of Indian Citizenship to Keralities, who had Pakistani Passports, has been made in the Citizenship Act, 1955 and Rules made thereunder. No centralized data of such applications received from Keralities for Indian Citizenship is maintained.

Efficacy of NDMA for handling terrorism related disasters

494. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether our National Disaster Management Authority (NDMA) is fully equipped to handle all kinds of disasters especially relating to counter-terrorism;
- (b) if so, as response speed is decisive factor, whether they need clearance from other bodies for starting operations and depending upon others for infrastructure requirements; and
- (c) whether ground-level drills are organized periodically to monitor efficacy of the disaster management techniques?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) NDMA is capable of handling various types of disasters. However,

disasters such as terrorist incidents etc., that need close involvement of security forces and/ or intelligence agencies, are not handled by NDMA.

(b) In relation to natural disasters such as Cyclones, Floods, Earthquakes etc., the NDMA has necessary infrastructure in the form of National Disaster Response Force (NDRF) for providing specialist response. The general superintendence, direction and control of NDRF rests with NDMA.

(c) NDMA regularly organizes mock drills in different parts of the country periodically to test the efficacy of disaster management techniques.

National Security Guard in Metros

495. SHRI A. ELAVARSAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of National Security Guard formed in metros by Government after Mumbai Terror Attack;

(b) whether Government will increase the number of NSG Commandos fully trained with modern technological defence system in the coming years; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) The Government has established four Regional Hubs of the National Security Guard (NSG) at Hyderabad, Mumbai, Chennai and Kolkata.

(b) and (c) The Government has already approved the setting up of two Regional Centres of NSG at Hyderabad and Kolkata apart from the four Regional Hubs. For this a total of 10904 additional posts have been approved for NSG. Required modern arms/equipments etc have also been sanctioned by the Government. NSG Commandos undergo regular requisite training.

Funds to Madhya Pradesh for countering Naxalism

†496.SHRI RAGHUNANDAN SHARMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Madhya Pradesh comes under the Naxalite affected areas; and

(b) if so, funds provided by the Central Government security thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. During 2008-09, Rs. 399.86 lakh has been released to Madhya Pradesh under the Security Related Expenditure (SRE) Scheme; Rs. 293 lakh released under the Special Infrastructure Scheme and Rs. 4037 lakh provided under Modernisation of State Police Forces Scheme.

Status of investigation into Mumbai attacks

497. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of HOME AFFAIRS be pleased to state:

†Original notice of the question was received in Hindi

(a) the status of the investigation into the 26/11 terror attacks in Mumbai *vis-a-vis* Intelligence and Security in Centre and State;

(b) the steps that have been taken by Government to ensure that slip-ups in institutions, organizations and personnel are identified and there will be no recurrence of such incidents; and

(c) whether Government has finalized a code of conduct/protocol for media coverage in the event of any future attacks?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) As per available information, Mumbai Terrorist Attacks case is being tried *vide* Sessions Case No. 175/2009. The trial in these cases is in progress before the Sessions Court, Mumbai and so far, 107 witnesses have been examined.

(b) The Government has been, on a continuing basis, reviewing the security arrangements in the light of emerging challenges, including terrorism, and a number of important decisions and measures have been taken. These measures include augmenting the strength of Central Para-Military Forces; amendment of the CISF Act to enable deployment of CISF in joint venture or private industrial undertakings; establishment of NSG hubs at Chennai, Kolkata, Hyderabad and Mumbai; empowerment of DG, NSG to requisition aircraft for movement of NSG personnel in the event of any emergency; strengthening and re-organising of Multi-Agency Centre to enable it to function on 24x7 basis for real time collation and sharing of intelligence with other intelligence and security agencies; and development of online and secure connectivity between Multi-Agency Centre, Subsidiary Multi-Agency Centres and State Special Branches. The Unlawful Activities (Prevention) Act, 1967 has been amended and notified in 2008 to strengthen the punitive measures to combat terrorism. The National Investigation Agency has been constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts in the Schedule.

(c) Ministry of Information & Broadcasting has constituted a Media Consultative Committee for media facilitation, *inter alia*, to serve as a forum of regular consultations between Government and various professional media bodies, provide a platform for exchange of views on concerns of civil society, and to discuss concerns of media organizations on various regulatory/policy/procedural matters.

Steps for safety of people affected by Naxal attacks

498. MS. SUSHILA TIRIYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that more than 200 people have been killed in Naxal attacks since January, 2009;

(b) if so, the details thereof; and

(c) what steps have been taken for safety of the people who are affected by the Naxal attacks?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) During 1st January to 30th June 2009, 455 people have been killed which include 255 civilians and 200 security forces.

(c) Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination; launching special intra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Ministries.

Extent of damage due to cyclone 'Aila' in West Bengal

499. SHRIMATI HEMA MALINI: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether Government is aware about the recent cyclone 'Aila' in West Bengal;
- (b) the worst affected districts and the number of houses uprooted and number of lives lost;
- (c) whether Government is providing relief to those affected by sending medicines, potable water and milk powder for children;
- (d) whether any financial assistance is also being provided to the affected areas; and
- (e) if so, the amount thereof, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (e) Cyclone 'Aila' which hit coastal areas of West Bengal, is reported to have caused severe damage in North 24 Parganas, South 24 Parganas and East Medinipur districts. Darjeeling district has also been affected due to heavy rainfall which resulted in landslide.

According to the information received from the Government of West Bengal over 8.00 lakh houses have been damaged and 137 human lives lost.

Execution of relief operations in the wake of natural calamities is primarily the responsibility of the State Government concerned. Government of India supplements the efforts of the State Government by providing logistic and financial support, whenever required.

The Government of India has provided medical supplies, baby food for the areas affected by cyclone "Alia".

The High Level Committee (HLC) has now considered the request of the Government of West Bengal seeking additional financial assistance from NCCF in wake of cyclone 'Aila' of the State Government and decided to defer the decision on items relating to housing and road sectors, for want of area-wise details from the Government of West Bengal. In respect of the other sectors, assistance of Rs. 478.27 crore from NCCF has been approved.

In addition to the above Government of India has released to West Bengal the 1st installment of Central share of Calamity Relief Fund (CRF) for the year 2009-10 amounting of Rs. 98.965 crore.

District-wise allocation of relief fund comes under the purview of the State Government concerned.

Cities becoming asylums of Maoists

‡500. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that according to intelligence inputs of Central Government, sensitive places of cities of New Delhi, Punjab, Haryana, Uttar Pradesh and Uttarakhand have become asylums of red arms (Maoists); and

(b) if so, the details of actions being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) As per available inputs, certain Maoist activities have come to notice in Delhi, Punjab, Haryana, Uttar Pradesh and Uttarakhand. However, there is no report of Maoist violence in these areas.

Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include modernization and upgradation of the State Police under the Scheme for Modernization of State Police Forces (MPF scheme); sharing of Intelligence; facilitating inter-State coordination; and assistance in development works through a range of schemes of different Central Ministries.

Utilization report under CRF from Assam

501. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Assam has not yet submitted the utilization report on Central Relief Fund (CRF) received till 2007-08;

‡Original notice of the question was received in Hindi

(b) if so, the details thereof;

(c) the details of amount allocated and released to the Government of Assam considering the urgency to provide various relief and rehabilitation to the flood and erosion affected families in Assam for 2008; and

(d) if not, the year-wise details of amount allocated and utilization made so far in different heads till May, 2009?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) No Sir.

(b) Does not arise.

(c) to (d) As per the Scheme of financing the assistance for relief expenditure, the State Governments concerned are primarily responsible for undertaking necessary relief measures in the wake of natural disasters which include flood. The events of erosion are not covered under the notified list of identified natural disasters. Distribution of relief on ground is the responsibility of the State Government concerned. The Government of India supplements the efforts of the State Governments by providing logistic and financial support. For this purpose a Calamity Relief Fund (CRF) has been constituted with an allocated amount for each State, which is contributed by the Government of India and the State Government in the ratio of 3:1.

The State Level Committee headed by the Chief Secretary of the concerned State is fully authorized under the Scheme of CRF to operate the Fund as per the items and norms of assistance approved by the Government of India. In the event of a calamity of a severe nature, in which the requirement of funds for relief operations is beyond the funds available in the States CRF account, additional Central assistance is also considered from National Calamity Contingency Fund (NCCF), after following the established procedure.

Detailed of allocation and release of Central share of Calamity Relief Fund (CRF) and additional funds released from National Calamity Contingency Fund (NCCF), are as under:-

(Rs. in crore)

Year	Allocation under CRF	Central share	Center's share of CRF released	Released from NCCF
2005-06	193.06	144.79	144.79	0.00
2006-07	198.62	148.97	148.97	0.00
2007-08	204.48	153.36	153.36	0.00
2008-09	210.63	157.97	157.97	300.00*
2009-10 (till date)	217.07	162.80	0.00	0.00
TOTAL :	1023.86	767.89	605.09	300.0*

* Released on 'on account' basis from NCCF.

As per the Scheme of CRF, Accountant General in charge of account of the State shall maintain account of the Fund in the normal course. The Comptroller and Auditor General of India would cause audit of CRF to be conducted every year in terms of purposes of the CRF Scheme. As per the information received from AG (A&E), Assam, has reported the balance of Rs. 643.57 crore in CRF account as on 1st April, 2008.

Existence of ISI in Assam and NE States

502. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government is aware of the existence of ISI in Assam and North Eastern States; and

(b) if so, the details of action taken by State and Central Government in this regard to control and prevent them from carrying out their activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) While inputs have been received from time to time indicating that some of the underground groups operating in the North Eastern States have developed links with external agencies, including Pakistan ISI, there are no specific inputs available to suggest existence of Pakistan ISI in the North Eastern States.

The Government has pursued a well-coordinated multi-pronged approach which includes strengthening the border management to check infiltration, galvanizing the intelligence machinery, improved technology, weaponry and equipments for security forces both at the Centre and in the States neutralizing plans of terrorist groups/anti-national elements/ISI agents by well coordinated intelligence based operations. As a result of the coordinated action by the Central and State Intelligence and security agencies, a number of Pak based terrorist/espionage modules have been detected/neutralized in various parts of the country including in North East.

Declaring cyclone 'Aila' in West Bengal as National Disaster

503. SHRI PRASANTA CHATTERJEE:

SHRI R.C. SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any request has been received in his Ministry from the Government of West Bengal for declaring cyclone Aila in West Bengal as a national disaster;

(b) if so, the details thereof;

(c) whether it is a fact that the Government of West Bengal has sought Rs. 1000 crore as assistance from Centre to rehabilitate the affected people and provide other relief; and

(d) if so, the details thereof and the action that has so far been taken by his Ministry in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPALLY RAMACHANDRAN): (a) and (b) Yes, Sir. The Primary responsibility for undertaking relief operations is the responsibility of the State Governments; Government of India supplements the efforts of State Government by providing logistic and financial support. Calamity Relief Fund has been established, corpus of which is shared between Centre and State in the ratio of 3:1. This fund is operated by the State Level Committee headed by Chief Secretary for undertaking relief measures as per the items and norms approved by the Government of India.

In case the requirement of funds for relief operations in the event of a calamity of a severe nature, when resources in the CRF are inadequate, additional assistance is considered from National Calamity Contingency Fund, (NCCF), which is 100% funded by the Govt. of India. As such in case of calamity of a 'severe nature', the support to the concerned State Govt. is provided at the National level in the form of logistic and financial support in order to meet the situation effectively. There is no provision in these Schemes for declaring a calamity as a "National Calamity".

(c) and (d) Yes, Sir. As per the information available in MHA, State Government has an amount of Rs.414.70 crore in the CRF account, for undertaking relief operations in the cyclone affected areas. It was therefore decided that the memorandum of the State Government may be processed as per laid down procedure for approval of funds from National Calamity Contingency Fund (NCCF).

The High Level Committee (HLC) has now considered the request of the Government of West Bengal seeking additional financial assistance from NCCF in wake of cyclone "Aila" and decided to defer the decision on items relating to housing and road sectors, for want of area-wise details from the Government of West Bengal. In respect of the other sectors, assistance of Rs. 478.27 crore from NCCF has been approved.

Report of Central team on West Bengal cyclone

504. SHRI R.C. SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central team which toured the State of West Bengal to assess the damage caused due to cyclone 'Aila' submitted its report;

(b) if so, the details of recommendation made by the Central team; and

(c) what action Ministry has so far contemplated on the report?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) Upon receipt of a Memorandum from Government of West Bengal, an Inter-Ministerial Central Team visited the affected areas on 6th -9th June, 2009 and submitted a detailed damage assessment report and recommended assistance from National Calamity Contingency Fund (NCCF). These recommendations relate to quantum of relief in case of loss of lives, damage to houses, loss of animals and food stock as well as damage to agricultural crops and infrastructure in the State.

The High Level Committee (HLC) has considered the matter and decided to defer the decision on items relating to housing and road sectors, for want of area-wise details from the Government of West Bengal. In respect of the other sectors, assistance of Rs. 478.27 crore from NCCF has been approved.

Multi-purpose Identity cards

505. SHRI SANJAY RAUT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government proposes to issue Multi-purpose Identity Cards to all the citizens in the country;

(b) if so, the details thereof; and

(c) the time by when Multi-purpose Identity Cards are likely to be provided to the citizens?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (c) The Government has proposed to create a National Population Register (NPR) in the country for which details on specific characteristics of each individual shall be collected at the time of 2011 Census. Besides this information, there will be photographs and finger biometrics of all those who are 18 years of age and above. The NPR for the coastal villages in 9 maritime States of Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal and 4 Union Territories (UTs) of Daman and Diu, Lakshadweep, Andaman and Nicobar Islands and Pudducherry, will be created ahead of 2011 Census during 2009-10, as one of the measures to strengthen the coastal security. The scheme for direct data collection in the coastal villages has been approved by the Government. Identity (smart) cards, are proposed to be issued to all those usual residents in these coastal villages who are of 18 years of age and above.

Status of coastal security scheme

506. SHRI O.T. LEPCHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what is the status of coastal security scheme;

(b) whether all the infrastructure promised under the scheme has been provided to all the States and Union Territories;

(c) if not, the reasons for the delay;

(d) whether Government is facing difficulty in procuring the speed boats etc. required/promised under the scheme; and

(e) what efforts are being made to procure the speed boats etc. in time and by when everything will be in place?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) A comprehensive Coastal Security Scheme, which is a supplemental initiative, was approved in January, 2005 for implementation over a five year period commencing

2005-06. The Scheme is under implementation in nine coastal States; viz. Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Orissa and West Bengal, and four coastal Union Territories, viz. Daman and Diu, Lakshadweep, Pondicherry and Andaman and Nicobar Islands. Under the Scheme, 73 coastal police stations, 97 check posts 58 outposts and 30 operational barracks have been approved. The scheme also provides for 204 patrol boats fitted with modern navigational and maritime equipment for patrolling in coastal waters, and 153 jeeps and 312 motorcycles for patrolling along the coast. A lump sum assistance of Rs.10 lakhs per police station is also provided for computers and equipments, etc. The approved five-year outlay for the Scheme is Rs.400 crores for non-recurring expenditure and Rs.151 crores for recurring expenditure on fuel, maintenance and repairs of vessels and training of personnel.

So far, 59 coastal police stations have been operationalised. Supply of interceptor boats to the States/UTs has also started. 50% funds for construction of buildings (coastal police stations, check-posts, out-posts and barracks) to coastal States and full funds for construction work to Union Territories were initially released. Balance of funds for construction of buildings to the coastal States is released on the basis of progress of construction of the buildings. While some of the States/UTs have made considerable progress in construction activities, the progress in other States/UTs has been relatively slow. Local problems at the State level, like non-availability of land etc., have caused some delay. The physical and financial status of the scheme is given in Statement - I (See below).

(d) and (e) No, Sir. As per the contract signed in March, 2008, for supply of boats under the Coastal Security Scheme, the original delivery schedule was to commence from April, 2009 and complete by April, 2011. But, in view of the recent Mumbai incidents, a need was felt for expeditious supply of boats to the States/Union Territories. Accordingly, the delivery schedule of the boats has been compressed by six months. The supply of boats has started and 14 boats have been delivered to coastal States/UTs by June, 2009. The boats are now regularly being delivered and all the boats are expected to be in place as per compressed delivery schedule.

Statement

Financial Status of Release under the Coastal Security Scheme (as on 30.06.2009)

S.No.	Name of State/ UT	Approved Outlay (Rs. in lakhs)	Total release of funds (Rs. in lakhs)
1	2	3	4
1	Gujarat	5842.60	816.000
2	Maharashtra	4092.60	460.800
3	Goa	1653.50	122.450
4	Karnataka	2711.90	211.900
5	Kerala	4356.00	120.600

1	2	3	4
6	Tamil Nadu	4408.00	647.000
7	Andhra Pradesh	3267.00	279.000
8	Orissa	2722.50	83.370
9	West Bengal	3353.40	203.900
10	Puducherry	544.50	44.500
11	Lakshadweep	936.80	136.800
12	Daman and Diu	668.35	68.350
13	Andaman and Nicobar Islands	2604.00	77.788
	SUB-TOTAL :	37161.15	3272.458
14	Training charges to Coast Guard	-	136.609
15	Payments for Boats	-	8830.17
16	Custom Duty for Boats	-	1357.286
	GRAND TOTAL :	37161.15	13596.47

Status of Physical progress of Coastal Security Scheme on 30.06.2009

State/UT	Coastal Police Stations					
	Sanctioned Nos.		Mode Operational	Construction complete	Construction in progress	Construction not yet started
1	2	3	4	5	6	7
Gujarat	Coastal PS	10	10	9	1	-
	Check-post	25	Nil	1	7	17
	Out-post	46	Nil	3	32	11
Maharashtra	Coastal PS	12	12	-	4	8
	Check-post	32	9	18	Nil	14
	Barracks	24	Nil	17	Nil	7
Goa		3	3	-	1	2
Karnataka		5	5	5	-	-
Kerala		8	1	1	-	7
Tamil Nadu	Coastal PS	12	12	12	Nil	-
	Check-post	40	16	16	19	5
	Out-post	12	Nil	2	4	6
Andhra Pradesh	6	6	6	-	-	
Orissa		5	0	-	2	3
West Bengal	Coastal PS	6	4	-	-	6
	Barracks	6	Nil	Nil	Nil	6
Pondicherry		1	1	-	-	1

1	2	3	4	5	6	7
Lakshadweep		4	4	-	2	2
Daman and Diu		1	1	-	1	Nil
A and N Islands	-	-	-	-	-	
TOTAL :	Coastal PS	73	59	33	11	29
	Check-post	97	25	35	26	36
	Out-post	58	Nil	5	36	17
	Barracks	30	Nil	17	Nil	13

Lack of funds for parks in NDMC area

†507.SHRI ALI ANWAR ANSARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that New Delhi Municipal Council does not have the required fund and manpower for the maintenance and development of parks in its area due to which there is no improvement in the condition of parks;

(b) if so, the time by when Government would fulfil the Council's requirements;

(c) whether the development work carried out in the park situated in phase-I, Baba Kharag Singh Marg lacks quality and the track made recently is in damaged condition; and

(d) if so, the action to be taken against the officers responsible for the same?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) No, Sir. The New Delhi Municipal Council has sufficient funds and manpower for maintenance of parks owned and maintained by it.

(b) Does not arise.

(c) and (d) No, Sir. However, whenever any deficiency regarding maintenance of parks is noticed, the same is attended to quickly.

Funds to Bihar under Police Modernisation Scheme

†508.SHRI ALI ANWAR ANSARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Government provides fund to the Naxal affected States for the Modernization of Police Force (MPF) so as to make the forces deployed at affected areas capable of facing Naxalites;

(b) if so, the funds demanded by the State of Bihar under this head and the allocation made by the Centre under different heads for the modernization of police; and

(c) the details of Government's plan for development of Naxal affected areas and the allocation made for Bihar under the same, district-wise?

†Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes, Sir. During the year 2000-01 to 2007-2008, funds amounting to Rs. 276.52 crore has been provided to the State Government of Bihar under the Scheme for Modernisation of State Police Forces (MPF). During 2008-09 an amount of Rs.29.66 crore was released to State Government of Bihar under the Scheme. Besides this, an additional amount of Rs.12 crore was allocated to Bihar in 2008-09 as 100% Central assistance under the MPF Scheme for 6 naxal affected districts of Arwal, Aurangabad, Gaya, Jamuli, Jehanabad and Rohtas for construction of new police stations and fortification of police stations. Since the State Government submitted an Action Plan Rs.11.91 crore to the Ministry of Home Affairs against the allocated funds, an amount of Rs.11.91 crore was released for the six naxal affected districts.

(c) The Government has adopted an integrated approach in dealing with Left-Wing Extremist activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central Para Military Forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions; setting up Counter Insurgency und Anti-Terrorism (CIAT) schools; modernisation and upgradation of the State Police and their intelligence apparatus under Scheme for Modernisation of State Police Forces (MPF Scheme); reimbursement of security-related expenditure under the Security Related Expenditure(SRE) scheme; filling up critical infrastructure gaps under the Scheme for Special Infrastructure in Left Wing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of intelligence; facilitating inter-State coordination; launching special Ultra-State and inter-State coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Central Ministries.

Under the Security Related Expenditure (SRE) Scheme, an amount of Rs.1474.90 lakh was released to Bihar during the period 2002-03 to 2008-09. An amount of Rs.1605.00 lakh was released to Bihar Government in the year 2008-09 for two districts, namely Aurangabad and Gaya under the Scheme for Special Infrastructure in Left Wing Extremism affected States.

Additional security force to tackle Naxal violence in M.P.

†509.SHRIMATI MAYA SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Central Government would consider to raise a separate force to stop Naxalites attacks in Naxal affected areas;

(b) if so, the effective steps proposed to be taken by the Central Government for stopping the Naxalites attacks;

†Original notice of the question was received in Hindi

(c) whether Government of Madhya Pradesh has demanded for additional force from Central Government to tackle the Naxal violence; and

(d) if so, by when Central Government would made available the additional force?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. 10 Commando Battalion for Resolute Action (CoBRA) have been sanctioned in Central Reserve Police Force (CRPF), out of which two battalions have been raised during 2008-09. In addition, provision has been made for conversion of two-companies in each India Reserve (IR) Battalion as Commando Companies trained in Jungle Warfare, with a central assistance of Rs. Three crore per company.

(c) No, Sir. However, one CPMF Battalion is already deployed on long term basis for assisting State Police Forces in anti-naxal operations in the State.

(d) Does not arise.

Setting up Federal Police Service

510. SHRI RAJKUMAR DHOOT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government has decided to set up a Federal Police Service to have jurisdiction over entire territory of India to deal with terrorism;

(b) if so, the details thereof; and

(c) if not, what other effective steps are proposed to be taken to deal with terrorism unhindered by current restrictions?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) No, Sir.

(b) Does not arise.

(c) The Government has been, on a continuing basis, reviewing the security arrangements in the light of emerging challenges, including terrorism, and a number of important decisions and measures have been taken. These measures include augmenting the strength of Central Para-Military Forces; amendment of the CISF Act to enable deployment of CISF in joint venture or private industrial undertakings; establishment of NSG hubs at Chennai, Kolkata, Hyderabad and Mumbai; empowerment of DG, NSG to requisition aircraft for movement of NSG personnel in the event of any emergency; strengthening and re-organising of Multi-Agency Centre to enable it to function on 24X7 basis for real time collation and sharing of intelligence with other intelligence and security agencies; and development of online and secure connectivity between Multi-Agency Centre, Subsidiary Multi-Agency Centres and State Special Branches. The Unlawful Activities (Prevention) Act, 1967 has been amended and notified in 2008 to strengthen the punitive measures to combat terrorism. The National Investigation Agency has been constituted under the National Investigation Agency Act, 2008 to investigate and prosecute offences under the Acts in the Schedule.

Extent of loss to GDP due to disasters

511. SHRI MOHD. ALI KHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that as per the review of World Bank direct disaster losses on an average amount of 2 per cent of India's GDP and consume up to 12 per cent of Central Government's revenues yearly;

(b) if so, the facts and details thereof; and

(c) the crucial areas identified for such disasters?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) As per World Bank study, published in June 2003, India lost upto 2.25% of its GDP and upto 12.15% of Central Government revenues during 1996-2000 due to natural disasters. India is vulnerable to various types of disasters: 55% of its land is prone to earthquake, 8% is vulnerable to cyclone and 5% vulnerable to flood.

CAG'S report on slow pace of MPF

†512. SHRI PRABHAT JHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that questions have been raised in CAG's report with regard to slow pace of Modernization of Police Force (MPF);

(b) if so, the details of the reasons therefor; and

(c) the steps taken/being taken by Government to complete the task of modernization of police force at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) Yes, Sir. As per the C&AG's report titled "Audit Evaluation of Modernisation of Police Force in India — January, 2009", the constraints in Modernisation of Police Force, *inter-alia*, included lack of coordination between revenue and police departments in making the land available for police housing and infrastructure creation, sub-optimal levels of manpower position, lack of training in handling sophisticated technology, inadequate preparation to absorb the new technology, etc. However, the report has observed that almost all States had been benefited from the Ministry of Home Affairs' enhanced funding programme.

(c) Although 'Police' is a State subject and it is primarily the responsibility of the State Governments to modernize and equip its police forces adequately, the Ministry of Home Affairs is supplementing the efforts of State Governments in modernising its police forces by providing Central assistance under the Scheme for Modernization of State Police Forces (MPF Scheme). During the period 2000-01 to 2008-09, a total amount of Rs. 8856.83 crore was released by the Ministry of Home Affairs to States under the Scheme.

†Original notice of the question was received in Hindi

During the current financial year, out of BE 2009-10 allocation of Rs.820 crore, an amount of Rs. 129.83 crore has been released to State Governments under the Scheme. The modernization of State police forces is an ongoing process and the Central Government has been assisting the State Governments in their police modernization efforts.

CAG report has been followed-up with all State Governments to ensure immediate remedial action. Since February, 2009, a system of concurrent audit on quarterly basis has also been introduced to ensure effective utilization of the MPF Scheme.

Gujarat Control of Organised Crime Bill

513. SHRI S.S. AHLUWALIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Gujarat Control of Organised Crime Bill, 2003 (GUJCOCA), passed by the Gujarat Legislative Assembly to deal with terrorism related incidents in the State has been refused President's assent;

(b) if so, the details thereof;

(c) the details of amendment, if any, advised by Central Government in the GUJCOCA to Gujarat Government;

(d) whether similar provisions are incorporated in the Maharashtra namely, the Maharashtra Control of Organised Crime Act, 1999 (MACOCA); and

(e) if so, the reasons behind refusal to give assent to the GUJCOCA, 2003?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (c) The Gujarat Control of Organised Crime Bill, 2003 has been returned to Governor of Gujarat on 25.6.2009 together with President's message dated 24.6.2009 to the Legislature of Gujarat to reconsider it and (i) to delete Clause 16, (ii) to substitute 'may' for 'shall' after the words 'Special Court' occurring in Clause 20(2) and bring the proviso in line with the proviso to Section 43D (2) of the Unlawful Activities (Prevention) Amendment Act, 2008, and (iii) to amend Clause 20(4) to bring it in conformity with Section 43 D (5) of the Unlawful Activities (Prevention) Amendment Act, 2008.

(d) Yes, Sir.

(e) The assent to the Maharashtra Control of Organised Crime Act, 1999 (The Maharashtra Act No. XXX of 1999) was given on 24th April, 1999 presumably in accordance with the then policy of the Government. Subsequently, there has been a change in the policy of the Central Government and the Central Government is of the opinion that all subsequent State Acts should be in line with the Unlawful Activities (Prevention) Amendment Act, 2008, as approved by Parliament.

Central assistance to States in view of Naxal attacks

514. SHRI N.R. GOVINDARAJAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Naxal menace is increasing in the country day by day particularly recent Maoist attack at Lalgah, West Bengal;

(b) the details of Naxalite incidents that occurred in the country during the last two years, State-wise;

(c) the number of civilians and police personnel killed in these incidents and the details of the Central assistance provided to the State Government; and

(d) the steps taken by Government to curb such activities in our country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): (a) to (d) State-wise statistics of naxal violence during 2006 to 2009 (June) is given in Statement (*See below*).

Government has adopted an integrated approach in dealing with LWE activities in the arenas of security, development and public perception. State Governments deal with the various issues related to naxalite activities in the States. The Central Government supplements their efforts in several ways. These include deployment of Central paramilitary forces (CPMFs) and Commando Battalions for Resolute Action (CoBRA); sanction of India Reserve (IR) battalions, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools; modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Force (MPF scheme); re-imbursement of security-related expenditure under the Security Related Expenditure (SRE) Scheme; filling up critical infrastructure gaps under the scheme for Special Infrastructure in Leftwing Extremism affected States; assistance in training of State Police through Ministry of Defence, Central Police Organisations and Bureau of Police Research and Development; sharing of Intelligence; facilitating inter-State coordination launching special intra-State and inter-state coordinated joint operations, assistance in community policing and civic actions and assistance in development works through a range of schemes of different Central Ministries.

Statement

State-wise extent of naxalite violence

State	2006		2007		2008		2009 upto 30.6.2009 (30.6.2008)*	
	Incidents	Deaths	Incidents	Deaths	Incidents	Deaths	Incidents	Deaths
1	2	3	4	5	6	7	8	9
Andhra Pradesh	183	47	138	45	92	46	34(45)	10(26)
Bihar	107	45	135	67	164	73	118(88)	43(35)
Chhattisgarh	715	388	582	369	620	242	285(273)	148(106)
Jharkhand	310	124	482	157	484	207	364(234)	122(101)

1	2	3	4	5	6	7	8	9
M.P.	6	1	9	2	7	-	1(3)	-
Maharashtra	98	42	94	25	68	22	100(31)	57(9)
Orissa	44	9	67	17	103	101	162(61)	40(72)
Uttar Pradesh	11	5	9	3	4	-	4(1)	1(-)
West Bengal	23	17	32	6	35	26	56(26)	34(17)
Others	12	-	17	5	14	4	4(4)	-(2)
TOTAL :	1509	678	1565	696	1591	721	1128(766)	455(368)

*Figures in bracket show details of the corresponding period of 2008.

Pakistani nationals entering Indian Territory

515. SHRI VARINDER SINGH BAJWA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of non-Muslim Pakistani nationals who entered India, in the wake of Talibanisation of Swat and the other areas in NWRP province of Pakistan and the period for which they were issued visas by Indian authorities in Pakistan;

(b) their status at present in India, whether there visas have been extended; if so, to what extent; and

(c) the expenditure incurred on their upkeep in the country by respective State Government and the Central Government, separately and the steps taken by the Central Government for their safe return to their homes in Pakistan and the reaction of the Government of Pakistan in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) Since 1.1.2009, 6135 visitor visas valid for 30-45 days have been issued to non-Muslim Pakistani nationals by the High Commission of India, Islamabad. However, it is not possible to determine the number of non-Muslim Pakistanis "who entered India in the wake of Talibanisation" of various areas in Pakistan as these Pakistani nationals have not mentioned the same in their visa application form while applying for visitor visa. Also no religious based data is maintained by the immigration authorities.

(b) Visitor visa is normally not extended. However, in exceptional circumstances, extension of visitor visa in respect of Pak nationals including non-Muslims is granted on merits of each case strictly according to the instructions issued by the Government from time to time.

(c) No expenditure is reported to have been incurred by the Central Government on such Pak nationals. Details of expenditure, if any, incurred by State Governments on this account is not centrally maintained.

Pakistani nationals coming to India on visitor visa are required to leave India within the validity period of their visa.

Children working in carpet industry

516. DR. GYAN PRAKASH PILANIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether as per 2001 Census, 32,647 children in the age group of 5-14 years were working in carpet industry and 5.75 per cent children in glass industry in violation of law;
- (b) if so, the present status, and the overall scenario of child labour in the country; and
- (c) the action taken against violators of law during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (c) The estimation of the number of child labour in the country is done on the basis of census carried out by the Registrar General of India once in every ten years. As per the 2001 Census, 32,647 children in the age group of 5-14 years were working in Carpet industry and 5,758 children in Glass industry.

Section 14 of the Child Labour (Prohibition & Regulation) Act, 1986, prohibits the employment of children below the age of 14 years in 16 Occupations and 65 Processes. Any person, who employs a child in any occupation or process where employment of children is prohibited under the Act, is liable for punishment with imprisonment for a term which shall not be less than 3 months but which may extend to one year or with fine ranging from Rs. 10,000/- to Rs. 20,000/-. State Governments are the appropriate Government for implementation of the provisions of the Child Labour (Prohibition & Regulation) Act, 1986 for the areas coming under their jurisdiction. During the period from 2002-03 to 2006-07, 8,951 violators have been convicted under the provisions of the Act.

Contract employees in Neyveli Lignite Corporation Tamil Nadu

517. SHRI N. BALAGANGA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Government is aware of the problems being faced by the contract employees working in the Neyveli Lignite Corporation in Tamil Nadu for a long time; and
- (b) if so, the details of the proposal with Government for the settlement of long pending issues of the contract employees?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) and (b) Yes, Sir. The matter was brought before Chief Labour Commissioner (Central) for reconciliation. A Memorandum of Understanding was arrived at between the parties on 16.06.2008.

The management of Neyveli Lignite Corporation has been advised to ensure full implementation of the Memorandum of Understanding.

Loss of employment due to economic recession

518. SHRI T.T.V. DHINAKARAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether any survey has been conducted to assess the loss of employment in various sectors due to economic recession; and

(b) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) and (b) In a sample survey conducted by Labour Bureau covering 2581 units in 20 centres across 11 States/UT relating to important sectors like mining, textiles, metals, gems & jewellery, automobile, transport and IT/BPO, it was observed that about half a million workers have lost their jobs during the quarter October-December, 2008. The major impact of the slowdown was observed in the export oriented units. The overall decline in employment was observed in gems & jewellery, transport and automobiles by 8.58%, 4.03% and 2.42% respectively.

In a similar survey conducted by Labour Bureau covering 3192 units in 21 centres across 11 States/UT relating to sectors like textiles and apparel, handloom powerloom, leather, metals, gems and Jewellery, automobile, transport and IT / BPO, it was observed that the employment in selected sectors has increased by a quarter million during the January-March, 2009 period. The sectors registering increase in employment during January-March, 2009 period are gems & jewellery (3.08%), textiles (0.96%), IT-BPO (0.82%), handloom/powerloom (0.28%) and automobiles (0.10%). However, the decline in employment during January-March, 2009 has been observed in leather (2.76%), metals (0.56%) and transport (0.36%).

The action taken by the Government to mitigate the adverse impact of economic slowdown includes three stimulus packages, various measures announced by the Reserve Bank of India, Implementation of the 'Rajiv Gandhi Shramik Kalyan Yojana' wherein the insured worker and his family are entitled to about 50% of wages upto a period of one year and medical benefits in the case of loss of job, schemes such as Rashtriya Swasthya Bima Yojana, Aam Admi Bima Yojana, and Indira Gandhi National Old Age Pension Scheme, skill upgradation/training programmes, National Rural Employment Guarantee Scheme etc.

Amendment in labour law

†519. SHRI AMIR ALAM KHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government propose to change the labour laws in consultation with labour organization and trade and industry;

(b) if so, the details thereof;

(c) whether Government has prepared any draft for the amendment in labour laws;

†Original notice of the question was received in Hindi

(d) if so, the details thereof; and

(e) by when Government intend to change these labour laws?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (e) Review/updation of labour laws is a continuous process in order to bring them in tune with the emerging needs of the economy. The required changes in the labour laws are accomplished by the Government after detailed consultation with the social partners with a view to harmonize the interests of all stake holders. The Bills to amend Acts like Labour Laws (Exemption from Furnishing Returns and Maintaining Registers by Certain Establishments) Act, 1988, the Industrial Disputes Act, 1947, and the Plantations Labour Act, 1951 have been introduced in the Rajya Sabha.

Retrenchment in IT, Aviation and Retail sector etc.

520. SHRI RAJIV PRATAP RUDY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the large scale retrenchment still continues in various sectors like IT, Aviation, Retail etc.;

(b) whether the global meltdown has had a direct impact on almost all the sectors;

(c) if so, the sector-wise details thereof; and

(d) the steps being taken to prevent retrenchment and ensure employment in view of "Manpower rationalization"?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (c) Labour Bureau of the Ministry of Labour & Employment has conducted two quick quarterly surveys of a few important sectors to assess the impact of economic slowdown on employment in India. The first survey was conducted in the month of January, 2009 to assess the impact during the quarter October-December, 2008. The second survey was conducted in the month of April, 2009 to assess the impact during January-March 2009. The important findings of the survey for the quarter October - December 2008 are:

- About half a million workers have lost their jobs during October-December 2008.
- The most affected sectors were gems & jewellery, transport and automobiles where the employment has declined by 8.58 per cent, 4.03 percent, and 2.42 per cent respectively during the same period. In Textile sector, 0.91 per cent of the workers have lost their jobs.
- The major impact of the slowdown was noticed in the export oriented units.

However, the second survey conducted for the quarter January-March, 2009 indicates that:

- Total estimated employment in the sectors covered had increased by 0.6% during January-March, 2009 period. Non-export units have shown higher rate (0.92%) of increase in employment as compared to export units (0.28%).

- Sectors registering increase in employment during January-March, 2009 period are gems & jewellery (3.08%), textiles (0.96%), IT-BPO (0.82%), handloom-powerloom (0.28%) and automobiles (0.10%).
- A decline in employment during January-March, 2009 has been observed in leather (2.76%), metals (0.56%) and transport (0.36%).

(d) Most of the sectors where large scale retrenchment has been reported fall under the "State" sphere. Therefore, the State Governments have been advised to make their conciliation machinery more effective and sensitive to ensure industrial peace and implement labour laws in an appropriate manner.

OECD report on employees in India

521. SHRI R.C. SINGH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that as per the Organisation of Economic Co-operation and Development (OECD) Report, 9 out of 10 employees in India do not have a formal labour contract and social security benefits;

(b) if so, the details thereof;

(c) the other observations made by OECD with regard to India; and

(d) how Government is planning to address this problem?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (c) In the Organisation of Economic Co-operation and Development (OECD) Report it has been stated that though India grew during the last decade above 5 percentage points per year, people there feel that better jobs are not being created. It has also been stated that 9 out of 10 employees in India, approximately 370 million people, do not have formal social security.

The said report has expressed concern over the consequences of growing informal employment in the poor countries of the world, including India, and it has urged the Governments of the poor countries to prepare a comprehensive package.

According to the survey conducted by the National Sample Survey Organization (NSSO) in 2004-05, there were 43.3 crore unorganised workers.

The Government has constituted Welfare Funds for certain occupations in the unorganised sector, like Beedi, Cine and certain Non-Coal Mine workers. Under these welfare Funds, welfare schemes, providing for health care, housing, and education to the children etc. have been formulated. However, it is true that most of the workers in the unorganised sector are not provided Social Security. Recognising the need for such social security, the Government has enacted the Unorganised Workers' Social Security Act 2008. The Act provides for constitution of National Social Security Board at the Central level and State Social Security Boards at the State level, which shall recommend formulation of social security schemes for unorganised workers.

For providing smart card based cashless health insurance cover of Rs. 30000/- per year to BPL families in the unorganised sector, the 'Rashtriya Swasthya Bima Yojana' was launched on 1st October, 2007. The scheme became operational from 01.04.2008.

Similarly, to provide death and disability cover to rural landless households between the age group 18 to 59 years, the Government launched the "Aam Admi Bima Yojana."

One more scheme, namely the Indira Gandhi National Old Age Pension Scheme provides for old age pension to all citizens above the age of 65 years and living below the poverty line.

Apart from the above, the National Rural Employment Guarantee Scheme ensures livelihood security to the households in rural areas by providing a guarantee of wage employment for at least 100 days in a financial year to every rural household whose members volunteer to do unskilled manual work.

As far as formal labour contracts are concerned, a Task Force has been constituted on the recommendation of the 42nd Session of the Indian Labour Conference to revisit the provisions of the Contract Labour (Regulation & Abolition) Act, 1970. The first meeting of the Task Force has been scheduled for 17th July, 2009.

Pending provident fund dues of employees in Punjab

522. SHRI VARINDER SINGH BAJWA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of cases pending as on 1st April, 2009 against the employers in Punjab for non payment/shut payment of provident fund dues of the employees, the number of those cases pending for more than three years;

(b) the steps taken/proposed to be taken against the defaulters for speedy disposal of these cases; and

(c) in the absence of the disposal of cases, how the dues of retiring/deceased employees are finalized?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) 3279 cases for non payment of provident fund dues of the employees were pending against the employers in Punjab. Out of this, 763 cases were pending for more than three years.

(b) Steps taken against defaulters are as under:

- Recovery actions under section 8 of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952 are initiated against defaulters.
- Dues are assessed under section 7A of the Act.
- Prosecution is also filed against defaulters.
- Steps are taken to vacate the stay granted by Hon'ble Courts/Tribunals.
- Claims filed before the official liquidator in case of defaulters in liquidation.

(c) In case of running establishments, payments are made to the members as per available amount in the office record and supplementary payments of balance amounts are made as and when the dues are recovered from the establishment.

In case of closed establishments, if the establishment fulfils the required condition for operation of Special Reserve Fund, full payment of PF dues are made by operating the Special Reserve Fund.

Pension cases in respect of retired/deceased employees are settled on the basis of contribution received/receivable.

Jobs lost due to global slump

523. MS. MABEL REBELLO:

DR. T. SUBBARAMI REDDY:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government had admitted that half a million workers lost their jobs in India due to global slump;

(b) whether this figure was given by his Ministry for the quarter October-December, 2008;

(c) whether an unprecedented study commissioned by the Ministry covered 2581 units across 11 States and Union Territories;

(d) whether the sectors included textile, garments, metal products etc.; and

(e) if so, what were other main points mentioned in the survey report and the steps being considered to provide jobs to people in India?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (d) Yes, Sir.

(e) The major effect of economic slowdown on employment in India during October-December, 2008 was observed in the export oriented units. The overall decline in employment was observed in gems & jewellery, transport, automobiles, metals, textiles and mining by 8.58%, 4.03%, 2.42%, 1.91 %, 0.91 % and 0.33% respectively.

The action taken by the Government to control the effect on economy and employment due to global slump and economic slowdown in India include three stimulus packages, various measures announced by the Reserve Bank of India, implementation of the 'Rajiv Gandhi Shramik Kalyan Yojana' wherein the insured worker and his family are entitled to about 50% of wages upto a period of one year and medical benefits in the case of loss of job, schemes such as Rashtriya Swasthya Bima Yojana, Aam Admi Bima Yojana, and Indira Gandhi National Old Age Pension Scheme, skill upgradation/training programmes, National Rural Employment Guarantee Scheme etc.

Rashtriya Swasthya Bima Yojana

†524.SHRI AMIR ALAM KHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

†Original notice of the question was received in Hindi

(a) the number of families to be brought under the Rashtriya Swasthya Bima Yojana during the year 2009-10;

(b) whether Government is planning to bring all the families living below the poverty line in unorganised sector, under the above scheme;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (d) The Rashtriya Swasthya Bima Yojana has been extended to all the estimated 6 crore BPL families (a unit of five) from the year 2009-10. The estimated BPL families are, however, likely to be covered in five years.

Covering of unorganised sector under RSBY and AASBY

525. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government plans to cover all unorganized sector workers in Rashtriya Swasthya Bima Yojana and Aam Aadmi Swasthya Bima Yojana and till now how many workers have already been covered, State-wise details and by when Government will be able to cover all of 433 million of unorganized workers under Rashtriya Swasthya Bima Yojana and Aam Aadmi Swasthya Bima Yojana;

(b) whether the Government is also bearing some percentage of expenditure on Aam Aadmi Swasthya Bima Yojana; if so, the details thereof; and

(c) whether Government is thinking to increase the old age pension upto Rs. 1000/- per month and reducing the eligible age from 65 to 58?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) The Rashtriya Swasthya Bima Yojana (RSBY) has been extended to all the estimated 6 crore Below Poverty Line families from the year 2009-10. A smart card based cashless health insurance cover of Rs. 30,000/- per year is being provided to BPL families (a unit of five) in the unorganised sector. The premium is being shared by Centre and State Government in the ratio of 75:25. In case of States in the North East region and Jammu and Kashmir, the ratio is 90:10.

Till now 25 States/ Union Territories have initiated the process of implementation of RSBY and 18 States have started issuing smart cards. On the basis of reports received from the States, a Statement showing the State-wise distribution of smart cards upto 30.06.2009 is at Statement-I (See below). There is no scheme named Aam Aadmi Swasthya Bima Yojana (AASBY). However, there is a scheme named as Aam Aadmi Bima Yojana being implemented through Life Insurance Corporation (LIC). The LIC has reported that under the Aam Aadmi Bima Yojana (AABY), a total of 75, 61,176 rural landless households have been covered, so far. State-wise coverage of AABY upto 31.05.2009 is Statement-II. (See below)

(b) Under the AABY, an annual premium of Rs. 200 is equally shared by the Central Government and the respective State Governments/UTs.

(c) There is no such proposal under consideration of the Government.

Statement-I

Number of Smart Cards issued as on 30.06.2009

Sl. No.	Name of the State/UTs	Smart cards issued.
1.	Bihar	633370
2.	Chhattisgarh	5701
3.	Delhi	41990
4.	Goa	1679
5.	Gujarat	679198
6.	Haryana	621944
7.	Himachal Pradesh	80242
8.	Jharkhand	237904
9.	Kerala	977112
10.	Maharashtra	277572
11.	Nagaland	7645
12.	Punjab	94354
13.	Rajasthan	120123
14.	Tamil Nadu	70691
15.	Uttar Pradesh	834871
16.	Uttarakhand	53940
17.	West Bengal	140433
18.	Chandigarh	3695
TOTAL :		4882464

Statement-II

State-wise coverage under Aam Admi Bima Yojana as on 31.05.2009

Sl.No.	State	Coverage
1	2	3
1.	Himachal Pradesh	5,000
2.	Andhra Pradesh	38,00,000
3.	Maharashtra	9,71,147
4.	Gujarat	1,91,381
5.	Chandigarh	1,153
6.	Jammu & Kashmir	51,000
7.	Madhya Pradesh	13,64,232

1	2	3
8.	Bihar	3,80,000
9.	Jharkhand	37,546
10.	Karnataka	2,50,000
11.	Kerala	1,68,811
12.	Uttar Pradesh	3,40,806
13.	Chhattisgarh	100
TOTAL :		75,61,176

Non implementation of Acts meant for construction workers

526. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the state-wise details where the Building and Other Construction Workers (Regulation and Employment Service Condition) Act, 1996 and Building and Other Construction Workers Welfare Cess Act, 1996 have not been implemented;

(b) whether Supreme Court has given any direction to Central Government and State Governments for implementation of these two Acts;

(c) whether it is a fact that some States have collected cess but construction workers are not getting the benefit of the schemes and there is no infrastructure for the registration of the workers; and

(d) the reasons for not implementing the legislations by Government?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) Under the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 and the Building and Other Construction Workers Welfare Cess Act, 1996, the States have to frame and notify Rules, constitute Advisory Committees/Expert Committees, appoint various authorities for registration of workers, cess collection, inspection and Appealing Authority and constitute State Welfare Boards to frame and implement various welfare schemes in pursuance of the said Acts. The States are at various stages of implementation of these Acts. State-wise status is given in the Statement. (*See below*)

(b) Hon'ble Supreme Court *vide* its order dated 13th January, 2009 has asked all the State Governments to file status of implementation of the Acts.

(c) The State Governments are collecting cess and the cess is transferred to State Welfare Boards. State Welfare Boards are implementing various welfare schemes for building and other construction workers. Some States are in the process of formulating different welfare schemes.

(d) All the State Governments/Union Territories are at various stages of process for implementation of the Acts.

Statement

Status of implementation of the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996

Sl.No.	Name of the States/UTs.	Whether Rules notified under the Act.	Whether Welfare Board constituted	Whether Implementing/Cess collecting authority notified	Whether State Advisory Committee constituted
1	2	3	4	5	6
1.	Andhra Pradesh	Yes	Yes	Yes	Yes
2.	Arunachal Pradesh	Yes	Yes	Yes	Yes
3.	Assam	Yes	Yes	Yes	Yes
4.	Bihar	Yes	Yes	Yes	Yes
5.	Chhattisgarh	No	No	No	Yes
6.	Goa	Yes	Yes	Yes	Yes
7.	Gujarat	Yes	Yes	Yes	Yes
8.	Haryana	Yes	Yes	Yes	Yes
9.	Himachal Pradesh	Yes	Yes	No	No
10.	Jammu & Kashmir	Yes	Yes	Yes	Yes
11.	Jharkhand	Yes	Yes	Yes	Yes
12.	Karnataka	Yes	Yes	Yes	No
13.	Kerala	Yes	Yes	Yes	No
14.	Madhya Pradesh	Yes	Yes	Yes	Yes
15.	Maharashtra	Yes	Yes	Yes	Yes
16.	Manipur	Yes	No	No	No
17.	Meghalaya	Yes	No	No	No
18.	Mizoram	Yes	No	No	Yes
19.	Nagaland	No	No	No	No

1	2	3	4	5	6
20.	Orissa	Yes	Yes	Yes	Yes
21.	Punjab	Yes	Yes	Yes	Yes
22.	Rajasthan	No	No	No	Yes
23.	Sikkim	Yes	No	Yes	No
24.	Tamil Nadu*	Yes	Yes	No	Yes
25.	Tripura	Yes	Yes	Yes	Yes
26.	Uttar Pradesh	No	No	Yes	No
27.	Uttarakhand	Yes	Yes	Yes	Yes
28.	West Bengal	Yes	Yes	Yes	Yes
29.	Delhi	Yes	Yes	Yes	Yes
30.	Andaman & Nicobar Island	Yes	Yes	Yes	Yes
31.	Chandigarh	No	Yes	Yes	Yes
32.	Dadra & Nagar Haveti	No	Yes	No	Yes
33.	Daman & Diu	No	Yes	No	Yes
34.	Lakshadweep	No	No	No	No
35.	Puducherry	Yes	Yes	Yes	Yes

* State implementing its own Act.

Amendment to communication scheme for EPF pensioners

527. SHRI P. RAJEEV: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether there is any existing pension and pension commutation scheme for EPF Pensioners;

(b) if so, whether Government has made any amendment to existing schemes;

(c) whether the amendments if made, had provided additional financial benefits to the pensioners than previously enjoyed by them; and

(d) whether any decision to retrieve the earlier benefits under earlier scheme for pensioners has been made?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) Yes, Sir. The Employees' Pension Scheme, 1995 had a provision for commutation of pension in it.

(b) Yes, Sir. Provision for commutation of pension has been withdrawn with effect from 26.09.2008 *vide* Gazette notification number G.S.R. 688 (E) dated 26.09.2008.

(c) and (d) The withdrawal of provisions for commutation of pension has not reduced any benefit in pension. This has been done with a view to make the pension scheme more efficient and sustainable.

Revision of minimum wages

528. SHRI PRAVEEN RASHTRAPAL: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) how revision of minimum wage is carried out by Ministry;
- (b) the sector-wise figure/amount of minimum wage in unskilled, semi-skilled and skilled category of workers as on 31st March, 2008;
- (c) whether Government has revised minimum wages in Oil Exploration Industry; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) The norms recommended by the Indian Labour Conference, in 1957 for fixing the minimum wage are as follows:-

- i) 3 consumption units for one earner.
- ii) Minimum food requirements of 2700 calories per average Indian adult.
- iii) Clothing requirements of 72 yards per annum per family.
- iv) Rent corresponding to the minimum area provided for under Government's Industrial Housing Scheme.
- v) Fuel, lighting and other miscellaneous items of expenditure to constitute 20% of the total minimum wage.

In the year 1992, the Supreme Court delivered a judgment in the case of Reptakos & Co. Vs. its workers pronouncing that the children's education, medical requirement, minimum recreation including festivals/ceremonies, provision for old age, marriage etc. should further constitute 25% of the minimum wage and used as a guide in fixation of minimum wage. The appropriate Governments keep the above said norms and judicial pronouncement in view while fixing/revising the minimum wages.

(b) to (d) Under the provisions of the Minimum Wages Act, 1948, both Central and State Governments are the appropriate Governments to notify any employment in the schedule where the number of employees is 1000 or more and fix the rates of minimum wages in respect of the employees employed therein under their respective jurisdictions. Sector-wise minimum wages are not fixed.

Under Section 3(1) (b) of the Minimum Wages Act, 1948, the minimum rates of wages are reviewed/revised at such interval not exceeding five years. Minimum rates of wages for different categories of workers in different scheduled employments in the Central Sphere is applicable to the Oil Exploration Industry as well, details of which are given in the Statement.

Statement

Area-wise Rates of Minimum Wages for Scheduled Employments in the Central Sphere

Name of Scheduled Employment	Effective Date	Category of Worker	Rates of wages including V.D.A per day (in Rs.)		
			Area A	Area B	Area C
1. Agriculture	01.04.2009	Unskilled	142.00	129.00	127.00
		Semi-Skilled/Unskilled Supervisory	156.00	144.00	132.00
		Skilled/Clerical	170.00	156.00	143.00
		Highly Skilled	189.00	175.00	156.00
2. Workers engaged in Stone Mines for Stone Breaking and Stone Crushing	01.04.2009	1. Excavation & removal of over burden with 50 meters lead/1.5 meters lift :			
		(a) Soft Soil		133.60	
		(b) Soft Soil with Rock		202.88	
		(c) Rock		268.24	
		2. Removal and Staking of rejected stones with 50 metres lead 1.5 metres lift		106.50	
		stone breaking or stone crushing for the stone size			
		(a) 1.0 inch to 1.5 inches		832.91	
		(b) Above 1.5 inches to 3.0 inches		711.50	
		(c) Above 3.0 inches to 5 inches		415.92	
		(d) Above 5.0 inches		341.16	
3. Sweeping and Cleaning	01.04.2009	Unskilled	199.00	166.00	133.00
4. Watch and Ward	01.04.2009	Without Arms	199.00	166.00	133.00
		With arms	221.00	188.00	155.00
5. Loading and Unloading	20.05.2009	Unskilled	180.00	150.00	120.00
6. Construction	20.05.2009	Unskilled	180.00	150.00	120.00
		Semi-Skilled/Unskilled Supervisory	200.00	170.00	140.00
		Skilled/Clerical	220.00	200.00	170.00
		Highly Skilled	240.00	220.00	200.00
7. Non-Coal Mines	20.05.2009		Above Ground	Below Ground	
		Unskilled	120.00	150.00	
		Semi-skilled/Unskilled Supervisory	150.00	180.00	
		Skilled/Clerical	180.00	210.00	
		Highly Skilled	210.00	240.00	

AREA "A"			
Ahmedabad	(UA)	Hyderabad	(UA)
Bangaluru	(UA)	Kanpur	(UA)
Kolkata	(UA)	Lucknow	(UA)
Delhi	(UA)	Chennai	(UA)
Greater Mumbai	(UA)	Nagpur	(UA)
AREA "B"			
Agra	(UA)	Jamshedpur	(UA)
Ajmer		Jodhpur	
Aligarh		Kochi	(UA)
Allahabad	(UA)	Kolhapur	(UA)
Amravati		Kozhikode	(UA)
Aurangabad	(UA)	Kota	
Bareilly	(UA)	Ludhiana	
Bhavnagar		Madurai	(UA)
Bikaner		Meerut	(UA)
Bhopal		Moradabad	(UA)
Bhubaneswar		Mysore	(UA)
Amritsar		Nasik	(UA)
Chandigarh	(UA)	Pune	(UA)
Coimbatore	(UA)	Patna	(UA)
Cuttack	(UA)	Raipur	(UA)
Durgapur		Rajkot	
Faridabad Complex		Ranchi	(UA)
Ghaziabad	(UA)	Sholapur	(UA)
Gorakhpur		Srinagar	(UA)
Guwahati	City	Surat	(UA)
Guntur		Thiruvananthapuram	(UA)
Gwalior	(UA)	Vadodara	(UA)
Indore	(UA)	Varanasi	(UA)
Hubli-Dharwad		Vijayawada	(UA)
Jabalpur	(UA)	Vishakhapatnam	(UA)
Jaipur	(UA)	Warangal	

Area 'C' will comprise all areas not mentioned in this list.

NB: U.A. stands for Urban Agglomeration.

Exploitation of casual workers in Oil Sector

529. SHRI PRAVEEN RASHTRAPAL: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government is aware about exploitation of casual workers, contractual workers etc. in the Oil Sector in General and by ONGC in particulars;

(b) how much time Government will take to issue Notification protecting minimum wages in oil sector; and

(c) which are the other sectors where minimum wages are yet to be fixed?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) The issues relating to contractual workers in ONGC have been coming up before the Central Advisory Contract Labour Board (CACLB) from time to time. The Central Government, on the recommendation of Central Advisory Contract Labour Board had prohibited employment of contract labour in some jobs in ONGC *vide* its notifications dated 8-9-1994 and 26-2-2001. A few cases for prohibiting employment of contract labour relating to oil sector, including ONGC, are pending before the Central Advisory Contract Labour Board.

(b) Under the provisions of the Minimum Wages Act, 1948, both Central and State Governments are the appropriate Governments to notify any employment in the schedule where the number of employees is 1000 or more and fix the rates of minimum wages in respect of the employees employed therein under their respective jurisdictions. Sector-wise minimum wages are not fixed.

(c) The minimum rates of wages notified by the appropriate Governments are also applicable for all the workers including the Casual/Contractual workers engaged in scheduled employments in the Central and State sphere across all the sectors including oil sector.

Salary cut of employees *vis-a-vis* increase in salary of the management

†530. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that due to global economic recession, there had been retrenchment and salary cut of employees at lower level in Indian corporate world;

(b) whether it is also a fact that salaries and allowances of employees at top management level in corporate world had doubled in comparison to previous year;

(c) if so, whether Government will look into the reasons behind this; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) and (b) Labour Bureau, Ministry of Labour & Employment has conducted two quick quarterly surveys to assess the impact of economic slowdown on employment in India. The first

†Original notice of the question was received in Hindi

survey was conducted in the month of January, 2009 to assess the impact during the quarter October-December, 2008. The second survey was conducted in the month of April, 2009 to assess the impact during January-March 2009. The employment in sectors viz., mining, textiles, metals, gems & jewellery, automobile, transport and IT/BPO has increased by a quarter million during the January-March, 2009 as compared to October-December, 2008 wherein about half a million workers lost their jobs. Regarding protection against reduction of salary and wages, workmen can raise industrial dispute under the Industrial Disputes Act, 1947. Data on levels of salary cut of employees in the Indian Corporate World and details of salaries and allowances of employees at top management level during the period are not centrally maintained.

(c) and (d) Do not arise in view of the above.

Number of unorganised workers

†531. SHRI PRABHAT JHA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) the total number of unorganised workers in the country;
- (b) whether it is a fact that the standard of living of these unorganised workers is very low; and
- (c) if so, the steps taken/being taken by Government to improve the standard of living of these workers?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) According to the survey conducted by the National Sample Survey Organization (NSSO) in 2004-05, the total number of unorganised workers was 43.3 crore.

(b) and (c) The Government has constituted Welfare Funds for certain occupations in the unorganised sector, like Beedi, Cine and certain Non-coal Mine workers. Under these Welfare Funds, welfare schemes, providing for health care, housing, and education to the children etc. have been formulated. However, it is true that most of the workers in the unorganised sector are not provided social security. Recognising the need for such social security, the Government has enacted the Unorganised Workers' Social Security Act, 2008. The Act provides for constitution of National Social Security Board at the central level and State Social Security Boards at the State level which shall recommend formulation of social security schemes for unorganised workers.

For providing smart card based cashless health insurance cover of Rs. 30,000/- to BPL families in the unorganised sector, the 'Rashtriya Swasthya Bima Yojana' was launched on 1st October, 2007. The scheme became operational from 01.04.2008.

To provide death and disability cover to rural landless households between the age group of 18 to 59 years, the Government launched the "Aam Admi Bima Yojana".

†Original notice of the question was received in Hindi

Indira Gandhi National Old Age Pension Scheme provides for old age pension to all citizens above the age of 65 years and living below the poverty line.

National Rural Employment Guarantee Scheme ensures livelihood security to the households in rural areas by providing a guarantee of wage employment for at least 100 days in a financial year to every rural household whose members volunteer to do unskilled manual work.

Review of Contract Labour Act

532. SHRI T.T.V. DHINAKARAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

- (a) whether Government propose to review the Contract Labour Act;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (c) A Task Force has been constituted on the recommendation of the 42nd Session of the Indian Labour Conference to revisit the provisions of the Contract Labour (Regulation & Abolition) Act, 1970. The first meeting of the Task Force has been scheduled for 17th July, 2009.

Formula to divide the width of road as per traffic

533. SHRI RAJIV PRATAP RUDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is considering a formula to divide the width of road as per requirement of traffic;
- (b) if so, whether Government has plans to rationalize the sanctioned projects of NHs based on the new formula;
- (c) if so, the details thereof; and
- (d) whether such a decision will adversely affect the road network enhancement?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N SINGH): (a) to (d) The capacity of the road for different lane width is already prescribed in terms of passenger car units (PCUs). Capacity augmentations of existing road by way of providing four lane / six lane are done based on the norms so prescribed. As per the norms, a 2-lane Road is due to for 4 lane once the traffic exceeds 15000 PCUs per day. The rational norms for widening from 4 lanes to 6 lanes etc. are also similarly prescribed. The work of actual capacity augmentation, however, depends upon availability of funds and *inter se priority*. The existing norms are not adversely impacting the road network advancement.

Poor response from qualified bidders for tenders floated by NHAI

534. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that 75 per cent of tenders floated by National Highways Authority of India (NHAI) do not have response from qualified bidders during the year 2008-09.

(b) if so, whether Government has analysed the reasons for this situation since a number of proposed highways projects are still at inception points; and

(c) the steps taken by Government for early completion of those pending projects and materialisation of tenders under NHAI and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N SINGH): (a) to (b) During the year 2008-09, National Highways Authority of India (NHAI) initiated bidding process for 60 projects. Bids have been received in respect of 30 projects including those received on re-bidding, and 10 projects have been awarded. Bids have been cancelled in respect of 11 projects where either single bids were received or the bids were not found reasonable by the NHAI. Evaluation of bids in respect of 9 projects has been undertaken by the NHAI for decision. The projects did not attract many bidders due to economic downturn and also due to perceived lack of viability in terms of low traffic for implementation of projects on "Build, Operate and Transfer (BOT) Toll basis", in respect of some of the projects etc.

(c) The steps taken by the Government for early completion of the pending projects of NHAI are enclosed as Statement.

Statement

Efforts of Government to expedite implementation of the project

- a) The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways.
- b) State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest / pollution / environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.
- c) A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre - State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.
- d) The total cost estimated at the time of preparing feasibility reports, and in 2006-07 were revised upwards by 20% and 10% respectively and brought to the current level.
- e) Making available the entire 40% of the Viability Gap Funding (VGF) during the construction phase itself.
- f) The projects which did not attract bidders are being restricted by reducing the scope of works to the extent feasible so as to bring down the costs and to improve their viability.

- g) The procedure of issue of Land Acquisition notifications has been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- h) To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- i) Action has been taken against non-performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

New guidelines for the construction and expansion of NHs

535. SHRI P. RAJEEVE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether any new guidelines has been formulated for the construction and expansion of National Highways;
- (b) if so, the details thereof; and
- (c) whether the financial burden has to be borne by the commuters of these Highways by paying Toll, Cess etc.?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N SINGH): (a) to (b) In accordance with the comprehensive policy on alternative modes of delivery of national highways as already approved by the Government, construction and expansion of projects under NHDP Phase III and onwards is required to be undertaken on Public Private Partnership (PPP) basis in Build, Operate and Transfer (BOT) Toll mode, failing which on BOT (Annuity Payment) mode; and failing which on "Engineering, Procurement and Contract (EPC)" mode.

- (c) The user fee is required to be paid by road users for all projects taken up on Build, Operate and Transfer (Toll) basis as also for completed 4 lane highways.

Completion/ implementation of highway project under NHDP

536. SHRI RAJEEV SHUKLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that many highway projects under National Highways Development Project (NHDP) are running behind schedule;
- (b) if so, the reasons therefor;
- (c) whether Government has formulated any plan for timely completion/ implementation of highway projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N SINGH): (a) and (b) Yes, Sir. There has been some delay in the implementation of some projects under NHDP due to various constraints. The major constraints in implementation of the projects are due to delay in land acquisition, utility shifting, obtaining clearances for forest / environment and Road over Bridges, poor performance of some contractors and law & order condition in some States.

(c) and (d) In order to expedite the implementation, progress of projects is closely monitored by Project Implementation Unit of National Highways Authority of India assisted by Supervision / Independent Consultants and concerted efforts are being made to expedite land acquisition, shifting of utilities, clearances of Road Over Bridges from Railways, etc. Financial assistance in the form of special advances are being given to the contractors on case to case basis to overcome cash flow problems to expedite completion of projects.

Review/Completion of NHDP projects

537. SHRI R.C. SINGH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government's latest review of National Highways Development Project (NHDP) reveal that out of 60 projects for which requests for proposal were issued, only 22 have attracted a bidder and 38 projects have not attracted even a single bidder;

(b) if so, the details of 38 projects which have not attracted even a single bidder. State-wise; and

(c) what efforts Government is making to complete all the NHDP projects, particularly with regard to those which have been reviewed recently, as early as possible?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) National Highways Authority of India (NHAI) initiated bidding process for 60 projects in 2008 out of which bids have been received in respect of 30 projects.

(b) The list of 30 projects which did not attract even a single bid is at Statement-I. (*See below*)

(c) The Government has taken various measures to complete the projects under the National Highways Development Project (NHDP) as per the details enclosed as Statement-II.

Statement-I

List of the projects for which not even a single bid received

S.No.	Name of the project	Length (Km.)	TPC (Rs. Cr)	NHDP Phase
1	Tirupati-Tiruthani-Chennai	125	882.00	III
2	Tindivanam-Krishnagiri	200	1180.96	III
3	Jaipur-Reengus	54	377.00	III
4	Panikoli-Keonjhar-Rimuli Section	163	1303.00	III
5	Chandikhole-Dubari-Talchar	133	972.00	III
6	Rimuli-Roxy Rajamunda Section	106	785.00	III
7	Walayar-Vadakkanecherry Section of NH-47	58	717.00	II
8	Charthalai-Ochira	84	1540.00	III
9	Ochira-Thiruvananthapuram	86	1488.00	III
10	Belgaum-Dharwad	80	702.00	V
11	Delhi-Agra	180	2110.00	V
12	Vijayadawa-Elluru-Rajamundry	198	2658.00	V
13	Trivendrum-Kerala/TN Border	43	986.89	III
14	Kuttipuram-Edapally	112	1273.71	III
15	Muzaffarnagar-Haridwar-Dehradun	126	1251.42	III
16	Kerala/TN Border - Kanayakumari	70	1021.26	III
17	Rohtak - Hissar	97	834.00	III
18	Nagapatnam-Thanjaveur	77	681.00	III
19	Trichy-Karaikudi	120	768.00	III
20	Karaikudi-Ramanathapuram	80	599.00	III
21	Dindigul-Perigulam-Theni NH 45 Ext & Theni-Kumili NH 220	130	894.30	III
22	Coimbatore-Mettupalayam	50	550.00	III
23	Sonbarsa-Muzaffarpur	89	1013.00	III
24	Mokhama-Munger	70	831.15	III
25	Khagaria-Purena	140	1285.00	III
26	Gopalganj-Chapra-Hazipur (Pkg.II)	72	1053.80	III
27	Gopalganj-Chapra-Hazipur (Pkg.I)	84	1008.70	III
28	Patna-Buxar	125	1555.75	III
29	Khagaria-Bakhatiarpur	120	1663.02	III
30	Amritsar-Jalandhar	20	291.77	II

Statement-II

Efforts of Government to expedite implementation of the project

- a) The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI, Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways.
- b) State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest/pollution / environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.
- c) A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre - State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.
- d) The total project costs (TPC) estimated at the time of preparing feasibility reports, prepared in 2006-07 was revised upwards by 20% and 10% respectively, so as to bring these to the current level.
- e) The entire 40% of the Viability Gap Funding (VGF) is being made available during the construction phase itself.
- f) The projects which did not attract bidders are being restructured by reducing the scope to the extent feasible so as to bring down their cost and to improve their financial viability.
- g) The procedure of issue of Land Acquisition notifications has been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- h) To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- i) Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

Number of toll tax centres on National Highway No.8

‡538.SHRI RAJ MOHINDER SINGH MAJITHA:

SHRI SHIVANAND TIWARI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

‡Original notice of the question was received in Hindi

(a) whether it is a fact that on the National Highway No. 8 from Delhi to Jaipur, toll tax collection centres have been set up at many places;

(b) if so, the total number of such centres alongwith the distance between Delhi and Jaipur; and

(c) the total amount being collected as toll tax on these toll tax collection centres from heavy vehicles, heavy commercial vehicles, heavy passenger vehicles and light private vehicles during the journey from Delhi to Jaipur?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Yes, Sir. There are five numbers of toll plazas located in Delhi-Jaipur Section of NH-8. The total distance is 253.90 km.

(c) Details are given in the Statement.

Statement

Details regarding toll collection at different Toll Tax Collection Centres (Plaza)

Sl.No.	Toll Tax Collection Centres (Plaza)	Amount of Toll being charged from different Category of Vehicles with effect from 01.04.2009 (In Rupees)			
		Car/Jeep/Van	Light Commercial Vehicle	Bus /Truck	Multi Axle Vehicles (>2 Axle) [Heavy Commercial Vehicles/Earth Moving Equipment]
1	Delhi-Haryana Border	18	26	54	54
2	Khedkidola	11	22	45	45
3	Shajhanpur	79	138	275	442
4	Manoharpur	38	66	132	212
5	Daulatpura/Jaipur Bypass	32	56	111	178
TOTAL :		178	308	617	931

Collection of Toll Tax on NHs

†539.SHRI RAJ MOHINDER SINGH MAJITHA:

SHRI SHIVANAND TIWARI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

†Original notice of the question was received in Hindi

(a) whether it is a fact that toll tax is collected from vehicles plying on several National Highways in the country;

(b) if so, the total number of National Highways in the country and number of places thereon where toll tax is collected;

(c) the average annual collection made through this toll tax; and

(d) the average distance between toll tax collection centres on these National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) As on 30.06.2009 user fee is collected at 129 toll plazas on specific section of 26 national highways entrusted to NHAI.

(c) The total collection during 2008-09 was Rs. 2613.42 crores and the average annual collection made through the user fee works out to Rs. 40.60 lakhs per km.

(d) The average distance between two toll plazas is 54,207 km.

Declaring 1500 Km. roads as national roads in AP

540. SHRIMATI T. RATNA BAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received any proposal from the Government of Andhra Pradesh to declare another 1500 Km. Roads as National Roads;

(b) if so, the details thereof and the action taken thereon;

(c) the response of the Planning Commission in this regard; and

(d) if not, by when the Ministry will take action on each proposal received from Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Yes, Sir. The Government of Andhra Pradesh has submitted proposal for declaring approximately 6192 Km. of State Roads of Andhra Pradesh as National Highways. Details of these Proposals are given in the Statement. (See below)

(c) and (d) The requirement of resources for development of existing National Highways is huge as compared to availability of resources. Hence, at present, emphasis is being given for development of roads already declared as National Highways instead of declaring more roads as National Highways.

Statement

*Proposals submitted by Government of Andhra Pradesh for
declaration of new National Highways*

Details of Roads / Stretches		Length in Kms
1	2	3
1.	Nellore-Atmakur-Badvel-Mydukure-Gooty	314
2.	Hyderabad-Ramagundam-Mancheria-Chanda	330
3.	Hyderabad-Srisailem-Dornala-Atmakur-Nandyal	353.18

1	2	3
4.	Gundugolnu-Nallageria-Devarapalli-Vernagiri Road	83
5.	Krishnapatnam port-Nellore-Chellakara near Chitradurg	470
6.	Hyderabad-Medak-Bodhan-Basar-Luxettipet	395
7.	Kakinada-Dwarapuydi-Rajamundry-Kovvur-Siiryapeta	300
8.	Rajamundry-Maredumilli-Chinturu-Bhoopalapatnam	400
9.	Kuraoal-Atmatur-Dornala-Thokapalli-Pericherla-Guntur	300
10.	Kodad-Miryalaguda-Devarakonda-Tandur-Chincholi	240
11.	Bellary-Adoni -Raichut-Mehboobnagar-Jadcherla	200
12.	Kalingapatnam-Srikakulam-Raygadh to NH 201	120
13.	Sironcha Mahadevapuri-Tungaturthi-Erpedu-Renigunta	650
14.	Anakapalli-Anadapuram	50
15.	Kuppam-Gundipalli-Kolar to NH 219	70
16.	Kodad-Khammam-Thorur-Warangal-Jagityal	290
17.	Ananthapur-Uravakonda-Bellary	78
18.	Puthalapattu-Naidupet Road	117
19.	Kurnool-Bellary Road	126
20.	Tadipatri-Raichur road via Ananthapur-Uravakonda Road	146.17
21.	Road from Guntur-Vinukonda-Tokapalli-Nandyal Banaganapalli-Owka-Thadapatri-Dharmavaram-Kodur.	530
22.	Adilabad-Utnoor-Khanapur-Korutla-Vemulawada-Siddipet-Janagon-Suryapeta-Miryalguda-Piduguralla-Narasaraopeta-Vodarevu.	630
TOTAL :		6192.35

Conversion of two lanes road into four and six lanes in AP

541. SHRIMATI T. RATNA BAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has received any proposal from the Government of Andhra Pradesh to convert two lanes road into four lanes and six lanes wherever necessary on National Highways especially from Hyderabad to Vijayawada;

(b) if so, the details thereof and the action taken thereon; and

(c) if not, by when action will be taken to complete the projects in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Ministry has taken up 2534 km length of National Highways (NHs) for four-laning in Andhra Pradesh. Out of this, four-laning in a length of 1546 km has been completed,

588 km is in progress and 344 km is under various stages of award. This 344 km includes Hyderabad-Vijayawada section of NH-9 for which Letter of Acceptance (LOA) has already been issued to the BOT Concessionaire. Preparation of Preliminary Project Report (PPR) is in progress in the remaining 56 km length. Further, six-laning of entire 1024 km four-lane length of NH-5 has been taken up for implementation. Out of this, six-laning in 83km length is under progress and balance length is under various stages of award/feasibility study.

Rate of toll tax on Delhi-Gurgaon Express Highway

†542.SHRI SHIVANAND TIWARI:

SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS pleased to state:

(a) whether it is a fact that the rate of toll tax was increased from last April, 2009 for the people using Delhi-Gurgaon Express Highway for transport;

(b) if so, percentage of increase in rate;

(c) whether it is also a fact that from the day of opening this Highway for use by public, the rate of toll tax has been increased several times; and

(d) if so, number of times the rate was increased, the amount of increase of rate and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Yes, Sir.

(b) The percentage of increase in rate is 5.77.

(c) to (d) The fee collection on Delhi-Gurgaon Build, Operate and Transfer (BOT) project was started from 25.01.2008 on the basis of Wholesale Price Index (WPI) of December, 2006 (208.40). The fee rates have since been increased twice. The first revision of 3.98% increase was made from 1st April, 2008 (based on WPI of 216.7 for the week ending on or nearest to 31st December, 2007). The second revision of 5.77% increase has become effective from 1st April, 2009 (based on WPI of 229.20 for the week ending on or nearest to 31st December, 2008).

Concession agreement signed by NHAI for four projects

543. PROF. ALKA BALRAM KSHATRIYA:

DR. T. SUBBARAMI REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether NHAI has signed concession agreement for developing and widening four projects with a total cost of Rs.5069 crore;

(b) whether projects will also be eligible to access credit from banks;

(c) whether they will also be able to levy toll charges;

(d) whether Centre has also given its approval to increase concession period of NHAI project;

†Original notice of the question was received in Hindi

- (e) if so, the total period of concession that will be provided for both highways and roads; and
- (f) whether Rs.47,000 crores credit deals has been awarded by new Government to improve growth on national highways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) National Highways Authority of India (NHAI) recently signed concession agreements for five projects of total cost Rs. 5594.1 Crores, details of which are enclosed as Statement. (See below)

(b) to (c) Yes, Sir.

(d) No, Sir.

(e) Does not arise in view of (d) above.

(f) No, Sir. However, National Highways Authority of India (NHAI) has undertaken formulation of Work Plan for 2009-10 which includes invitation of bids for various projects under NHDP on Public Private Partnership (PPP) basis, as per the following details:

S.No.	NHDP Phase	Number of Projects	Approximate Cost (in Rs. Crore)
1	II	7	10,347
2	III	23	21,298
3	V	7	10,006
4	VII	1	680
TOTAL :		38	42,331

Statement

Concession Agreement

Stretch	NH No.	Project cost (Rs. in crores)	Date of signing concession agreement	Concession period
Kishangarh-Beawar	8	795	18.05.2009	18 years
Gujarat/Maharashtra Boarder-Surat-Hazira Port	6	1509.1	18.05.2009	19 years
4 lane elevated road from Chennai Port to Maduravoyal	4	1345	18.05.2009	15 years
Pune-Solapur	9	1110	19.05.2009	21 years
MP/MH Boarder-Dhule Section	3	835	24.06.2009	18 years
TOTAL :		5594.1		

Implementation of National Highway Projects

544. SHRJ JESUDASU SEELAM:

DR. T. SUBBARAMI REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether focus on road transport and highways sector which had been lagging behind during five years of the previous Government has decided to speed up National Highways Development Programme and meet all deadlines;

(b) whether Ministry has identified 15000 kms. of road length under NHDP-IV;

(c) if so, whether Ministry has decided to appoint a regulator to oversee NHDP phases;

(d) whether regulator would examine all problems that are being faced in implementing NHDP projects in time; and

(e) if so, what concrete steps and measures Ministry is considering to take to implement highways projects seriously?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) It is the resolve of the Government to accelerate the implementation of National Highways Development Project.

(b) The Government has so far identified 64 stretches of highways, totalling 7915 kms. to be undertaken under National Highways Development Project (NHDP) Phase-IV.

(c) to (d) No, Sir.

(e) The Government has taken necessary steps to address constraints identified in the implementation of National Highways Development Programme (NHDP). The details of measures undertaken are enclosed at Statement.

Statement

Efforts of Government to expedite implementation of the projects

- a. The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHAI. Progress reviews are also held at the level of Chairman, NHAI, Secretary, Department of Road Transport & Highways.
- b. State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest / pollution / environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.
- c. A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre - State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.
- d. The total cost estimated at the time of preparing feasibility reports, and in 2006-07 have been revised upwards by 20% and 10% respectively and brought to the current level.
- e. The entire 40% of the Viability Gap Funding (VGF) to be made available during the construction phase itself.

- f. The procedure of issue of Land Acquisition notifications has been simplified. Earlier, all-the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- g. To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- h. Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

Toll tax collected on National Highways

545. SHRI SANJAY RAUT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the amount of toll tax collected on National Highways during the last three years. State-wise and year-wise;
- (b) whether it is a fact that with more than 4561 Km. stretch of completed highways not under toll resulting in National Highways Authority of India (NHAI's) loss of revenue to the turn of Rs. 1550.74 crore during 2008-09;
- (c) if so, the details thereof and the details of steps taken or proposed to be taken in regard to loss of revenue;
- (d) whether some State Governments have requested for discontinuation of toll tax at some stretches passing through their States; and
- (e) if so, the details thereof and/Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) The details of the amount of toll collected on the national highways in last three years, state-wise and year-wise are given in Statement-I. (See below)

(b) to (c) 3476.31 kms length of National Highways has been completed partially in stretches and hence is not under tolling. The details of fully completed and partially completed sections as on 31.3.2009 are enclosed at Statement-II. (See below) Completion of tollable section in all respect including safety measures like lane marking, signages, guard rails etc. and issue of 'taking over' certificate is a pre-requisite for commencement of tolling of such section. The tolling has to commence within 30 days from the date of completion of tollable section or issue of takeover certificate, whichever is later.

(d) No, Sir.

(e) Does not arise.

*State-wise/year-wise toll collection for last three years &
current year up to May 2009 (All Rs. in Lakhs)*

State	2006-07	2007-08	2008-09
AP	24728.05	34193.86	37916.30
Bihar	0.00	1402.00	3418.00
Chhattisgarh	1810.83	2098.47	2216.58
Gujarat	21138.27	22367.48	26047.19
Haryana	13521.67	15293.87	35131.11
Jharkhand	1915.53	2258.00	4831.88
Karnataka	4627.84	9449.99	17641.84
Maharashtra	17160.58	22904.79	24949.11
MP	1417.61	1243.29	1929.11
Orissa	705.79	787.85	2434.88
Punjab	4665.97	5029.55	7008.31
Rajasthan	29670.03	35801.50	42568.58
Tamilnadu	10370.43	16563.93	19239.31
UP	6196.06	8030.56	17366.04
West Bengal	6468.77	13741.69	17743.47
GRAND TOTAL :	144397.43	191076.83	261342.46

Statement-II

Details of fully completed and partially completed sections as on 31.03.2009

S.No.	Particulars	Total Completed	Fully Completed	Partially completed
1	Golden Quadrilateral	5721.00	5119.00	602.81
2	NSEW	3436.00	1818.00	1618.00
3	Port Connectivity Projects	206.00	111.00	95.00
4	Other Projects	781.00	325.50	455.50
5	NHDP Phase III	787.00	187.00	599.00
6	NHDP Phase V	106.00		106.00
	TOTAL :	11037.00	7560.50	3476.31

Projects at DPR stage under NHDP Phase-III

546. SHRI M.V. MYSURA REDDY:

SHRI NANDAMURI HARIKRISHNA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of projects pertaining to Andhra Pradesh that are at the Detailed Project Report (DPR) stage as of 2004 under National Highways Development Project (NHDP) Phase-III;

(b) the details of projects pertaining to Tamil Nadu that are at the DPR stage as of 2004 under NHDP Phase-III;

(c) the details of projects that have been completed out of above (a) and (b) projects as of 2009, State-wise; and

(d) the reasons for the delay, if any, in execution of the projects, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (d) No project, identified under NHDP Phase III in Andhra Pradesh, was at DPR stage in 2004. The details of NHDP Phase-III projects which were at DPR stage in Tamil Nadu in 2004 alongwith their current status is as under:

S.No.	Project	Current status
1	Kerala/TN Border-Kanyakumari of NH 47	Tender stage
2	Nagercoli to Kavalkinaru of NH 47 B	Tender stage
3	TN/Pondicherry Border -Tindivanam of NH 66	Work in progress

Tackling of accidents on National Highways

547. SHRIMATI SYEDA ANWARA TAIMUR:

SHRI VIJAY JAWAHARLAL DARDA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a recent study conducted by Indian Institute of Technology, Delhi, which was released by the Deputy Chairman of the Planning Commission in March, 2009, has opined that construction of new roads in urban and rural areas seems to have resulted in an increase in road accidents and that death rate per kilometer on National Highways in richer States is higher than those in hilly States; and

(b) if so, how the 1,06,000 casualties during 2006 projecting an increase to 2,60,000 in 2030, would be tackled on long-term basis?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) A recent study report namely "Road Safety in India: Challenges and Opportunities" has been prepared by the University of Michigan Transportation Research Institute (UMTRI). The report is coauthored by Shri Dinesh Mohan, Professor, IIT Delhi, a visiting researcher at UMTRI, and UMTRI researchers, Omer Tsimhoni, Michael Sivak and Michael J. Flannagan. This report was released by Dr. Montek Singh Ahluwalia, Deputy Chairman of the Planning Commission on 09th March 2009. The report has shown the fatalities on different category of roads in Indian States and observed that about two-thirds of fatalities, take place on national and State highways. As per report, the average fatality rate for national highways in non-hilly States was 59 persons per km per year in 2004 whereas the same rate in hilly States was 16. The report indicates that States with higher per capita income experience a higher incidence of traffic fatality per 100 km of road length.

(b) It is not easy to project fatalities due to road accidents as the latter is influenced by the interplay of a host of factors which amongst others include growth in population, motorization level,

quality and expanse of road network, human and behavioural factors, road safety measures etc. In the report, Mr. M. Koornstra has predicted the year 2030 for the peak traffic fatalities in India. Based upon this, the report has calculated that there could be about 2,60,000 fatalities in the year 2030. However, the report suggests that this projected date *i.e.* 2030 cannot be accepted as road safety goal for the country. It is the constant endeavour of both the Union and State Governments to promote road safety. To this end, Government has adopted a multi-pronged strategy to reduce road accidents which *inter alia* includes promoting road safety awareness and education, better road geometry and design, better enforcement of road safety regulations, emergency medical care for accident victims, road safety audit etc.

New highways sanctioned for Rajasthan

548. DR. GYAN PRAKASH PILANIA:

SHRI LALIT KISHORE CHATURVEDI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of kilometers of new highways that have been sanctioned and added in Rajasthan during the last five years;
- (b) the details of these highways;
- (c) how many old roads have been taken over as highways;
- (d) whether Government is aware that Delhi-Jaipur highway is in a very bad condition throughout the year; and
- (e) if so, the steps that are being taken to improve the same?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) No new kilometers of National Highways have been sanctioned and added in Rajasthan during the last five years.

(d) and (e) Under National Highway Development Programme wherever 4/6 laning works are under implementation, the existing roads are kept in traffic worthy condition. The maintenance of existing roads are carried out by the Contractor/Concessionaire as part of their obligations under contract/concession agreement. Delhi-Jaipur Section has been taken up for 6 laning and is being maintained in traffic worthy condition by the concessionaire.

Length of surfaced roads in Jharkhand

549. SHRI PARIMAL NATHWANI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the total length of surfaced roads in Jharkhand; and
- (b) whether there is any planning to increase this length of surfaced roads, indicating the current status, alongwith schedule of implementation?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) This Ministry is primarily responsible for the development and maintenance of

National Highways(NHs). As per the information received from Road Construction Department, Government of Jharkhand total length of roads in Jharkhand including NHs, SHs, MDR, ODR, and Other roads but excluding rural roads is 8722.22 km. All these roads are surfaced roads.

(b) Development and up gradation of roads is a continuous process and is taken up based on the needs of traffic, *inter-se priority* and availability of funds.

MoU for NHDP projects

†550.SHRI AMIR ALAM KHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present status of National Highways Development Project (NHDP) in the country, State-wise;

(b) whether all State Governments have signed the Memorandum of Understanding (MoU) for NHDP project;

(c) if so, the State-wise details thereof; and

(d) the steps being taken by Government for early approval and completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) State-wise status of NHDP in the country is given at Statement. (*See below*)

(b) and (c) No, Sir. However, as on date 15 State Governments namely, Andhra Pradesh, Chhattisgarh, Delhi, Gujarat, Himachal Pradesh, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal have signed State Support Agreement for individual NHDP projects taken up on Build, Operate and Transfer (BOT) basis.

(d) In order to expedite the implementation, progress of the ongoing projects is closely monitored by Project Implementation Units of NHAI assisted by Supervision / Independent Consultants. Meetings have been held on periodic basis both at sites as well as at NHAI Headquarters to review progress and concerted efforts are being made to expedite land acquisition procedure.

Statement

State-wise status of NHDP in the country

		(Length in Km)			
Sl.No.	States	Total Length	Completed Length	Length Under Implementation	Balance Length for Award
1	2	3	4	5	6
1	Andhra Pradesh	2467.89	1502.44	650.75	315.00
2	Arunachal Pradesh	22.00	0.00	0.00	22.00

†Original notice of the question was received in Hindi

1	2	3	4	5	6
3	Assam	1302.30	28.50	629.80	644.00
4	Bihar	1722.24	373.21	334.31	1015.00
5	Chhattisgarh	196.68	18.00	127.69	51.00
6	Delhi	86.80	47.80	11.00	28.00
7	Goa	221.00	13.00	0.00	208.00
8	Gujarat	1984.76	1293.29	281.27	410.00
9	Haryana	1105.19	361.70	262.49	481.00
10	Himachal Pradesh	120.69	0.00	17.54	103.00
11	Jammu & Kashmir	399.47	27.60	106.93	264.94
12	Jharkhand	456.75	188.00	3.47	265.00
13	Karnataka	1409.86	717.98	240.51	451.00
14	Kerala	848.80	58.60	72.20	718.00
15	Madhya Pradesh	1447.83	339.73	490.09	618.00
16	Maharashtra	1879.77	958.78	573.85	347.00
17	Manipur	111.00	0.00	0.00	111.00
18	Meghalaya	136.00	0.00	0.00	136.00
19	Mizoram	140.00	0.00	0.00	140.00
20	Nagaland	28.00	0.00	0.00	28.00
21	Orissa	1073.80	432.28	88.11	553.00
22	Pudducherry	4.00	0.00	0.00	4.00
23	Punjab	841.09	282.92	323.17	235.00
24	Rajasthan	2426.70	1457.45	279.50	690.00
25	Tamil Nadu	3274.78	1511.83	732.35	1030.60
26	Uttar Pradesh	2357.90	1272.25	665.55	419.00
27	Uttarakhand	213.00	0.00	0.00	213.00
28	West Bengal	1280.26	483.60	97.66	699.00
TOTAL :		27556.74	11368.96	5988.24	10199.54

Criteria for allotment of funds to National Highways

551. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total number of National Highways and Total Kilometre of National Highways available in the country indicating the State-wise details thereof and criteria for allotment of funds to these National Highways; and

(b) whether it is a fact that backward States like Orissa, Jharkhand, Chhattisgarh have lesser number of National Highways and they are also getting lesser amount than other States?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) The State-wise details of the National Highways in the country are given in the Statement (*See below*). The development and maintenance of the National Highways are not taken up on the basis of demographic or regional pattern of the country. The allocation of funds for the development and maintenance of National Highways in various States depends not only on length of the National Highways but also on type of terrain, lane width, traffic density, type of soil, extent of damages, distance of source of construction materials, intensity of rainfall and availability of funds etc. The funds for development and maintenance of National Highways entrusted to the State Governments are allocated State-wise. Funds for development of National Highways entrusted to the National Highways Authority of India / Border Roads Organization are not made State-wise.

Statement

Allotment of funds to National Highways

Sl.No.	Name of State	National Expressways (NE) / National Highways	Length (in km)
1	2	3	4
1	Andhra Pradesh	4, 5, 7, 9, 16, 18, 18A, 43, 63, 202, 205, 214, 214A, 219, 221, 222 & 234	4337
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext. & 37 Ext.	1992
3	Assam	31, 31B, 31C, 36, 37, 37A, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 151, 152, 153 & 154	2836
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107 & 110	3642
5	Chandigarh	21	24
6	Chhattisgarh	6, 12A, 16, 43, 78, 200, 202, 216, 217, 111, & 221	2184
7	Delhi	1, 2, 8, 10 & 24	72
8	Goa	4A, 17, 17A & 17B	269

1	2	3	4
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59, 113 & 228	3245
10	Haryana	1, 2, 8, 10, 21A, 22, 64, 65, 71, 71A, 72, 73, 73A, 71B & NE-II	1512
11	Himachal Pradesh	1 A, 20, 20A, 2 1, 2 1 A, 22, 70, 72, 72B, 88 & 73 A	1409
12	Jammu & Kashmir	1A, IB, 1C&1D	1245
13	Jharkhand	2, 6, 23, 31, 32, 33, 75, 78, 80, 98, 99 & 100	1805
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 63, 67, 206, 207, 209, 212, 218 & 234	4396
15	Kerala	17, 47, 47A, 47C, 49, 208, 212, 213, & 220	1457
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 27, 59, 59A, 69, 75, 76, 78, 86 & 92	4670
17	Maharashtra	3, 4, 4B, 4C, 6, 7, 8, 9, 13, 16, 17, 50, 69, 204, 211 & 222	4176
18	Manipur	39, 53, 150 & 155	959
19	Meghalaya	40, 44, 51 & 62	810
20	Mizoram	44A, 54, 54A, 54B, 150 & 1 54	927
21	Nagaland	36, 39, 61, 150 & 155	494
22	Orissa	5, 5A, 6, 23, 42, 43, 60, 75, 200, 201, 203, 203 A, 215, 217 & 224	3704
23	Puducherry	45A & 66	53
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72 & 95	1557
25	Rajasthan	3, 8, 11, 11A, 11B, 11C, 12, 14, 15, 65, 71B, 76, 79, 79A, 89, 90, 113, 112, 114 & 116	5585
26	Sikkim	31 A	62
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226E, 227, 230 & 234	4832
28	Tripura	44 & 44A	400
29	Uttarakhand	58, 72, 72A, 72B, 73, 74, 87, 94, 108, 109, 123, 119, 121, 87 Ext. & 125	2042
30	Uttar Pradesh	2, 2A, 3, 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93 ,96, 97 , 119, 231, 232, 232A, 233, 235 & NE-II	6774
31	West Bengal	2, 2B, 2B Ext, 6, 31, 31A, 31C, 31D. 32, 34, 35, 41, 55, 60, 60A, 80, 81 & 117	2578
32	Andaman & Nicobar Island	223	300

Upgradation of NH-17 and 47 into four lane traffic in Kerala

552. SHRI A. VIJAYARAGHAVAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the State of Kerala submitted any proposal for the upgradation NH-17 and 47 into four lane traffic;
- (b) if so, the details thereof; and
- (c) the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Entire length of NH-17 & NH-47 aggregating to 838 km. is planned to be four laned in the State of Kerala, of which 78 km. has already been four laned. Four laning of the balance length is targeted for completion by December, 2013.

Upgradation of State Highways into National Highways in Tamil Nadu

553. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has received any representation for upgradation and declaration of State Highways into National Highways in Tamil Nadu;
- (b) if so, whether Government proposes to upgrade State Highways into National Highways during the current financial year;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Yes, Sir.

(b) to (d) The requirement of resources for development of existing National Highways is huge as compared to availability of resources. Hence, at present, emphasis is being given for development of roads already declared as National Highways instead of declaring more roads as National Highways.

Funds for maintenance of NHs in MP

†554. SHRI RAGHUNANDAN SHARMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether funds were provided for maintenance of National Highways in Madhya Pradesh from 2003 to 2009;
- (b) if not the reasons for not providing the funds;
- (c) if so, the details of the funds provided, year-wise; and
- (d) the amount spent from the funds provided?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (d) The amount allocated and utilised for maintenance of National Highways in the State of Madhya Pradesh during the years 2003 to 2009 are as under :

Sl.No.	Year	Allocation	Expenditure
		(Rs.in crore)	(Rs. in crore)
1.	2003-2004	57.49	53.18
2.	2004-2005	59.49	53.76
3.	2005-2006	56.42	53.44
4.	2006-2007	58.70	52.65
5.	2007-2008	58.38	57.95
6.	2008-2009	57.59	55.65

Amount released for National highways

555. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total amount released for the National Highways, including Golden Quadrilateral, East-West, North-South Corridor during the last five years and percentage of utilization; and

(b) the amount released to Orissa, Chhattisgarh, Jharkhand, West Bengal and Assam during the last five years, State-wise and Road-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) The year-wise total amount allocated for development and maintenance of National Highways (NHs) including roads under Golden Quadrilateral, East-West and North-South Corridors for the years 2004-05, 2005-06, 2006-07, 2007-08 and 2008-09, amount utilized and percentage of utilization is given below:

(Amount Rs. In crore)

Year	For Development of NHs			For Maintenance and Repairs of NHs		
	Total amount allocated	Total amount utilized	Percentage of utilization	Total amount allocated	Total amount utilized	Percentage of utilization
2004-05	5777.50	5124.04	88.69	745.56	678.95	91.07
2005-06	9001.75	8846.81	98.28	868.10	838.34	96.57
2006-07	10700.34	10609.48	99.15	814.38	784.56	96.34
2007-08	11195.11	11134.24	99.46	1001.68	981.36	97.97
2008-09	12460.21	12433.68	99.79	974.32	828.80 *	85.06 *

* Data Provisional

(b) Funds under the schemes Golden Quadrilateral, East-West and North-South Corridors, NHs under National Highway Authority of India and Border Roads Organization are not allocated State-wise or Road-wise. However, funds for the NHs entrusted to State Public Works Departments are allocated State-wise, State-wise details of amount allocated to the States of Assam, Chhattisgarh, Jharkhand, Orissa and West Bengal for development and maintenance of National Highways during the years 2004-05, 2005-06, 2006-07, 2007-08 and 2008-09 are given below:

(Amount Rs. in crore)

Sl. No.	Name of the State	Amount allocated for 2004-05	Amount allocated for 2005-06	Amount allocated for 2006-07	Amount allocated for 2007-08	Amount allocated for 2008-09
For Development of National Highways						
1	Assam	78.00	58.00	77.25	86.00	86.30
2	Chhattisgarh	35.00	49.70	37.00	39.00	63.66
3	Jharkhand	35.00	40.00	34.86	57.25	96.41
4	Orissa	72.75	66.00	72.00	137.50	207.68
5	West Bengal	71.90	56.00	47.00	58.00	95.30
For Maintenance of National Highways						
1	Assam	22.42	30.84	25.98	41.62	40.20
2	Chhattisgarh	26.99	20.55	24.15	27.19	27.26
3	Jharkhand	12.50	21.37	22.27	27.82	20.38
4	Orissa	313.83	40.92	43.70	50.51	52.56
5	West Bengal	26.22	29.87	18.50	24.08	31.49

Acquisition of land for awarding contracts for NHs

556. SHRT RAJEEV SHUKLA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether National Highways Authority of India (NHAI) has decided to award contract work only after 100 per cent acquisition of land; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (b) National Highways Authority of India (NHAI) has decided to award contracts only after Notification under Section 3D (I) of the National Highways Act 1956 has been issued for all land in respect of which such Notification is required to be issued (*i.e.* land to be acquired from private landowners).

Construction of Highways and Expressways in Punjab

557. SHRI DHARAM PAL SABHARWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is considering several proposals for the construction of Highways and Expressways in Punjab;

(b) if so, the details in this regard, project-wise; and

(c) the details of sub-ways, underpass and over-bridge being constructed of Highways and Expressways and by when these will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Yes, Sir. Following new projects are planned to be taken up in Punjab under different phases of National Highway Development Project:

(i) Four laning of Pathankot-Amritsar section of NH- 15, Jalandhar-Dhillwan section of NH-1 and Ludhiana - Talwandi section of NH- 95

(ii) Four/six laning of Ludhiana-Chandigarh section of NH- 95

No expressway is proposed by the Central Govt. in the State of Punjab.

(c) Details of Subways, Underpasses, Grade separators/flyovers and Road Over Bridges (ROBs) planned/being constructed on National Highways in Punjab are as under:

NH	Subways	Underpass Nos.	Grade separators/ flyovers Nos	Rubs Nos	Likely completion
1	-	40	46	12	Nov., 2011
1A	-	7	2	3	Dec. 2010
21	-	3	2	1	June, 2010
22	-	1	-	1	Aug, 2010

Road accidents on National Highways

558. SHRI N. BALAGANGA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that there is growing number of road accidents on the National Highway;

(b) the steps taken by Government to prevent such accidents in future; and

(c) whether Government will take steps to provide modernized medical facilities for those affected in the accident?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) The number of road accidents that occurred on the National Highways has decreased during the year 2007 (the latest available data). The number of road accidents on National Highways, year-wise, from the year 2003 to 2007 is at Statement. (See below)

(b) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken several steps to improve road safety for road users which are as under:

- (i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.
- (ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.
- (iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector being implemented by the Ministry since 1997-98 under plan activities,
- (iv) Involvement of NGOs for road safety activities by Ministry of Road Transport and Highways and National Highways Authority of India.
- (v) Setting up of Driving Training School in the country.
- (vi) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (viii) Tightening of safety standards of vehicles.
- (ix) Providing cranes and ambulances to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.
- (x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

(c) During the Eleventh Five Year Plan, the Government has approved a proposal of the Ministry of Health and Family Welfare for establishment of an integrated network of Trauma Centres along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals, at a total outlay of Rs. 732.75 crore. Setting up of the integrated network of Trauma Centres along the Golden Quadrilateral, North-South and East West Corridors will ensure that each accident victim on these corridors is able to get competent medical assistance within the shortest possible time thereby saving precious lives. The trauma care network has been so designed that no trauma victim has to be transported for more than 50 kilometer. The project comprises of well equipped life support Ambulances at every 50 Kilometer of the completed stretches of the National Highways with well-equipped & staffed trauma centre at every 100-200 Kilometer of the National Highways.

Statement

Road Accidents on National Highways

Year	No. of Road Accidents on National Highways	Annual Growth rate (%)
2003	127834	--
2004	130265	1.9
2005	129994	(-) 0.2
2006	140158	7.8
2007	138922	(-) 0.9

Construction of six lane road on NH 11 and 12

‡559. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether tenders have been given to any company for construction of six lane road between Jaipur and Sikar on National Highway No. 11 and between Jaipur and Kota on National Highway No. 12 respectively;
- (b) the time schedule for the completion of this work; and
- (c) the policy of Government regarding the construction of six lane road from Kota to Jhalawar and upto Teendhar and from Sikar to Bikaner on National Highway No. 11?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Stretches between Jaipur and Sikar on National Highway No. 11 and between Jaipur and Kota on National Highway No. 12 have not been identified for six-laning under National Highways Development Project (NHDP). However, Jaipur-Reengus-Sikar section of NH 11 and Jaipur-Tonk-Deoli-Kota-Jhalawar section of NH 12 have been identified for four laning under NHDP Phase III on BOT (Toll) basis. Bids for Jaipur-Reengus of NH 11 have been invited. Bids for Jaipur-Tonk-Deoli section of NH 12 have been received. Feasibility study of Reengus-Sikar section of NH 11 and Deoli-Kota-Jhalawar section of NH 12 is in progress.

(c) The stretches from Kota-Jhalawar section of NH 12 and Sikar-Bikaner section of NH 11 have not been identified for six-laning under NHDP.

Delay in work on the East-West and North-South corridors

560. SHRI PRAKASH JAVADEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether work on the East-West and North-South corridors has been delayed;
- (b) if so, the reasons therefor; and

‡Original notice of the question was received in Hindi

(c) whether all contracts for these corridors have been allotted?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) There has been some delay in implementation of some projects under East West and North South Corridors due to various constraints. The major constraints in implementation of the projects are due to delay in land acquisition, utility shifting, obtaining clearances for forest/ environment and Road over Bridges, poor performance of some contractors and law & order problems in some States.

(c) Out of a total length of 7142 km of these corridors, contracts for a length of 732 km are yet to be awarded.

Roads in forest areas in Andhra Pradesh

561. SHRIMATI T. RATNA BAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Ministry is proposing to take up roads in some districts of Andhra Pradesh where the roads in forest areas are in a bad condition;

(b) if so, the details thereof; and

(c) the new roads to be taken up in forest areas where the SC/ST people are living and are facing lot of difficulties due to improper infrastructure especially in the area of East Godavari, West Godavari, Vishakhapatnam and Khammam areas in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Government of Andhra Pradesh has submitted proposal to upgrade "Sironcha -Mahadevpur - Tungaturthi - Erpedu - Renigunta" and "Kakinada - Dwarapudi - Rajahmundry - Kowur - Suryapeta" roads passing through forest areas of Andhra Pradesh as new National Highways (NHs). However, at present emphasis is being given for development of roads already declared as National Highways instead of declaring new National Highways because the requirement of resources for development of existing National Highways is huge as compared to availability of resources. The entire NH network in the State of Andhra Pradesh including those passing through forest areas is being maintained in traffic-worthy condition within the available resources.

Completion of NH-5 from Bhubaneswar to Berhampur

562. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the reasons for which the proposed golden quadrilateral road and East-West and North-South corridor road have not yet been completed and whether it is due to shortage of fund or negligence of implementing agencies specially the reason of not completion of NH-5 from Bhubaneswar to Berhampur; and

(b) whether it is a fact that those multinational agency which are engaged for their above stated work are violating labour laws specially building and other construction workers (Regulation and

Employment Service Condition) Act 1996 and building and other construction Workers Welfare Cess Act 1996?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) About 99% of golden quadrilateral work is completed and the work of East-West and North-South corridor is targeted for completion by December, 2010. However, there has been some slowdown in implementation due to problems associated with land acquisition, shifting of utilities, clearance from Railways for Road Over Bridges and poor performance of contractors.

Bhubaneswar to Berhampur is in the stretch of NH-5 between Ichhapuram and Balasore. The reason for non-completion of part of 4-laning is mainly non performance of contractors of three contract packages, namely, Ichhapuram-Ganjam, Ganjam-Sunakhala and Bhadrak-Balasore leading to termination of contracts. Thereafter, there was further delay in completion of balance works due to litigations. The balance works of Ichhapuram-Ganjam and Bhadrak-Balasore have already been re-awarded and Ganjam-Sunakhala stretch is under advance stage of finalisation for re-awarding.

(b) All agencies including multinational are required to abide by labour laws and other rules & regulations as stipulated in respective contract agreements.

Projects submitted by Punjab Government

563. SHRI VARINDER SINGH BAJWA: Will the Minister of TEXTILES be pleased to state:

(a) the number of projects submitted by the State Government of Punjab and others in the State pending for clearance as on 1st April, 2009 by his Ministry;

(b) the period since when each project is pending; and

(c) by when each is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) Nil, Sir.

(b) and (c) Do not arise in view of (a) above.

Decline in export of Textiles to USA

564. SHRI T.T.V. DHINAKARAN: Will the Minister of TEXTILES be pleased to state:

(a) whether export of textiles especially to USA has decreased in the current year compared to other countries;

(b) if so, the details thereof; and

(c) the steps taken to increase the exports?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) and (b) As per the latest available provisional data of Directorate General of Commercial Intelligence & Statistics, Kolkata, India's textiles and clothing export to the US has indicated a

growth of over 3.82% in Indian rupee terms and a decline of 8.19% in US dollar terms during April-February' 2008-09 over the corresponding period of previous year. The US imports figures of textiles and clothing from top five countries including India during the period of January-April, 2009 are given below:-

US imports of textiles and clothing

(January-April)

(US \$ Million)				
Sl. No.	Country	2008	2009	% change
1.	China	8489	8296	-2.28
2.	India	2072	1780	-14.09
3.	Vietnam	1534	1603	4.50
4.	Mexico	1797	1470	-18.22
5.	Indonesia	1469	1420	-3.38
6.	World	29882	25729	-13.90

(c) The Government announced two stimulus packages on 7th December, 2008 and 2nd January, 2009 to boost India's exports including textiles exports. The measures announced under these packages, *inter alia*, include:-

- i) Additional allocation of Rs.1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS).
- ii) All items of handicrafts to be included under 'Vishesh Krishi & Gram Udyog Yojana (VK&GUY)'.
- iii) Across-the-board cut of 4% in the *ad-valorem* Cenvat rate till 31.3.2009.
- iv) Interest subvention of 2% upto 31.3.2009 subject to a minimum of 7% per annum on pre and post-shipment export credit (since extended to 30.9.09 in the Union Budget 2009-10).
- v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products.
- vii) Refund of Service Tax on foreign agent commissions of upto 10% of FOB value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback, Scheme.
- viii) Credit targets of Public Sector Banks revised upward to reflect the needs of the economy.
- ix) State Level Bankers Committee would hold meetings for resolution of Credit issues of MSMEs.
- x) Guarantee cover under Credit Guarantee Scheme doubled to Rs.1 crore with cover of 50%.
- xi) DEPB rates restored to pre-November, 2008 levels and extended till 31.12.2009.
- xii) Duty drawback on knitted fabrics enhanced retrospectively from 1.9.2008.

Requirement of cotton in textile industry

565. SHRI N.R. GOVINDARAJAR: Will the Minister of TEXTILES be pleased to state:

- (a) the estimated requirement of cotton in the textile industry in the country at present and the quantity available for domestic textile sector;
- (b) whether it is a fact that the textile industry has reduced its production by 25 per cent due to non-availability of cotton;
- (c) if so, the details thereof;
- (d) whether Government has any proposal to impose restriction on the export of cotton to meet the demands of the domestic textile sector; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):
(a) The Cotton Advisory Board (CAB) has estimated total requirement of cotton in the textile industry in the country at present is 230 lakh bales and the quantity available for domestic textile sector is 290 lakh bales.

- (b) No.
- (c) Does not arise in view of (b) above.
- (d) No.
- (e) Does not arise in view of (b) above.

Steps to resolve problems of textile industry

566. SHRI RAJNITI PRASAD: Will the Minister of TEXTILES be pleased to state:

- (a) whether it is a fact that due to dumping of Chinese garments in India the materials prepared by small weavers in the country are not being sold in the market;
- (b) if so, the steps being taken by Government to save the livelihood of these small weavers;
- (c) whether it is also a fact that entrepreneurs engaged in domestic textile industry are facing the shortage of resources because banks do not provide them loan at concessional rate; and
- (d) if so, the steps being taken by Government to provide funds as well as to solve the other problems of this industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):
(a) No, Sir.

(b) Almost all garments items, including garments imported from China, are covered under the mixed duty structure *i.e.* *ad-valorem* or specific duty, on 'whichever is higher' basis. Specific duty has been imposed to protect the domestic textiles industry from cheaper imports.

(c) and (d) In order to provide loans at reduced rate, Government launched Technology Upgradation Fund Scheme (TUFS) for textiles and jute industries *w.e.f.* 1.4.1999. The Scheme has been extended upto 31.3.2012. Under the Scheme, 5% of interest reimbursement or 15% Margin Money Subsidy (MMS) to Small Scale (SSI) Sector or 20% of Margin Money Subsidy to powerloom sector is being provided and the term loan sanctioned and disbursed. under the Scheme is showing consistent increase over the years. To strengthen the textiles industry, the important steps taken by the Government from time-to-time are furnished in the Statement.

Statement

Measures for strengthening of textiles sector

Government of India accords utmost priority to promotion of textiles sector in view of its potential for employment generation and foreign exchange earnings. In this context, the following measures may be enumerated which are applicable for the entire country:

- i) To improve productivity and quality of cotton for manufacture and export of competitive downstream textile products, Government has launched the Technology Mission on Cotton (TMC).
- ii) To facilitate the modernisation and upgradation of the textile industry both in the organised and unorganized sector, the Technology Upgradation Fund Scheme (TUFS) has been launched. The Scheme has been further fine tuned to increase the rapid investments in the targeted sub-sectors of the textile industry. The cost of machinery has been further brought down by reducing the customs duty on imports.
- iii) To provide the textile industry with world-class infrastructure facilities for setting up their textile units meeting international environmental and social standards, a Public-Private Partnership (PPP) based Scheme known as the "Scheme for Integrated Textile Park (SITP)" has been introduced in August 2005.
- iv) The fiscal duty structure has been generally rationalized to achieve growth and maximum value addition within the country in successive Budgets from 2004-05 onwards.
- v) In order to cater to the growing skilled manpower requirements at shop floor level, Government is providing assistance for strengthening existing and opening new Apparel Training and Design Centres (ATDCs).
- vi) Government has allowed 100% Foreign Direct Investment in the textile sector under automatic route.
- vii) Government has de-reserved the readymade garments, hosiery and knitwear from SSI sector so that large scale investments may be encouraged in these sectors.
- viii) National Institute of Fashion Technology (NIFT) has been set up to provide the leadership role in sensitizing the Industry to the concept of value addition by inducting trained professionals to

manage the industry. This has resulted in an increased demand for trained professionals in various sectors servicing the industry.

2. In the recent past, some of the steps taken by the Government to support the textiles and garments industry are as under:-

- i) DEPB Scheme extended till May 2009.
- ii) Income Tax benefit to 100% EOUs under Section 10B of IT. Act, being extended by Government for one more year, beyond 31.3.2009.
- iii) Customs duty payable under EPCG scheme reduced from 5% to 3%.
- iv) Average export obligation under EPCG for Premier Trading Houses shall, as an option, be calculated; based on the average of last 5 years export, instead of the present 3 years.
- v) Exports made towards fulfillment of export obligation under EPCG Scheme shall be eligible for incentives/rewards under promotional schemes.
- vi) In case of textile and granite sector EOUs, payment of only excise duty on DTA sale. In case the use of duty paid imported inputs is up to 3% of the FOB value of exports.
- vii) Enhanced duty credit scrip of 2.5% (instead of the normal 1.25% under FPS) would be allowed for export of High value added manufactured products.
- viii) Inclusion of 10 more countries within the ambit of Focus Market Scheme.
- ix) Measures to reduce transaction cost to the exporters and procedural simplification have also been incorporated.

In addition to the above, the Government announced on 7th December, 2008 and 2nd January, 2009, packages of measures to stimulate the economy. So far as the textiles sector is concerned, the measures, *inter-alia*, provide for the following:

- i) Additional allocation of Rs, 1400 crore to clear the backlog of Technology Upgradation Fund Scheme (TUFS);
- ii) All items of handicrafts included under 'Vishesh Krishi & Gram Udyog Yojana (VK&GUY)';
- iii) Across-the-board cut of 4% in the *ad-valorem* Cenvat rate till 31.3.2009;
- iv) Interest subvention of 2% upto 30.9.2009 subject to a minimum of 7% per annum on pre and post-shipment export credit;
- v) Provision of additional funds for full refund of Terminal Excise Duty/Central Sales Tax.
- vi) Enhanced back-up guarantee to ECGC to cover for exports to difficult markets/products;
- vii) Refund of Service Tax on foreign agent commissions of upto 10% of FOB value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme;

- viii) Credit targets of Public Sector Banks revised upward to reflect the needs of the economy;
- ix) State Level Bankers Committee to hold meetings for resolution of Credit issues of MSMEs;
- x) Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%;
- xi) DEPB rates restored to pre November, 2008 levels and extended till 31.12.2009;
- xii) Duty Drawback on knitted fabrics enhanced retrospectively from 1.9.2008.

Plight of handloom weavers due to global meltdown

567. SHRI N. BALAGANGA: Will the Minister of TEXTILES be pleased to state:

(a) whether Government is aware about the plight of the handloom weavers due to the global meltdown; and

(b) the action contemplated by Government to save the handloom sector from the present crisis?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) The Government has not received any report from any State Government about the plight of handloom weavers due to the global meltdown.

(b) Does not arise.

Conventional and Rapier powerlooms

568. SHRI T.K. RANGARAJAN: Will the Minister of TEXTILES be pleased to state:

(a) the number of Conventional power looms and Rapier powerlooms at present working in the country. State-wise;

(b) the steps taken to make available adequate cotton and power to this sector for unhindered production; and

(c) the steps taken in view of the global recession to lift this sector from the present slump?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) No. of powerlooms including Rapier looms at present working in country. State/Union Territory-wise as on 31.12.2008 is enclosed at Statement-I (*See below*) Data is not separately for Rapier Looms, However, State-wise number of shuttleless looms - which includes Rapier looms also - installed since inception of 20% Credit Linked Capital Subsidy (CLCS) scheme in November 2003 as on 30.6.2009 is as under:

Name of the State	No. of shuttleless looms
1	2
Andhra Pradesh	163
Gujarat	3807
Haryana	295

1	2
Jharkhand	8
Karnataka	119
Madhya Pradesh	67
Maharashtra	5322
Punjab	346
Rajasthan	11
Tamil Nadu	1473
Uttar Pradesh	144
TOTAL :	11775

(b) A Technology Mission on Cotton (TMC) was launched on 19th February, 2000 to make available adequate cotton, to improve the production, productivity and quality of cotton in the country by bringing the entire gamut of research and development, marketing and processing of cotton under one umbrella through a mission approach. Resultantly, adequate cotton is available to meet domestic demand as assessed by the Cotton Advisory Board (CAB) attached to the Office of the Textile Commissioner. With regard to Power, it is mentioned that the subject matter comes under the purview of the concerned State Governments.

(c) To lift the Textile sector from the present slump, Government has announced two stimulus packages on 7.12.2008 and 2.1.2009. These measures, *inter-alia*, provide the following :-

- Additional allocation of Rs. 1400 crore to clear the entire backlog of Technology Upgradation Fund Scheme (TUFS).
- All items of handicrafts to be included under 'Vishesh Krishi Gram Udyog Yojana'.
- Across the board cut of 4% in the *ad-valorem* Cenvat rate till 31.3.2009.
- Interest subvention of 2% upto 31.03.2009 subject to a minimum of 7% per annum on pre and post shipment of export credit (since extended up to 31.03.2010).
- Provision of additional funds for full refund of Terminal Excise Duty / Central Sales Tax.
- Enhanced back-up guarantee to Export Credit Guarantee Corporation (ECGC) to cover for exports to difficult markets / products.
- Refund of Service Tax on foreign agent commissions of upto 10% of Free-on-Board (FOB) value of exports as well as refund of service tax on output service while availing benefits under Duty Drawback Scheme.
- Credit targets of Public Sector Banks revised upward to reflect the needs of the economy.
- State Level Bankers Committee would hold meetings for resolution of Credit issues of Small and Medium Enterprises (MSMEs).

- Guarantee cover under Credit Guarantee Scheme doubled to Rs. 1 crore with cover of 50%.
- Duty Entitlement Pass Book (DEPB) rates have been restored to pre-November 2008 levels and extended till 31.12.2009.
- Duty Drawback on knitted fabrics has been enhanced retrospectively from 01.09.2008.

Statement

*State/Union Territory - wise position of Powerlooms
including Rapier Looms as on 31.12.2008*

Sl. No	Name of the State/Union Territory	No. of looms
I. States		
1.	Andhra Pradesh	45076
2.	Assam	2726
3.	Bihar	2894
4.	Goa	122
5.	Gujarat	323307
6.	Haryana	9933
7.	Himachal Pradesh	1461
8.	Jammu & Kashmir	65
9.	Karnataka	81890
10.	Kerala	2792
11.	Madhya Pradesh	104823
12.	Maharashtra	1062174
13.	Orissa	3321
14.	Punjab	23620
15.	Rajasthan	34159
16.	Tamil Nadu	385383
17.	Uttar Pradesh	65993
18.	West Bengal	5687
19.	Delhi	1102
20.	Arunachal Pradesh, Manipur, Mizoram, Meghalaya, Nagaland, Sikkim, Tripura	0
II. Union Territories		
21.	Chandigarh	42
22.	Dadar & Nagar Haveli	962
23.	Pondicherry	830
24.	Andaman & Nicobar, Daman & Diu, Lakshadweep	0
TOTAL :		2158362

Integrated textile parks

569. SHRI T.T.V. DHINAKARAN: Will the Minister of TEXTILES be pleased to state:

- (a) whether Government proposes to set up integrated textile parks;
- (b) if so, the details thereof; location-wise; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI):

(a) to (c) Under the Scheme for Integrated Textiles Park (SITP), thirty nine (39) textile park projects have been approved so far. The location wise details of these projects are furnished in the Statement.

Statement

Sl.No.	Project name	State	Location
1	2	3	4
1.	Hyderabad Hi-tech Weaving Park	Andhra Pradesh	Mahboob Nagar
2.	Hindupur Vyapar Apparel Park Limited		Ananthpur
3.	Pochampally Handloom Park Limited		Pochampally
4.	Brandix India Apparel City Private Limited		Vishakhapatam
5.	MAS Fari (India) Park Ltd.		Nellore
6.	Neogen Properties Ltd.		Ananthpur
7.	Gujarat Eco Textile Park Limited	Gujarat	Surat
8.	Mundra SEZ Textile & Apparel Park Limited		Kutch
9.	Fairdeal Textile Park Pvt Ltd.		Surat
10.	Vraj Integrated Textile Park Limited		Kheda
11.	Sayana Textile Park Ltd.		Surat
12.	Surat Super Yarn Limited		Surat
13.	RJD Integrated Textile Park		Surat
14.	Metro Hi-Tech Cooperative Park Limited		Ichalkaranji
15.	Pride India Cooperative Textile Park Limited	Maharashtra	Ichalkaranji
16.	Baramati Hi Tech Textile Park Limited		Baramati
17.	Shri Dhairyashil Mane Textile Park Co-op Society Limited		Ichalkaranji
18.	Deesan Infrastructure Pvt Ltd.		Dhule
19.	Asmeeta Infratech Pvt Ltd.		Bhiwandi
20.	Islampur Integrated Textile Park Pvt Ltd.		Islampur

1	2	3	4
21.	Latur Integrated Textile Park. Pvt Ltd.		Latur
22.	Purna Global Textile Park Ltd.		Hingoli
23.	The Great Indian Linen & Textile Infrastructure Company	Tamil Nadu	Perundurai
24.	SIMA Textile Processing Centre		Cuddalore
25.	Palladam Hi-Tech Weaving park		Palladam
26.	Komarapalayam Hi-Tech Weaving Park Ltd.		Komarapalayam
27.	Karur Integrated Textile Park		Karur
28.	Madurai Integrated Textile Park Ltd.		Madura
29.	Jaipur Texweaving Park Limited	Rajasthan	Kishangarh
30.	Kishangarh Hi-Tech Textile Park Limited		Kishangarh
31.	Next Gen Textile Park Pvt Ltd.		Pali
32.	Jaipur Integrated Texcraft Park Pvt Ltd.		Bagru
33.	Bharat Fabtex & Corporate Park Pvt Ltd.		Pali
34.	Lotus Integrated Tex Park	Punjab	Barnala
35.	Rhythm Textile & Apparel Park Ltd.		Nawanshahr
36.	Ludhiana Integrated Textile Park Ltd.		Ludhiana
37.	EIGMEF Apparel Park Limited	West Bengal	Kolkata
38.	Doddabalapur Integrated Textile Park	Karnataka	Doddaballapur
39.	CLC Textile Park Pvt Ltd.	MP	Chhindwara

12.00 Noon

PAPERS LAID ON THE TABLE

Memoranda of Understanding (2009-10) between Government of India and various companies

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY) : Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers :

- (i) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the BEML Limited, for the year 2009-2010. [Placed in Library. See No. L.T. 167/15/09]
- (ii) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Mishra Dhatu Nigam Limited (MIDHANI), for the year 2009-2010. [Placed in Library. See No. L.T. 170/15/09]

- (iii) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Garden Reach and Shipbuilders and Engineers Limited (GRSE), for the year 2009-2010. [Placed in Library. See No. L.T. 172/15/09]
- (iv) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Mazagon Dock Limited (MDL), for the year 2009-10. [Placed in Library. See No. L.T. 171/15/09]
- (v) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Goa Shipyard Limited (GSL), for the year 2009-2010. [Placed in Library. See No. L.T. 168/15/09]
- vi) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Bharat Electronics Limited (BEL), for the year 2009-2010. [Placed in Library. See No. L.T. 169/15/09]

(MR. DEPUTY CHAIRMAN in the Chair)

**Special order of Ministry of Home Affairs relating to the Government
of Karnataka for the financial years (2003-2009)**

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI AJAY MAKEN): Sir, I lay on the Table, under sub-section (3) of Section 12 of the Governors (Emoluments, Allowances and Privileges) Act, 1982, a copy (in English and Hindi) of the Ministry of Home Affairs Special Order dated the 18th June, 2009, increasing *ex-post facto* the amount under various heads of Schedule-II to the Governors (Allowances and Privileges) Rules, 1987, relating to the Governor of Karnataka for the financial years, 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008 and 2008-2009. [Placed in Library. See No. L.T. 43/15/09]

Outcome Budget (2009-10) of the Ministry of Textiles

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): Sir, I lay on the Table a copy (in English and Hindi) of the Outcome Budget for the year 2009-10 of the Ministry of Textiles. [Placed in Library. See No. L.T. 115/15/09]

MOTION FOR ELECTION TO THE COMMITTEE ON OFFICIAL LANGUAGE

गृह मंत्रालय में राज्य मंत्री (श्री अजय माकन) : महोदय, मैं निम्नलिखित प्रस्ताव करता हूँ:

“That in pursuance of sub-section (2) of Section 4 of the Official Languages Act, 1963 (19 of 1963), this House do proceed to elect, in accordance with the system of proportional representation by means of single transferable vote, one Member from amongst the Members of the House, to be a member of the Committee on Official Language, in the vacancy caused due

to the resignation of Shri Digvijay Singh from the membership of Rajya Sabha *w.e.f.* the 5th April, 2009.”

The motion was adopted.

MOTION FOR ELECTION TO THE COFFEE BOARD

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): Sir, I move the following Motion:

“That in pursuance of clause (b) of sub-section (2) of Section 4 of the Coffee Act, 1942 (VII of 1942), read with sub rule (1) of Rule 4 of the Coffee Rules, 1955, this House do proceed to elect, in such manner, as the Chairman may direct, one Member from amongst the Members of the House, to be a member of the Coffee Board, when it is reconstituted on the expiry of its present term on the 10th July, 2009.”

The motion was adopted.

MOTION FOR ELECTION TO THE CENTRAL SILK BOARD

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): Sir, I move the following Motion:

“That in pursuance of clause (c) of sub-section (3) of Section 4 of the Central Silk Board Act, 1948 (LXI of 1948), read with sub-rule (1) of Rule 5 of the Central Silk Board Rules, 1955, this House do proceed to elect, in such manner as the Chairman may direct, one Member from amongst the Members of the House to be a member of the Central Silk Board.”

The motion was adopted.

MATTERS RAISED WITH PERMISSION

Damage caused due to release of water from Ranganidi Dam of Bhutan

SHRI BIRENDRA PRASAD BAISHYA (Assam): Sir, the Brahmaputra is an ancient civilization of our country which is today under great threat due to the construction to the big river dam in neighbouring State, and in the Bhutan Kingdom. Sir, the release of excess water from the Kurichhu river dam of Bhutan is responsible for the floods in Nalbari, Rongia, Baksa and Barpeta districts of Assam. Sir, the release of excess water from Ranganidi dam is equally responsible for the floods in Dhemaji, Dhakuana and Lakhimpur districts of Assam. Sir, now, the construction of new big interstate dam, lower Subansiri hydro-electrical project, creating threat to the State of Assam and the other States of the North-Eastern Region. Sir, the proposed dam site is 2.3 kilometres upstream of Gerukamukh village of Dhemaji district of Assam. Sir, 160-meter high dam will submerge 3436

hectares of forest land and many important biodiversity pastures. Sir, the area is elephant corridor. This will make this area inaccessible. Sir, the dam will seriously affect River dolphin population. Sir, we are not opposed to the construction of dam for the power generation, but we are opposed to the construction of dam for the destruction of the wealth of Assam and the North-Eastern region. Sir, due to the effect of the dam, thousands of people will lose their homes, their cultivated land and their livelihood, and we have a doubt whether the environment assessment report of the big dam project which was prepared, was prepared according to the provisions of the notification or not. Sir, I request the Government of India to establish a river dolphin sanctuary in the lower region of Sutsarsiri river. Please save us, please save the Brahmaputra Valley civilization. We, the people of the North-Eastern region, we, the people of Assam, will not tolerate the destruction of the wealth of Assam and the North-Eastern region. We are not against the construction of dam, but we are against the destruction of the wealth of Assam and the North-Eastern region. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Your time is over.

SHRI BIRENDRA PRASAD BAISHYA: Right, Sir.

SHRI BISWAJIT DAIMARY (Assam): Sir, I associate myself with the Special Mention made by the hon. Member.

MR. DEPUTY CHAIRMAN: All the Members from Assam associate with it.

SHRI S.S. AHLUWALIA (Jharkhand): Sir, I also associate myself with the Special Mention made by the hon. Member.

DR. (SHRIMATI) NAJMA A. HEPTULLA (Rajasthan): I also associate myself with the Special Mention made by the hon. Member.

Availability of the Report of the Ranganath Mishra Commission

श्री अली अनवर अंसारी (बिहार) : उपसभापति महोदय, सरकार ने अक्टूबर, 2004 में National Commission for Religious and Linguistic Minorities का गठन किया। इसके चेयरमैन सुप्रीम कोर्ट के चीफ जस्टिस रह चुके श्री रंगनाथ मिश्रा बनाए गए। Commission of Enquiry Act के तहत गठित हुए इस कमिशन ने मई 2007 में अपनी रिपोर्ट दे दी। महोदय, जब यह कमिशन बना तो एक साल तक यह non-functional रहा। सरकार ने इसको कोई सहयोग नहीं दिया। उसके बाद दो सालों के अन्दर इस कमिशन ने अपनी रिपोर्ट सरकार को दे दी। सर, इसी हाउस में कई बार मैंने और दूसरे कई माननीय सदस्यों ने भी इस कमिशन की रिपोर्ट को हाउस में lay करने तथा उस पर बहस कराने की मांग की, लेकिन आज तक यह रिपोर्ट इस हाउस में lay नहीं की गई। महोदय, यह बड़ी तकलीफ की बात है कि इस बीच हमें पता चला कि जो information Commission है, जहां पर 10 रुपए का टिकट और folio लगा कर कोई भी सिटिजन जा कर वहां एक दरखास्त देता है और कोई सूचना लेता है, वहां पर इस संबंध में सूचना मिल गई। इस प्रकार हाउस को नज़रअंदाज किया गया। मैं इसे एक तरह से हाउस की अवमानना मानता हूँ। इसको नज़रअंदाज करके बाहर यह सूचना रिलीज़ कर दी जाती है, लेकिन हाउस में यह lay नहीं की जा रही है।

महोदय, हम यह कहना चाहते हैं कि इसमें सुप्रीम कोर्ट का भी instruction था कि अन्य धर्मों में दलितों की पहचान के लिए यह कमीशन बना था। इस कमीशन ने कहा है, अखबारों में इसकी रिपोर्ट छपी है तथा Information Commission के जरिए वह बाहर आयी है, उसमें यह कहा गया है कि मुसलमानों में भी दलित हैं और ईसाइयों में भी दलित हैं। हम यह कह रहे हैं कि क्या मुसलमान और ईसाई में जो दलित हैं, वे कमजोर तबके के लोग हैं, ये बेजुबान हैं और ये मजलूम लोग हैं, इसीलिए यह सरकार इस रिपोर्ट को इस हाउस में lay नहीं कर रही है? हम कहना चाहते हैं कि इसको हाउस में lay कीजिए और Action Taken Report के साथ इसे lay कीजिए तथा इस पर बहस कराइए। महोदय, यह काम इसी सत्र में होना चाहिए। आपका भी अधिकार है। चेयर से भी अपने अधिकार का प्रयोग होना चाहिए। आप सरकार को इंस्ट्रुक्ट कीजिए कि इसी हफ्ते सरकार इस रिपोर्ट को हाउस में ले करे ...**(समय की घंटी)**... तथा अगले हफ्ते वह इस पर बहस कराए। वह Action Taken Report के साथ आए। ...**(व्यवधान)**... हम यह कहना चाहते हैं कि यह दलित मुसलमानों और दलित ईसाइयों का सवाल है। उनके साथ नाइंसाफी हो रही है। उनके साथ लम्बे समय से नाइंसाफी हो रही है। ...

श्री उपसभापति : हो गया, हो गया। ...**(व्यवधान)**... आपका माइक बंद हो गया है। ...**(व्यवधान)**... आपका माइक तो बंद हो गया है।

**Concern over widespread trafficking of humans in the country,
especially in Chhattisgarh and West Bengal**

SHRIMATI MOHSINA KIDWAI (Chhattisgarh): Mr. Deputy Chairman, Sir, I want to draw your attention and the attention of the House towards human trafficking.

Sir, with your permission, I want to raise an important issue relating to Chhattisgarh. Around 3,000 girls in Chhattisgarh have gone missing due to illegal trafficking. According to police sources, 5,000 persons were registered missing, out of which 3,000 are girls. It has been revealed that placement agencies are behind this racket as they lure women with good job prospects, but, after some days, these women go missing. The women work as domestic servants and are, often, subjected to physical and mental torture.

India has enough laws to check human trafficking but these laws are not being implemented seriously. Human trafficking has become an organised crime and traffickers are working without fear of the law. 'The 2009 Trafficking in Persons' report, released by the U.S., — Sir, I quote—said:

“India is a source, destination and transit country for men, women and children trafficked for the purposes of forced labour and commercial sexual exploitation.”

Human trafficking is the world's third largest organised crime after narcotics and arms trafficking.

Our main focus should be to prevent child trafficking and to know the root cause of this, and we should see that development schemes for poor and backward classes are safely implemented. I solicit support of the House and Government to make all endeavours to prevent this menace by positive intervention and also to amend laws wherever necessary.

श्री प्रभात झा (मध्य प्रदेश) : महोदय, मैं श्रीमती मोहसिना किदवई के ज़ीरो आवर मेशन से अपने को सम्बद्ध करता हूँ।

**Demand to amend the Coastal Regulation Zone Notification, 1991 to
save demolition of houses of fishermen**

SHRI SHANTARAM LAXMAN NAIK (Goa): Sir, on account of the Coastal Regulation Zone Notification, 1991, about 8,000 houses on the sea coast of Goa are facing demolition. Sir, the Coastal Regulation Zone Notification, 1991 came into force with effect from 19th February, 1991. The Panaji Bench of Bombay High Court has given certain directions to the Revenue authorities for supervising 105 kms. of Goa coastline and has directed them to demolish constructions, built prior to 1991 and in the post 1991 period, in violation of CRZ regulations and plans.

On 26th September, 2007, the Panaji Bench has issued directions to Panchayats and municipal bodies in Goa to identify all such structures existing as on 1991 and take action against all other structures/extensions carried out without permission in accordance with the law.

There are about 4,553 structures which have come up post 1991 on Goa coast, within 200 to 500 mtrs., and 2,272 structures, within 100 mtrs.

Sir, most of these houses are occupied by fisher folk communities. Members of fisher folk communities keep their fishing implements, motor and motor equipments, fishing implements, fishing nets etc., in these houses.

Taking the circumstances into consideration, a way has to be found out to save these structures which may be considered as violative of CRZ regulations.

The only remedy to do this is to carry a Goa specific amendment to the CRZ III(i) to protect constructions as existing up to 1.1.2007 within the 'No Development Zone', i.e. from 0 to 200, and, then, to permit the existing limit of constructions from two times the number to four times the number of dwelling units under CRZ III(iii).

People of Goa are strongly agitated over the issue as the axe is likely to fall on about 8,000 houses on the coastal belt of Goa. Any law which does not recognize human sentiments is no law.

**III-treatment meted out to students from other States during
an examination of Railway Recruitment Board in Mysore**

श्री राजनीति प्रसाद (बिहार) : सर, मैं आपके माध्यम से एक अहम मुद्दा उठाना चाहता हूँ। हमारे हिन्दुस्तान में संघीय व्यवस्था है। उसमें यह व्यवस्था है कि कोई भी आदमी कहीं भी रोजगार कर सकता है, कहीं भी जा सकता है और कोई भी application for employment दे सकता है। सर, महाराष्ट्र में इसकी शुरुआत हुई। असम में तो यह पहले से चल रहा है। हमारे गरीब लोग असम में मजदूरी करने जाते हैं। वहाँ उनको गोली से मार दिया जाता है। कई बार ऐसी घटनाएं घटी हैं। कई बार सरकार ने आश्वासन दिया कि हम उनकी रक्षा करेंगे, लेकिन उसका कोई नतीजा नहीं निकला।

दूसरी बात यह है कि हमारे पढ़े-लिखे बच्चे परीक्षा देने दूर-दूर तक जाते हैं। वे महाराष्ट्र में जाते हैं, कर्नाटक में जाते हैं या जहाँ कहीं भी एम्प्लायमेंट होती है, वहाँ वे नौकरी के लिए दरखास्त देते हैं। लेकिन, पता नहीं वहाँ क्या

होता है कि वहां जो बिहारी लोग जाते हैं, उनको चुन-चुन कर उनसे यह पूछा जाता है कि आप कहां से आये हो, आपकी शक्ल तो बिहारी की तरह लगती है? सर, शक्ल तो इंसान नहीं बनाता बल्कि भगवान बनाता है। उनसे यह सब पूछ कर उनको टार्चर किया जाता है, उनको मारा जाता है, Examination Hall में घुसकर उनके पर्चे छीन लिये जाते हैं। सर, यह बहुत गंभीर मामला है। इसके बारे में अगर आप लोग कोई विचार नहीं करेंगे तो हमारी जो संघीय व्यवस्था है वह आने वाले समय में ऐसी व्यवस्था हो जाएगी कि आदमी सिकुड़ कर अपने ही राज्य में रह जाएगा, कोई बाहर नहीं जा पाएगा। इसलिए मेरी राय यह है कि अगर कोई केन्द्रीय परीक्षा होती है, जैसे अगर रेलवे की कोई केन्द्रीय परीक्षा हो तो इसके लिए ऐसी व्यवस्था की जाए कि या तो जो लोग बाहर से परीक्षा देने कहीं जाते हैं तो वहां उनकी पूरी सुरक्षा हो अथवा ऐसी परीक्षाएं लोकल स्तर पर ही आयोजित होनी चाहिए। अगर ऐसा नहीं होगा तो हमारे बच्चे बाहर नहीं जा पाएंगे। सर, उनको वहां जाने में कितनी कठिनाई होती है! उपसभापति महोदय, यह आपके इलाके कर्नाटक की ही बात है।

श्री उपसभापति : नहीं, मुझे नहीं बताइये।

श्री राजनीति प्रसाद : वहां आप लोगों को ध्यान देना चाहिए। कर्नाटक में जो घटना हुई है, उस पर सरकार को चिन्ता व्यक्त करनी चाहिए। सर, वहां यह घटना हुई कि ...**(व्यवधान)**...

श्री उपसभापति : घटना बताने के लिए अब वक्त नहीं है।

श्री राजनीति प्रसाद : क्या मेरा समय खत्म हो गया? ...**(व्यवधान)**... सर, वहां Examination Hall के अंदर घुसकर उनकी कॉपी छीनकर उनको मारा गया। यह आपके इलाके का मामला है। इसकी इन्क्वायरी कराने की कोई व्यवस्था जरूर होनी चाहिए, यही मैं कहना चाहता हूँ।

MR. DEPUTY CHAIRMAN: Shri Rama Jois. ...**(Interruptions)**....

SHRI SHANTARAM LAXMAN (Goa) : Sir, the Minister is here. Let him respond. ...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: No. It is not possible. ...**(Interruptions)**... It is not possible. Shri Rama Jois. ...**(Interruptions)**...

SHRI SHANTARAM LAXMAN NAIK: He wants to respond. ...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: To what? ...**(Interruptions)**...

SHRI SHANTARAM LAXMAN NAIK: To my submission. ...**(Interruptions)**...

MR. DEPUTY CHAIRMAN: No. I am not allowing him. During Zero Hour no statement is made. Your Zero Hour mention is over. I have called the next hon. Member. Now I can't go back.

DR. (SHRIMATI) NAJMA A. HEPTULLA (Rajasthan): If the Minister concerned voluntarily comes, you can't stop.

MR. DEPUTY CHAIRMAN: Immediately after the Zero Hour, if the Minister had volunteered, I would have permitted him. When I have gone to some other subject, it is not correct. ...**(Interruptions)**... No. Let us not waste time. ...**(Interruptions)**... It is not advisable for the Minister also.

Firing of rockets by Pakistan in the villages of Punjab

SHRI M. RAMA JOIS (Karnataka): Mr. Deputy Chairman, Sir, I am inviting the attention of the House to a matter of serious concern for the security of the nation.

It is reported in **Hindustan Times** dated 6th July, 2009 that three rockets fired from the Pakistan side of the international border exploded in the Indian territory on 5th July and this caused panic in the border areas of Amritsar in Punjab. One rocket exploded in the paddy fields of Dhana village situated three kilometres away from the international border, very near to a thickly populated area. The deafening sound was heard up to three kilometres. The impact of the explosion was, as per reports, so great that a ten feet deep crater was created in the agricultural fields. The other two exploded at two nearby villages, one in Pulkanjri and another in Dallikei, near the international border.

Such an incident has created unrest and fear among the residents and agriculturists in the vicinity.

The matter is of a serious nature and demands immediate suitable steps by the Government of India to ensure safety of our citizens residing in the border villages. Thank you.

**Situation arising due to extra money claimed by Haj Committee from
Pilgrims who completed Haj in 2008**

SHRI MOINUL HASSAN (West Bengal): Mr. Deputy Chairman, Sir, I rise to share with the House a funny, interesting and heart-breaking information. Last year, there were 1,21,787 Indian Haj pilgrims. Long after the Indian pilgrims have returned from Haj in December, 2008, they are now being asked to cough up more money. They have already completed their Haj. This Mumbai-based Haj Committee manage the pilgrimage to Mecca for the Government. Recently, they have sent an unsigned letter to all pilgrims to pay additional Rs. 5,000/-. So far as my information goes, three pilgrims have already died. Their justification is like this. The payment was made in September, October and November, 2008. They have completed their sacred Haj in December, 2008. Their justification is that 'rupee to Saudi riyal' exchange rate has changed; has gone up. But if it goes down, would the Haj Committee appointed by the Government of India pay back the money? Why have they done this? Several times, I have told the Ministry and the Government that mismanagement is going on in the Haj Committee. They are managing it unprofessionally. Sir, perhaps, you are also one of the victims of the mismanagement of the Haj Committee. They have done nothing. People were suffering in Mecca and Madina. They had to wait for more than 48 hours at the airport without any food and without any drinking water. There was nobody to look after them. The Committee is managing the things unprofessionally. Everybody in the House will join me. I would request the Government to look into the matter and solve the problem immediately. Those people who have already completed Haj, should not be harassed and immediately scrap the letter, which has been sent, on behalf of the Haj Committee, to all the Hajis.

Sir, the Minister of Foreign Affairs is here. I request him to...

MR. DEPUTY CHAIRMAN: He has taken note of this.

SHRI A.VIJAYARAGHAVAN (Kerala): Sir, I associate myself with this issue.

SHRI PENUMALLI MADHU (Andhra Pradesh): Sir, I also associate myself with this issue.

SHRIMATI BRINDA KARAT (West Bengal): Sir, I associate myself with this issue.

**Strike by fishermen in Rameshwaram, Tamil Nadu following arrest of
fishermen by Sri Lankan Naval personnel**

SHRI D. RAJA (Tamil Nadu): Mr. Deputy Chairman, Sir, I am raising an issue which is very important, which relates to both India and Sri Lanka. More than 15,000 fishermen are on strike in Rameshwaram. The temple city Rameshwaram is very tense. The reason for this is, a couple of days ago, 20 fishermen were arrested by the Sri Lankan Navy. First, they were taken to Talaimannar and now the reports are that they have been taken to Anuradhapuram Prison in Sri Lanka. The Sri Lankan Navy confiscated four boats. It is not the first incident. Such incidents are taking place every now and then. It is reported that more than 100 fishermen have disappeared. Their whereabouts is not known. It has been declared that they have disappeared. One boat costs Rs. 7 to 10 lakhs. The Sri Lankan Navy is not only shooting the Indian fishermen indiscriminately, they are also confiscating their boats, thereby robbing the livelihood of the Indian fishermen. What is the Government of India doing to protect the Indian fishermen? The Government should take urgent steps to get their release and to protect the Indian fishermen. But the Government will have to take certain long-term measures. Firstly, it is high time that the Government of India demanded re-opening and renegotiations of the Katchatheevu Island. I have spoken about it in the same august forum earlier. The Sri Lankan Government is contemplating to build a military base at Katchatheevu. Even though the Sri Lankan Government has made some denials, things are not as they claim to be, and the Navy is surrounding the Island. The Indian fishermen cannot venture into the sea around the Katchatheevu Island. It is highly deplorable, and the Government of India is keeping a studied silence on the issue. The Government of India is not speaking out openly against the atrocities committed by the Sri Lankan Navy. Sir, it is not an issue for Rameswaram or Tamil Nadu. It is an issue for the entire country. I would like to know why the Government of India is keeping silent. ...*(Interruptions)*...

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu): What he is saying is totally wrong? The External Affairs Minister has spoken to them. ...*(Interruptions)*...

SHRI D. RAJA: The External Affairs Minister is sitting here. She may be the spokesperson for the party outside the House, but not for Parliament. ...*(Interruptions)*... Sir, why are they interrupting? Kindly ask them to sit down. ...*(Interruptions)*...

SHRIMATI JAYANTHI NATARAJAN: How can he mislead the House?

MR. DEPUTY CHAIRMAN: I cannot tell the Member what he has to speak. It is his prerogative. ...*(Interruptions)*...

SHRI D. RAJA: The Minister is sitting here. Let him state the facts. ...*(Interruptions)*...

SHRIMATI JAYANTHI NATARAJAN: He is misleading the House. ...*(Interruptions)*... Don't mislead the House. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Raja, please complete your speech.

SHRI D. RAJA: Sir, there are interruptions. You should protect my right.

MR. DEPUTY CHAIRMAN: I am asking them to sit down. I am protecting your right. ...*(Interruptions)* There cannot be interruptions in the Zero Hour mentions. Please sit down. ...*(Interruptions)*... It is the Member's prerogative.

SHRI D. RAJA: Sir, the Prime Minister of India has made several assurances. But what action has been taken so far to guarantee the safety and security of Indian fishermen? And I demand that it is time for the External Affairs Minister and the Government to take up the Katchatheevu Agreement with the Sri Lankan Government for its re-opening and renegotiations. Thank you, Sir.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, we would like to know. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Now, no more interruptions, please. We are not allowing a debate.

DR. K. MALAISAMY (Tamil Nadu) : Sir, the Government. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: If you want, you associate yourselves with it. I cannot allow a discussion.

SHRI TIRUCHI SIVA: I would very much like to associate myself with it. At the same time,...

MR. DEPUTY CHAIRMAN: That is all. You have associated yourself with it. ...*(Interruptions)*... Other than that, nothing else will go on record. Now, Shri M.V. Mysura Reddy.

**Illegal construction of Bridge-cum-barrages by Karnataka over river
Krishna and its tributaries**

SHRI M.V. MYSURA REDDY (Andhra Pradesh): Sir, I wish to bring to the notice of the Government of India and the Ministry of Water Resources regarding unauthorised construction of bridge-cum-barrage by the State of Karnataka. The State of Andhra Pradesh is already suffering because of the construction of Almatti Dam. Now, the State of Karnataka is constructing a chain of bridge-cum-barrages on the Krishna River. Sir, the Karnataka Government is constructing 20 barrages on Ghata Prabha, 18 barrages on Bhima, 10 barrages on Mala Prabha and 7 barrages on River Krishna. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No interruptions, please. Interruptions will not go on record.

SHRI M.V. MYSURA REDDY: The mala fide intention of the Government of Karnataka is to store more than 100 TMC of water in the above barrages and use the same for irrigation. The surprising thing is that it has commenced construction — some part of the work is already over—without giving information even to the Tribunal. The illogical argument of Karnataka is that it is constructing road bridges. But it is not road bridges. Sir, They have fixed gates and want to utilise 100 TMC of water. This would create problems for Andhra Pradesh. Andhra Pradesh is a lower riparian State and the State's interests need to be protected. I would request the Government of India to immediately direct the Government of Karnataka to desist from such illegal and unauthorised construction and do justice to the State of Andhra Pradesh.

SHRI PENUMALLI MADHU (Andhra Pradesh): Sir, I associate myself with what the hon. Member has said.

SHRI SAYED AZEEZ PASHA (Andhra Pradesh): Sir, I also associate myself with what the hon. Member has mentioned.

MR. DEPUTY CHAIRMAN: Special Mentions will be taken up immediately after 6 o'clock. Now, Shri Tarini Kanta Roy. Your Party is left with only fifteen minutes. Still, two speakers are there. You may, please, conclude now.

THE BUDGET (RAILWAYS) 2009-10

SHRI TARINI KANTA ROY (West Bengal): Sir, I was speaking yesterday about vacancies in Railways. The Railways have about 1,50,000 vacancies. At the same time, about 1,20,000 posts have been abolished by the Railways. I was asking the hon. Minister whether she was ready to fill up the vacancies immediately and, at the same time, restore the abolished posts. I was asking her about this when I was speaking here yesterday on the Railway Budget.

Sir, I would like to say that in her Budget Speech there was not a single word about wages and social security of lakhs of contract workers working in the Railways. I would also say that the Budget Speech was silent about the condition of millions of hawkers, vendors and commissioned vendors, who are actually earning their daily bread working with the Railways. Sir, I was very happy because the Railway Minister expressed her desire to give 'izzat' to the poor people. I welcome it. At the same time, I would request her to issue licenses to millions of hawkers, vendors and commissioned vendors at a subsidized rate, say, Rs. 25 per month. This would help them and would also restrict the entry of unlicensed and unauthorised hawkers and vendors in the Railways. Sir, like in previous years, this Budget also starts with a declaration about introduction of new trains, non-stop trains, extension of trains, increase in the frequency of trains, and so on. While I welcome these proposals, I would like to know whether our railway tracks are adequate to run all these trains and whether the renovation, restoration and rebuilding that our old bridges require has been done. Sir, this needs lot of money. I am afraid, that the Railway's operating ratio has gone up to the dangerous level of 92.5 per cent in the current Budget from 75.9 per cent, in actual, in 2007-08.

Sir, availability of funds is the main criteria to undertake new projects and new schemes. The hon. Minister has shown her reliance on PPP for development of 50 world-class stations, new freight and coach terminals, logistic parks, special purpose rolling stocks, perishable cargo centres and so on. In the prevailing conditions of economic recession world over, hardly any private investments are forthcoming. The hon. Minister herself has admitted in her Budget Speech that out of Rs.3,400 crores earmarked in the Annual Plan of 2009-10, for resource mobilisation through PPP, Rs.3,300 crore would just not materialise.

MR. DEPUTY CHAIRMAN: Please conclude; otherwise, your party's other Member will not get time.

SHRI TARINI KANTA ROY: Yes, Sir. I am concluding. Now, I am coming to my own area which comes under the N.F. Railway. ...*(Interruptions)*... Sir, in my area, *i.e.*, in the N.F. Railway, this year, the hon. Minister has sanctioned Rs.109 crores for a new railway project, namely, Moinaguri-Jogighopa railway project. Sir, I would like to say here that this project needs Rs. 1,480 crores, but till date, including this Rs.109 crores, Rs.414 crores have been allocated for this project. This project is scheduled to be completed by 2012. ...*(Interruptions)*... Yes, only three years are left. But, my question is, when only 30 per cent money has been allocated till date, how will this project be completed in the next three years? At the same time, Sir, I would like to mention here that gauge conversion work and other works are neglected in this area. The gauge conversion work on Lalding-Badarpur and Silchar-Tripura lines remains hanging. I request that this should be given priority. At the same time, I would like to mention here that there is no Budget provision for the new railway line from Agartala to Sabroom. I want to know from the hon. Minister as to what the Railways are going to do for this new railway line from Agartala to Sabroom. Sir, for my area, I demanded, several times, for a daily train from New Coochbehar to Sealdah. The Uttarbanga Express now runs thrice a week. I request that this should run daily. I have also demanded several times for a double line from New Jalpaiguri to New Alipurduar, which is the main line. If this is not done early, not only the people of this area but also the people of the whole North-Eastern region will suffer. Sir, I hope that the hon. Minister will pay proper attention to all these projects in the North-eastern area which comes under the N.F., Railway. With these words, Sir, I conclude.

MR. DEPUTY CHAIRMAN: Now, Shri Virendra Bhatia. Your party has 19 minutes, and there are three speakers from your party.

SHRI VIRENDRA BHATIA (Uttar Pradesh): Sir, there are 20 minutes for my party.

MR. DEPUTY CHAIRMAN: Now, 19 minutes are left.

SHRI VIRENDRA BHATIA: Sir, I would try to give chance to other Members. I will be brief.

MR. DEPUTY CHAIRMAN: I would like to inform the House that the Members should stick to the timings. We have to conclude the debate tomorrow. Still, there are 40 hon. Members who have to participate in this debate, and the time is limited. Please adhere to the time allotted to your party.

श्री वीरेन्द्र भाटिया : उपसभापति महोदय, आपके आदेशानुसार मैं संक्षिप्त होने की कोशिश करूंगा। हमारे पूर्ववर्ती साथियों ने बहुत सी बातें कह दी हैं। मैं रेलवे बजट का पृष्ठ संख्या-तीन देख रहा था। इसमें तस्तर "दस" में पांच बातें कही गयीं — "रेल मंत्री के रूप में अभी कुछ दिन पहले अपना कार्यभार संभालने के बाद मुझे समग्र यात्री सुविधाओं के बारे में बिगड़ती हुई स्थिति के संबंध में लगातार शिकायतों का सामना करना पड़ा है। इसलिए इन क्षेत्रों में दृष्टिगोचर सुधार करना मेरी प्राथमिकता होगी : यात्री सुविधाएं, साफ-सफाई, रेलवे खानपान की गुणवत्ता, संरक्षा एवं सुरक्षा और समय-पालन।" महोदय, मैं लगातार चौथे वर्ष रेलवे बजट पर बोल रहा हूं। इसके पहले भी मैंने पूर्ववर्ती रेलवे मंत्रियों के भाषणों का अध्ययन किया है। मुझे ऐसा कोई भी रेल मंत्री नहीं मिला, जिसने अपने भाषण में इसके बारे में तसकरिा न किया हो। सवाल भाषण में कहने का नहीं है, सवाल उस योजना का है जो इन दिक्कतों को, कठिनाइयों को दूर करने के लिए बनायी जाएगी। इस पूरे बजट भाषण में मुझे कहीं यह नहीं मिला कि उसका रास्ता क्या है, कौन सी योजना है, जिसके द्वारा इन कठिनाइयों का सामना किया जाएगा, इन कठिनाइयों को समाप्त करने की कोशिश की जाएगी और यात्रा सुविधाएं बढ़ायी जाएंगी। मैं रेल मंत्री से जानना चाहूंगा कि केवल कह देने से अगर समस्याओं का निदान हुआ होता तो बहुत सी समस्याओं का निदान बहुत वर्ष पहले हो गया होता। पिछले दस वर्ष से यही मांग उठ रही है। दस वर्ष से हर व्यक्ति यह कह रहा है कि समय से गाड़ियां चलायी जानी चाहिए। प्रश्न यह है कि क्यों नहीं चलायी जाती? उसमें जो बाधा है, उसको दूर क्यों नहीं किया जाता? लोगों को चार-चार घंटे, पांच-पांच घंटे प्लेटफॉर्म पर इंतजार करना पड़ता है, उसके लिए क्या कोई व्यवस्था की जा रही है कि जो लोग इस प्रकार से चार घंटे आकर प्लेटफॉर्म पर बैठते हैं, उनको किसी प्रकार के मुआवजे की व्यवस्था होनी चाहिए। अगर रेलवे पर मुआवजे का भार पड़ेगा तभी उसमें कुछ सुधार आ सकता है और जो अफसर इसके लिए उत्तरदायी हैं, जो कर्मचारी इसके लिए responsible हैं, उनके खिलाफ सख्त कार्यवाही की योजना बनायी जानी चाहिए। नहीं तो आप हर वर्ष संकल्प लेते रहेंगे और होगा कुछ नहीं। हम जहां हैं, वहीं पर फिर पहुंच जाएंगे। महोदय, यात्री सुविधाओं के बारे में कहा गया। पिछले वर्ष भी मैंने प्रश्न उठाया था। बहुत सी ट्रेनों में बिस्तर की हालत यह है कि अगर आप वहां जाकर बिस्तर लेंगे तो पाएंगे बिस्तर से दुर्गंध आती है। कम्बल लेने के बाद ऐसा लगता है कि जैसे कोई दुर्गंध फैल गयी हो। उससे बीमारी होने का डर रहता है, बीमारियां हो जाती हैं। इसके अलावा, पिछली बार भी मैंने कहा था कि रेलवे में काकरोच पाए जा रहे हैं और खटमल और मच्छर जैसी सुविधाएं एसी-फर्स्ट क्लास और एसी-सेकंड क्लास में दी जा रही हैं। इन सबको दूर करने का आप क्या प्रयास करेंगे, इस बात का उल्लेख बजट में नहीं है। साफ-सफाई का मैंने पहले ही बता दिया। महोदय, "रेलवे खानपान की गुणवत्ता" के संबंध में पिछली बार भी मैंने एक निवेदन किया था कि जो पांच सौ किलोमीटर से लम्बी दूरी की गाड़ियां हैं, उन सब ट्रेनों में catering की व्यवस्था होनी चाहिए। बहुत सी गाड़ियां आजमगढ़ से चलती हैं जिनमें खानपान की कोई सुविधा नहीं होती। लम्बी दूरी की ट्रेनें हैं लेकिन उनमें चाय मिलने की भी दिक्कत महसूस होती है। इसलिए हर एक ट्रेन, जो पांच सौ किलोमीटर से लम्बी दूरी तय करती है और जिनमें stoppage लम्बे हैं, उसमें एक pantry car होनी चाहिए। महोदय, मैं लखनऊ शताब्दी में आता था। जैसे कल हमारे नेता प्रो. राम गोपाल यादव ने कहा कि खाने की quantity और quality, दोनों गिरा दी गयी हैं। आखिर पिछले दो-तीन वर्ष में ऐसा क्यों हुआ, इसको देखकर इस पर सख्त कार्यवाही करने की आवश्यकता है। महोदय, "संरक्षण और सुरक्षा" सबसे important पहलू

है, प्रमुख पहलू है। हमने देखा कि जितने accidents पिछले तीन वर्ष में हुए, उतने शायद उसके पहले के दस वर्ष में नहीं हुए। महोदय, एक व्यक्ति की जान की बड़ी कीमत होती है। एक व्यक्ति की मृत्यु होने से एक परिवार में और उस पूरे इलाके में शोक का वातावरण फैल जाता है। रेल दुर्घटना में एक व्यक्ति की मृत्यु हो, जो आदमी रेल से दूसरी जगह जाने के लिए सफर कर रहा है, वह अपने गंतव्य स्टेशन पर न पहुंचकर कहीं और पहुंच जाये, यह अच्छी बात नहीं है। यह एक अच्छी बात नहीं है। आज वे दिन तो गए जब हम अपेक्षा करें कि रेल मंत्री श्री लाल बहादुर शास्त्री की तरह यह भी इस्तीफा दे देंगे। लेकिन आए दिन शायद ही हफ्ते में कोई एक दिन बीतता हो जिस दिन यह न होता हो कि रेल में कोई दुर्घटना हुई, कोई जख्मी हुआ, किसी की मृत्यु हो गई या कोई गाड़ी पटरी से उतर गई, इन घटनाओं पर विशेष ध्यान देने की आवश्यकता है। इसका निदान रेल मंत्री जी को करना है। दूसरी बात, ममता जी ने बहुत अच्छी बात की है महिलाओं के लिए विशेष गाड़ी की व्यवस्था की। इसके लिए मैं उनको धन्यवाद देना चाहता हूं। लेकिन यह गाड़ी की व्यवस्था कुछ ही महानगरों में रह जाए, यह अच्छी बात नहीं है। इसलिए महिलाओं के लिए विशेष ध्यान देने की आवश्यकता है। महिलाओं के बारे में हर रोज समाचार पत्रों में आता है कि रेल में महिलाओं से छेड़खानी हुई। मेरा एक सुझाव है कि रेल में हर जगह हर रेल में महिलाओं के लिए आरक्षित जगह होनी चाहिए। वैसे कुछ आरक्षित जगह भी हैं, लेकिन उस आरक्षित जगह पर कुछ कर्मचारी बैठते हैं, पुलिस वाले बैठते हैं और लोग पैसा देकर कब्जा कर लेते हैं। इसमें मेरा एक सुझाव है कि महिलाओं के लिए अगर विशेष किस्म के डिब्बे बनाए जाएं जिसमें आधे ए.सी. थर्ड क्लास, आधे सेकंड क्लास और उसमें केवल महिलाओं के लिए आरक्षण दिया जाए, तो शायद इस सुविधा का लाभ महिलाएं उठा सकती हैं और यात्रा में महिलाएं अपने आपको ज्यादा सुरक्षित महसूस कर सकती हैं।

श्री उपसभाति : थैंक्यू।

श्री वीरेन्द्र भाटिया : सर, अभी मेरा समय है, मैं देख रहा हूं।

श्री उपसभाति : अब आपका समय नहीं है।

श्री वीरेन्द्र भाटिया : मैं घड़ी स्वयं देख रहा हूं, अभी तो मेरे 8 मिनट भी नहीं हुए हैं।

श्री उपसभाति : मुझे कोई आपत्ति नहीं है, आप पूरे 19 मिनट ले लीजिए।

श्री वीरेन्द्र भाटिया : मुझे मालूम है कि मुझे अपने साथियों के लिए समय छोड़ना है। मैं अपना उत्तरदायित्व जानता हूं, आप मुझे बीच में डिस्टर्ब करेंगे तो फिर मैं और बोलने लग जाऊंगा।

श्री उपसभाति : मुझे यह करना ही पड़ता है।

श्री वीरेन्द्र भाटिया : मुझे समय का ध्यान है।

श्री उपसभाति : ठीक है, आप पूरे 19 मिनट ले लीजिए।

श्री वीरेन्द्र भाटिया : मैं 19 मिनट लूं या न लूं, यह तो मेरा काम है। आप मुझे बार-बार रोकते हैं तो मुझे अच्छा नहीं लगता, मुझे अपनी बात कहने दें।

श्री उपसभाति : यह आप क्या कर रहे हैं?

श्री वीरेन्द्र भाटिया : जब 19 मिनट हो जाएं तब उसके बाद आप मुझे रोकिएगा। उससे पहले मुझे मालूम है कि मुझे क्या करना है।

श्री उपसभाति : ठीक है।

श्री वीरेन्द्र भाटिया : मैं आपसे यह कह रहा था कि जहां तक महिलाओं की सुरक्षा के बारे में सवाल है कि जहां डेली पैसेंजर्स चलते हैं, आप देखेंगे कि दिल्ली से गाजियाबाद के बीच काफी महिलाएं डेली पैसेंजर्स बनकर चलती हैं दिल्ली से मेरठ के बीच में चलती हैं, लखनऊ से कानपुर के बीच में चलती हैं, उन महिलाओं के लिए भी बोगी सुरक्षित होनी चाहिए, क्योंकि महिलाओं की असुरक्षा की बात लगातार हम लोग समाचार पत्रों में पढ़ते हैं। इसलिए मेरा यह निवेदन है कि इस ओर विशेष ध्यान दिया जाना चाहिए। इसके अलावा एक बात को मैं हमेशा तीन वर्ष से उठा रहा हूँ कि कुछ लोग अपंग हैं, कुछ बूढ़े हैं, कुछ बुजुर्ग जो चल नहीं पाते, आप अगर दिल्ली स्टेशन पर चले जाएं तो प्लेट फॉर्म पर चढ़ने और उतरने के लिए इतनी लम्बी सीढ़ियां हैं। मैंने बुजुर्ग पुरुषों को देखा है कि किस प्रकार से उनको तकलीफ होती है। इसलिए इसकी व्यवस्था अवश्य होनी चाहिए। मैंने पहले भी मांग की थी कि इसके लिए स्वचालित बिजली की सीढ़ियां बनाई जाएं, कम से कम प्रमुख स्टेशनों पर अवश्य बनाई जाएं, जिससे उनको सुविधा मिल सके।

मैं अब अपने प्रदेश की ओर आता हूँ, उत्तर प्रदेश का वासी हूँ और उत्तर प्रदेश भारत का सबसे बड़ा प्रदेश है। एक बटे छः आबादी का प्रदेश है। ममता जी ने बहुत ममता दी, पश्चिम बंगाल को दी, मैं समझ सकता हूँ कि इनको वहां चुनाव लड़ना है डेढ़-दो वर्ष के बाद, मुकाबला करना है सी.पी.आई. से सी.पी.एम. से, इसलिए सारी ममता उन्होंने बंगाल की तरफ ही दे दी। लेकिन कुछ ममता का प्रदर्शन दूसरे प्रदेशों में भी हो जाए, तो अच्छा है। खास कर ममता जी को यह ध्यान रखना चाहिए कि वे केवल बंगाल की नहीं, पूरे राष्ट्र की रेल मंत्री हैं और हमारा प्रदेश तो एक बटे छः पॉपुलेशन का प्रदेश है। आपने काफी घोषणाएं कीं, कुछ घोषणाएं उत्तर प्रदेश के बारे में की गईं और जो पहले ही की गई थीं, अब यहां उनकी पुनरावृत्ति कर दी गई। आपने हमको जितनी गाड़ियां दीं उसमें केवल चार नई ट्रेन दीं। इससे पहले पूर्व रेल मंत्री श्री लालू यादव जी घोषणा कर चुके थे, जिनको इन्होंने अपनी घोषणाओं में भी सम्मिलित कर दिया। उन्हीं घोषणाओं को उन्होंने अपनी घोषणाओं में सम्मिलित कर दिया। उत्तर प्रदेश बहुत बड़ा प्रदेश है, तमाम देशों से बड़ा प्रदेश है और उत्तर प्रदेश से कुछ तो सीखना चाहिए क्योंकि उत्तर प्रदेश का दिल बहुत बड़ा है। हमारे प्रदेश ने देश को कई प्रधान मंत्री दिए, श्री जवाहर लाल नेहरू जी दिए, श्री लाल बहादुर शास्त्री दिए, हमारे प्रदेश ने श्रीमती इंदिरा गांधी जी को प्रधान मंत्री बनाया, हमारे प्रदेश ने श्री राजीव गांधी जी को प्रधान मंत्री बनाया, हमारे प्रदेश ने श्री अटल बिहारी वाजपेयी जी को प्रधान मंत्री बनाया, लेकिन किसी ने उन पर यह आरोप नहीं लगाया कि वह देश के प्रधान मंत्री नहीं थे, वह केवल एक प्रदेश के प्रधान मंत्री थे। हम ममता जी से भी अपेक्षा करते हैं कि कुछ उत्तर प्रदेश के विशाल हृदय और उसकी ममता से कुछ सीखें और कुछ उत्तर प्रदेश की तरफ भी ध्यान दें। हमें एतराज नहीं है कि वह अपने घर में रोशनी करें। मैं तो हमेशा कहता हूँ कि मुझे एतराज नहीं कि उनके घर में उजाला हो, मगर दो दिए हमारे घर में भी जलने चाहिए। हमें भी कुछ मिलना चाहिए।

मैं आज लखनऊ की समस्या के बारे में कुछ कहना चाहूंगा। मैंने पिछली बार मांग की थी और यहां पर पूर्ववर्ती रेल मंत्री श्री लालू प्रसाद जी ने घोषणा की थी कि एक गाड़ी लखनऊ से जम्मू तवी के लिए चलाई जाएगी। वैष्णों देवी एक प्रमुख तीर्थ स्थल है। मैं वर्तमान घोषणाओं में देख रहा हूँ कि वह घोषणा नदारद है। मैं तो समझता हूँ कि पूर्ववर्ती रेल मंत्री ने यदि कोई घोषणा की है, तो उस पर अमल होना चाहिए क्योंकि मंत्री बदल सकते हैं, लेकिन

सरकारें नहीं बदलतीं। इसके अतिरिक्त मेरी मांग है कि लखनऊ से अजमेर-जयपुर जाने के लिए एक गाड़ी हमें सीधे दी जाए। हमारी मांग है कि लखनऊ से देहरादून के लिए भी एक गाड़ी दी जाए। उत्तर प्रदेश की राजधानी से उत्तरांचल की राजधानी को भी ट्रेन के माध्यम से सीधे जोड़ा जाए। आज मेरे पास जो चार्ट है, उसके हिसाब से मैं आपको बता सकता हूं कि हमें अगर लखनऊ से देहरादून जाना हो, तो सेकेंड ए.सी. में 15 सीटों का और थर्ड ए.सी. में केवल 16 सीटों का कोटा हमारे पास है, जबकि लखनऊ 30-35 लाख की आबादी का शहर है। लखनऊ से अमृतसर सीधे जाने के लिए भी कोई गाड़ी नहीं है। मेरी यह भी मांग है कि लखनऊ से अमृतसर-लुधियाना-जालंधर, पंजाब की ओर जाने के लिए भी एक सीधी गाड़ी चलाई जाए। हमारे राज्य के पूर्वी जिलों की उपेक्षा हुई है। आपने आदर्श स्टेशन बनाने की बात कही है। पूर्वी जिलों में भी बलिया एक बड़ा क्रांतिकारी स्थान रहा है। आजमगढ़ बड़ा प्रसिद्ध स्थान रहा है। रेल बजट में बलिया, आजमगढ़ और देवरिया को इग्नोर किया गया है। मेरी यह भी मांग है कि जब आपने आदर्श स्टेशन बनाने की बात कही है, तो उसमें आजमगढ़, बलिया और देवरिया को भी सम्मिलित किया जाना चाहिए। आजमगढ़ से कोई भी गाड़ी कोलकाता के लिए नहीं है। आजमगढ़ से कोई भी गाड़ी वैष्णो देवी के लिए नहीं है। आजमगढ़ से अजमेर के लिए गाड़ी है, लेकिन वह पूरी तरह से वहां के लोगों को सर्विस नहीं दे पा रही है। वहां के लिए गाड़ी की व्यवस्था आजमगढ़-बलिया से की जानी चाहिए क्योंकि आजमगढ़ और बलिया दो स्थान ऐसे हैं, जहां से पूर्वी उत्तर प्रदेश के लोग ट्रेवल कर सकते हैं। इसलिए इनको भी आदर्श स्टेशन बनाने की कोशिश की जानी चाहिए और यहां से गाड़ियों की व्यवस्था की जानी चाहिए।

मैं अंत में एक बात और लखनऊ के बारे में कहना चाहूंगा। माननीय अटल बिहारी वाजपेयी जी जब सांसद थे, तब लखनऊ में रेलवे क्रासिंग पर दो पुल बनाने की घोषणा हुई थी। डालीगंज निराला नगर में एक ऐसी रेलवे क्रासिंग है जहां पर कम से कम आधा-आधा घंटे का जाम लगा रहता है। उस पर योजना शुरू हो गई थी और योजना शुरू होने के बाद विगत तीन वर्ष से उस योजना को ठंडे बस्ते में डाल दिया गया है। इससे लोगों में बहुत रोष है। रोज वहां पर प्रदर्शन हो रहे हैं, रोज वहां पर ट्रेनों रोक दी जाती हैं। मैं समझता हूं कि अगर पूर्व प्रधान मंत्री जी ने कोई बात कही थी, कोई घोषणा की थी तथा उसके लिए योजना तैयार हो चुकी थी, तो उस योजना का क्रियान्वयन होना चाहिए। इसके अतिरिक्त एक मल्लौर रेलवे क्रासिंग रेलवे स्टेशन है। आपने कभी नहीं सुना होगा कि जो क्रासिंग शाम को पांच बजे बंद हो जाती है, वह सुबह पांच बजे ही खुलती है। वहां पर लोगों का आवागमन होता है। वहां पर एक इंजीनियरिंग कालेज है, वहां पर बच्चों को बहुत तकलीफ होती है। वहां पर रेलवे क्रासिंग पर एक छोटे से पुल की आवश्यकता है। महोदय, मैं आपके माध्यम से रेल मंत्री जी से आग्रह करता हूं कि उस रेलवे क्रासिंग पर भी पुल बनाने की योजना पर विचार करें। इसके अलावा आलम नगर में भी एक नया ओवर ब्रिज बनाने की आवश्यकता है। वहां पर लोगों को आधा-आधा घंटा खड़े रहना पड़ता है। वहां पर लोगों के समय का काफी नुकसान होता है और पेट्रोल की बर्बादी भी होती है। मैं समझ रहा हूं कि मैंने बहुत समय ले लिया है, लेकिन मैं अंत में आपको धन्यवाद देते हुए ममता जी से एक बात जरूर कहूंगा, जैसा कि उन्होंने कहा है कि हम इस ओर प्रयास कर रहे हैं, उन्होंने यह जरूर कहा है —

"भंवर से लड़ो,

तुम लहरों से उलझो,

कहां तक चलोगे,

किनारे-किनारे"

हमें इसमें कोई एतराज नहीं है, लेकिन यह भी तो बता दें, 'किनारे' आने का तरीका क्या है? हमें यह भी तो मालूम होना चाहिए। मैं उनके उज्जवल भविष्य की कामना करते हुए यह जरूर कहूंगा कि वे अपने प्रयास में सफल

हों, लेकिन बजट में उत्तर प्रदेश के लोगों को उनसे जो अपेक्षाएं थीं, वे अपेक्षाएं पूरी नहीं हुईं। मुझे विश्वास है कि जो मैंने मांग की है, उस पर विचार करेंगी। धन्यवाद।

MR. DEPUTY CHAIRMAN: Samajwadi Party has left with only 2 minutes. Now, Dr. Malaisamy. You have got 12 minutes.

DR. V. MAITREYAN (Tamil Nadu): Sir, our party has got 12 minutes. Now, it is nearly 1 o' clock. Either you allow Mr. Malaisamy to complete his speech. Or, I request you to adjourn the House for lunch. He will start his speech after lunch.

MR. DEPUTY CHAIRMAN: Okay.

The House is adjourned for lunch till 2 o' clock.

The House then adjourned for lunch at fifty-six minutes past twelve of the clock.

The House re-assembled after lunch at two of the clock.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN) in the Chair

THE BUDGET (JHARKHAND), 2009-10

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): Sir, I beg to lay on the Table a statement (in English and Hindi) of the estimated receipts and expenditure of the State of Jharkhand for the year 2009-10.

THE BUDGET (RAILWAYS) 2009-10 -- *Contd.*

DR. K. MALAISAMY (Tamil Nadu): Sir, at the outset, I feel at home, as if I have done my job on seeing the Chair.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, then, you give the chance to the next speaker.

DR. K. MALAISAMY: Sir, let me start with a word of thanks in abundance to the Chair for having called me as a second speaker on behalf of the AIADMK to speak on the Railway Budget.

Fully conscious of the time given and task ahead of the House, I would try to be as brief as possible. My task seems to be fairly easy, particularly when many of the points, which I conceive, have been well-delivered by both the sides. So, my task has become quite easy. I would like to divulge and dilate on some thrust areas and omitted areas. My total observation will be divided into four parts, namely, the hits and the highlights on the one side. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : Within the time allotted to your party.

DR. K. MALAISAMY: The pits and depressions on the other side. One has been hailed by the Treasury Benches and wailed by the other side. I would like to be in between.

I would like to place some suggestions. Ultimately, I would like to list out some of the important projects in Tamil Nadu for which Railway Minister's special attention would be required.

Coming to the point, as far as the pat and praise for the Railway Minister is concerned, I would like to quote the words of our hon. Madam, Dr. J. Jayalalitha, who has said, "that it is a Budget which has to be patted and praised for the simple reason that the hon. Railway Minister has not increased the freights and passenger fare, while there is increase in general amenities, facilities, catering facilities, health care, etc., etc., which are well listed." On the whole, it appears to be a pro-people-budget and *aam aadmi's* budget, in conformity of the UPA Government's policy. In short, whatever may be the hidden idea or the inner aim of hon. Minister, the fact remains that she has kept the vote bank in mind. In other words, it has got both, plus and minus. I am reminded of an old saying, "A statesman will think about the next generation, while a politician will think about the next elections." I leave it to the House, and to the Chair to decide whether the Budget has been decided by a statesman or a politician. Sir, as far as I am concerned, as a student of Economics, and a student of Management, I was taught that in Economics you have to think out what is going to be your end and for achieving that end, one should have management in terms of organisation, manpower, structure and operation etc. In other words, there should be a managerial requirement, namely, the means to achieve the end. Sir, as far as I could see, the Railway is a massive organisation. It is a magnificent organisation. It is a physical organisation. It is the world's third largest network organisation under one single management. With 63,000-odd kilometre length, with 50 lakh employees and so many other factors, it is a huge organisation and as such, it is the lifeline of the nation. We are all praise for the Railways. For an organisation of this nature, one must have a vision to do, one must have a mission to do, one must have a political will and one must have a political skill to execute. If only all these things are combined together, a massive organisation like this can do something. Sir, I very much doubt whether the entire exercise has been done in this particular case.

Coming to the core area, what I have done is, I have divided the financial aspect and other aspects. As far as the financial aspect is concerned, assumptions and appraisals are very much needed to prepare a Budget. As far as I could see, whatever assumptions and appraisals were made in the earlier Budget or in the Interim Budget, and now in this budget there is a wide variation between this and that. The very same bureaucrats are there; the very same Railway Board is there; the very same system is there, the very same setup is there; only the Minister is changing; only the Government is changing. Bureaucracy, by class, is very much consistent in their views. In such a situation, how can they change from person to person, how can they afford to change from time to time? As far as cash surplus is concerned, they have arrived at Rs.14,210 crores now, whereas it was arrived at Rs.25,000-odd crores in the earlier situation. Coming to operating ratio, now, they have arrived at 92.5 per cent as against 75.9 per cent last year.

Then, I come to freight loading. In respect of freight loading, they have now arrived at 882 million tonnes as against 910 million tonnes in the Interim Budget. What I am trying to ask is that within a period of three months, how you can change all these things. How could you do that? In other words, if you want to manipulate or manoeuvre or change a figure, you cannot do that. Figures cannot be changed; situations cannot be changed. If at all it can be marginal. Your assumption should be realistic. Your intentions should be good.

Coming to internal resources, in the Budget speech, it has been said that [I] depend upon borrowings and Budgetary support. [As far as Budgetary support is concerned, you could see, Sir, that for 60 per cent of the Budgetary support they depend on the Railway Budget. How would it come? In the earlier Budgets, out of the total outlay for the General Budget, the outlay for the Railways had been very much less. Every year, the outlay given to the Railways from the General Budget is going down. Starting with 7.9 per cent in the Fifth Plan, it came down to 6 per cent, 7.6 per cent, 5.6 per cent, 5.5 per cent for the Sixth Plan, Seventh Plan, Eighth Plan, Ninth Plan and the Tenth Plan respectively. What I am trying to say is, it is on the decline. If that be the case, how Madam Mamataji can expect about 60 per cent of the Budgetary support from the General Budget. It cannot be possible. What I am trying to say is this. What is on paper and what is going to be the ground reality, there will be a wide gap. This is what I am trying to say.

Now I come to the bulk revenue expected from freight. Sir, in the light of recession, in the light of global melt down, whether it is going to have an effect at all. They say, it is going to have an effect. If that be the case, whatever may be your assumptions on the freight loading, will it happen? It will be very difficult to happen.

Coming to Tatkal, Sir, everybody is praising that the minimum charges for this purpose have been reduced from Rs. 150 to Rs. 100, and, again, the period has been reduced from five days to two days. This is quite welcome. But, Sir, I am told —subject to correction by the Minister — that even if I have to make a journey to an intermediate point, I have to pay for the whole journey. Why should I pay for the whole journey? Suppose the train is going from Chennai to Salem. Now, if I want to get down at Erode, why should I pay for the journey up to Salem? They are charging from point to point whereas I want to get down in-between. I want to know whether this thing is there or not. I am told that even if a passenger wants to get down in-between, he has to pay for the whole journey. If that be the case, it is not in the interest of the passenger. On the other hand, they are thinking otherwise. I would like to know whether it is correct or not.

Sir, now I come to some other important areas. I would like the hon. Minister to clarify whether the Railway organisation is a commercial organisation or it is a regulatory organisation or it is a service organisation. I want to get a very clear clarification whether it is a commercial organisation or a service organisation.

Sir, as far as the new areas are concerned, they have gone to the extent of power generation; they have gone to the extent of starting a nursing school and a medical school. Sir, is it the job of the Railways? I am asking it. Why are they going for such things? On the one hand, they have failed in such an important area in which they are bound to do well. On the other hand, they want to extend their net to other areas in which they have nothing to do. There are so many areas. There are so many people who can take care of these things. Again, it is very clearly said, between economic viability and social viability, the hon. Minister is willing to prefer social viability, I think, in a commercial organisation, it will never work. Let them clarify first whether it is a service organisation. If the Railway is going to be a service organisation, then profit and the money matters are immaterial. Let them say clearly.

Now, I come to introduction of double-decker and non-stop trains. I think, hon. Vice-Chairman and everybody else will agree that introducing of double-decker is a welcome idea. But I don't know whether it is practically possible, when the over-head lines are there. They have to pass through so many things. In such a situation, I do not know how it would be done; whether the railway line can be lowered, whether the height can be reduced. How will it be possible? Sir, I am told that it is impractical. Idea may be good but action is going to be impractical. Then, again, take non-stop trains. For covering a destination of 2000-3000 miles, should they not stop somewhere for water supply, for food, etc.? I want to know whether your conscience will permit -all these things. I think, it is only an idea on paper; it will never work.

Sir, now I come to the third part. It has been said that there are about 9 lakh reserved seats, whereas, the demand is for 11 lakh seats. So, there is a shortfall of 2 lakh seats to be met. In such a situation, should they not think as to what they could do on that front? I mean, they have to find a way-out; they have to decide how to go about it. This means, every time, two lakh people do not get a seat.

Then, there is the problem of ticketless travel. Sir, in one year, about 198 lakh people are travelling without ticket, and, on a sporadic check, the collection was Rs. 290 crores. Sir, Rs. 290 crores were collected from these ticketless travellers. They have to think of some foolproof system to avoid ticketless travel so that the entire money can be collected.

Then, Sir, I come to accidents. Accidents are taking place at level-crossings, due to derailments, collision, etc. ...(*Time-bell rings*)... Sir, 85 per cent of the accidents are happening due to human failure.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I gave you three minutes more.

DR. K. MALAISAMY: Sir, when there is a problem, to find a solution is not very difficult.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have already given you three minutes more.

DR. K. MALAISAMY: Thank you, Sir.

Then, Sir, I come to bullet trains in which the Vice-Chairman and myself are interested. Sir, in the last Budget, the previous Minister, Lalujji, had openly announced that he is going to run this and that. Sir, they have rightly engaged a consultancy from Tokyo. Experts from Tokyo have come, studied and cleared projects from Mumbai to Ahmedabad. Even with all that, nothing has been set up as yet. Now, I shall come to the most important point. I shall take hardly two or three minutes' more, or whatever time you permit me.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You have already taken four minutes more. You had eleven minutes and you have already spoken for 15 minutes.

DR. K. MALAISAMY: Sir, I respect the prerogative of the Chairman and seek your indulgence.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Okay, you may take two more minutes. Please conclude within two minutes.

DR. K. MALAISAMY: Sir, now I shall come to Tamil Nadu. People would be keeping an eye on me as to what I would say about Tamil Nadu about which the hon. Minister made a mention.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please mention only the points.

DR. K. MALAISAMY: Sir, you have given me two minutes and there are a number of colleagues here from Tamil Nadu. I would like to emphasise on new lines, gauge conversion, doubling, MRTS, over-bridge and under bridge, workshops, staff quarters, amenities, etc. There are about 16 or 17 items in the Railways talking about various projects. As far as Tamil Nadu is concerned, they have provided about Rs. 555 crores in the interim outlay. I would like to specifically ask: what are the projects pending in Tamil Nadu? How much work has been completed there? How much money is proposed to be allocated for them? What is the time frame within which they are going to be completed? I repeat...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. No repetition, please.

DR. K. MALAISAMY: Sir, Shri Balaganga had spoken the other day and he asked me to mention something that he had failed to mention. He wanted to know about the linkage between the Chennai Central and Egmore stations. A gala function was conducted about three years ago with Lalujji, the then Chief Minister and others present. It was said that the project was feasible and everything was okay, but it is yet to see the light of the day. I would like to know when the work would be started.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I would recommend that too.

DR. K. MALAISAMY: Sir, I am taking care of the concerns of three Members.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I have recommended it and that is enough. Please conclude.

DR. K. MALAISAMY: Mr. Anbalagan asked me to mention about introduction of a Shatabdi express between Madurai and Bangalore. ...*(Interruptions)*... I shall conclude with just one more point.

SHRI RAVI SHANKAR PRASAD (Bihar): Sir, we all support him.

DR. K. MALAISAMY: Sir, Tambaram to Chengalpattu. ...*(Interruptions)*.. Yercaud Express. I shall conclude.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): There are a number of speakers.

DR. K. MALAISAMY: Sir, between Tambaram and Chennai and between Athipetti and Gummidipoondi, third and fourth lines should come through. A new line from Avadi to Sriperambudur and Kanchipuram must be introduced and Jolarpet to Hosur, Ariyalur-Dindigul to Kumli, Dindivanam to Pandi, Chidambaram to Athur, Perambalur to Jayamkondam. I am taking care of all Members.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please conclude. There are others who wish to speak.

DR. K. MALAISAMY: Sir, there have been nine ministers from Tamil Nadu. Mr. Shiva is here. Let all of them see whether what is needed for Tamil Nadu is being done. If at all they wield any influence, let them do it. Then, one last point, Sir. We request introduction of First AC Erode to Madras in the Yercaud Express. With these words I conclude.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Please, take your seat. Shri Syed Azeez Pasha. Shri Shivanand Tiwari. Not present. Shri Syed Azeez Pasha.

SHRI SYED AZEEZ PASHA (Andhra Pradesh): Mr. Vice-Chairman, Sir, I rise on behalf of the Communist Party of India to make certain observations and comments on the Railway Budget. If somebody asks me what is your reaction with regard to Railway Budget, I will say, I am having a mixed reaction. There are certain positive features which we have to laud in the shape of *Tatkal* scheme, Yuva train, model stations, new trains and *Duronto* train. But, of course, there are several negative features also which we have to look into. While presenting the Budget, the hon. Finance Minister has given top-most priority for infrastructure. But when it comes to the question of building infrastructure in Railways including setting up of new railway lines, gauge conversion and doubling of track, it has come down to 11.5 per cent which I find is not a healthy sign. Secondly, the operating ratio which is the criteria to measure the efficiency has shown a sharp decline. In 2007-08, from 75.9 per cent to 88.3 per cent. Now it is 92.5 per cent. In this regard, we have to see how best we can mobilise internal resources. When roadways have grown by 7 per cent, railway traffic has just gone up by 2.5 per cent. As my friend, Shri Madhu, suggested, the Government of India should come to its rescue. There is an increase of Rs.10,000 crore, but it needs minimum Rs.20,000 crore. Some experts like former Railway Board Chairman suggested that there is a need of enhancing of little bit freight charges also. For internal resource mobilisation, it is necessary to give consideration to this aspect. The length of routes in which Railways carry goods and people remain virtually unchanged

for the past 39 years. Indeed the carrying capacity for railway wagons have come down to 10 per cent; the number of locomotives have come down to 25 per cent and the number of employment is dropped to 10 per cent. Fourthly, the average speed of the freight movement is 23 kms per hour only. If you see the speed of super-fast trains for the past 30 years, now it is going more slowly. I remember, in the early 70s when the Andhra Pradesh Express was introduced from Delhi to Hyderabad, an advertisement was published that from Delhi to Hyderabad it takes 23 hours and 50 minutes only. After the lapse of 35 years, less than 24 hours have become 27 hours and 30 minutes. So, it is high time to think about it. Earlier, China, Taiwan and South Korea were very much lagging behind Indian Railways. Now, they have introduced trains with the speed of 250 kms per hour and there is not even a single fatality. Our signalling system has become more computerised. Now, we are talking about non-stop trains, that is, *Duranto*, to save time. I frequently travel by trains. But, unfortunately, whenever I go from Delhi to Hyderabad or from Hyderabad to Delhi, trains are always late, including prestigious trains. *Duranto* is all right. The idea is good. But one must also see and closely monitor why the trains are even today running very late.

Sir, now, I come to outsourcing. Previously, it was the great *mantram* for NDA Government. Now the UPA is doing it with much more vigour. I am not a dogmatic man. But you see whether outsourcing is really helping for the betterment of the Railways. There are several areas. Cleanliness is really a big casualty. It has gone from bad to worse. You have to monitor the toilet cleaning and other things. I suggest that senior railway officials should do random check. Only then, they can understand what is really happening when you are adopting and implementing this policy of outsourcing. Previously, I had suggested once or twice that the people of Hyderabad want direct train from Hyderabad to Ajmer. But, till today, that suggestion has not been given due consideration. Lastly, it is in regard to Andhra Pradesh. I find little in the Budget to get myself convinced. The biggest contingent of Congress M.P.s, that is, 33 M.P.s, comes from Andhra Pradesh. But, inspite of all this, our share is very much negligible. The people of Andhra Pradesh have a feeling that gross injustice has been done to them. Out of 12 *Duranto* trains, the fifth biggest city of India, Hyderabad, could not get even single stoppage. I do not know why it was neglected. Then, the Chief Minister of Andhra Pradesh has written several letters regarding new lines, gauge conversion and doubling. So, in all this, from 3.3 to 8.5, on an average, we are getting a share of only 5 per cent, even though we are contributing to the tune of 9.5 to 10 per cent. We do not know why this gross injustice is being done to Andhra Pradesh. I think, Mamataji will take this matter seriously. I just want to recall one incident when Shri Ram Vilas Paswanji was the Railway Minister. Mamataji was so furious that the Budget was Bihar-centric मुझे याद है, she threw her *rumaal* also. मेरे पास भी रूमाल है, but we are tolerant people. I want to say that whatever benefit she wants to give to West Bengal, we have no problem, but please, do justice to other States also. We want our due share, be it with regard to new

railway lines, railway connectivity, or Duronto. In all these aspects, she has totally neglected Andhra Pradesh. Every time, all-party delegation from Andhra Pradesh goes to the Railway Minister and hon. Prime Minister and every time, we are assured that next time, no injustice will be done. But, again, the same story continues. So, before concluding, I would like to once again request that proper justice should be done to Andhra Pradesh and Hyderabad because South Central Railway is running very efficiently.

SHRI MANOHAR JOSHI (Maharashtra): Mr. Vice-Chairman, Sir, I would like to thank you for giving me this opportunity to speak on the Budget (Railways) 2009-10. While introducing the Budget, the Railway Minister, Ms. Mamata Banerjee, has raised a very important question before all of us. She asked whether in such projects, economic viability should be seen or the social viability should be seen. Of course, she has also said that she is interested in seeing the social viability of the project. She further said that if only economic viability is to be seen, then the poor people or people, who stay at long distances, might not be able to get the benefit of democracy and the benefit of the Budget also. I must say that whatever she has said is absolutely right. The approach of the Minister should always be to work on the lines of social welfare, and, therefore, I will be very happy if she announces, once for all, that idea of privatisation of Railways is totally scrapped. This might help people because there is a doubt in the minds of the people that the Railways are going towards privatisation. In the first para of her speech, whatever she has said, which I have already accepted, if you want to do something for the poor, the Railways should not work merely as a commercial body, but it must have an approach to reach those people who have not yet got the benefit of our democracy, in her introductory speech, the Railway Minister has also put forth following important things. She has said that the passenger amenities, cleanliness, quality of railway catering, safety, security and punctuality are the important matters on which, she would like to concentrate. Sir, I say that if these matters are resolved, which is very difficult to do looking at the size of the railway network in our country, if this is done, I am sure that the people will shower their blessings on her. In this Budget, she has also introduced a number of new things, which I will only enumerate because my previous speakers have mentioned about those things. One is the 'world-class stations', and, the other is the '*adarsh* stations'. My only very small suggestion is that while mentioning the name of a railway station, the short form should not be used. For instance, the name of an important station in Mumbai is Chhatrapati Shivaji Terminus, and, we use, unfortunately, its short form by mentioning it as CST, because of which people are likely to forget the name of the great King Shivaji. I would request the Minister to always use the name of Shivaji, wherever necessary. She has mentioned about the city of Mumbai and she has assured that this city, particularly, the Chhatrapati Shivaji Terminus is made the ideal station, comparable to any station in the world.

About other things, she has said that multi-functional complexes are to be made, which will include shopping complex, food stalls and restaurants. This idea itself is very good. I would compliment her for doing this, if it can be done in a given time.

Sir, 'clean stations' is the priority. I want to thank the Railway Minister especially for looking at the important aspect of physically challenged people. She has decided to provide for ramps wherever possible. There is no doubt that making ramps at the railway stations is important but my only suggestion is to see if some stalls for self-employment can also be given to these physically handicapped people. I think that this should not only be limited to providing self-employment as more attention is required to be paid to these people. Moreover, as she has said about the aged people also, they should be given jobs on priority.

Sir, her idea of train reservation and buying tickets from the post office is also welcome step. As she has called this scheme as '*Mushkil-Aasaan*', I am sure that the '*mushkils*' of people will be removed thereby.

The important point to which I must draw the attention is the security arrangements. We all know what happened at Chhatrapati Shivaji Terminus on 26/11. Accordingly, the number of commandos, which she has proposed to increase, which is 140 commandos, is very small, I am sure that this number has to be increased. To start with, the presence of commandos will definitely help those who travel by railways.

In her speech, she has also said that a new scheme called 'training for employment' would be started by the railways. It is absolutely necessary to start the training for employment so that different jobs can be created. If the people are properly trained, they would be very useful, and, in this way, I am sure, we will save the money of railways. My only question is whether this 'training for employment' scheme will be started in all States or in some States. Sir, at the same time, I must say that in this programme, the local people who are residents of that State must be given priority. When employment is given, and the training is imparted, that training must be to the benefit of the people who stay in the State.

Her idea of '*Izzat Travel*' is also worth appreciation. I know that this idea is very difficult to implement, because for Rs.25, you will issue a pass for one month. But this is only for those people who are very poor; I would say the poorest of the poor. If it is really implemented, and if it works, I would also be one to appreciate it.

I must also bring it to her notice. As rightly said by Dr. Malaisamy, Budget making is not that difficult but implementing it in the same words is. If she does it, I am sure everybody will appreciate it.

The Yuva Train Service is also a new thing. It will be at a very low price. People, particularly the young generation, will definitely appreciate it.

Sir, she spoke about international cooperation with Bangladesh. I thought I must bring it to her notice that a number of people from Bangladesh are coming to India today. Those people who come from Bangladesh to India are sometimes unauthorised people. They have no visa or passport.

She will have to be strict in dealing with this issue, because they first come to Bengal and then they move to other parts of the country. If this is not controlled, one day the activities of Bangladesh will be like the activities of Pakistan.

Therefore, while welcoming the Maitri Express, which has already been there, and other new activities in Bangladesh, I would request the hon. Minister that she should take proper care to see that such unauthorised people do not travel in the Railways and try to settle in our country.

One important point is about Mumbai. As a matter of fact, throughout the Budget, I find that the budgetary provisions for Mumbai are not sufficient. I would only say that for the Mumbai Urban Transport Project, Rs. 5,300 crore were allocated last year, 2008-09. Out of that, only Rs. Ten crore were spent. You can see that in the last Budget nothing was done in respect of the MUDP- Phase II.

My request to the hon. Minister would be that an amount of Rs.1,700 crore should be reflected in the Budget itself and the Minister must promise us that under no circumstances, the State of Maharashtra, particularly Mumbai city, will be neglected.

Sir, 65 lakh people in Mumbai travel by trains, whereas throughout the country, the number is 1.20 crore. It means maximum earning to the Railways, by way of fare, comes from Mumbai, whereas the provisions for the city are very little. It is absolutely necessary that this issue must be looked into and more provision for the people of Mumbai is made.

For suburban railways in Mumbai, her predecessor assured us that the fare of suburban trains would be reduced. But this remained only an assurance. Nothing was done by the former Railway Minister in this regard. Therefore, my request would be that as the fare of the Railways is reduced in other cases, in case of Mumbai suburban railways also, the fare has to be reduced. I hope that she would take this issue seriously, and she will do it.

Sir, a request has been made often from the people of Mumbai that widening of Virar-Dahanu track should be done. But, after making the demand several times, this has yet not been done. I would request Mamataji to look into it personally and hope that this widening takes place. Sir, harbour lines on the Central Railways need to be upgraded. The present position of harbour lines is very bad and unless special attention is given, this will not be done. My one more request is for the people of Mumbai. In July 2006, there were bomb blasts and you know that 189 people got killed and more than 400 people got injured. Out of them, many were from Chhatrapati Shivaji Terminus. Even after more than three years, some people have not got the relief. My request to the hon. Minister is that whenever she comes to Mumbai, she must meet the people who are related to the victims, and the relatives of those victims should be given necessary compensation. I am confident that if these things are done in the case of Mumbai, the people will be happy. At the same time, on behalf of all the people who travel by Railways, I must thank the hon. Minister for not increasing the fare. If the fare is not increased, really, the poor people are not affected.

Sir, with these few words, I once again thank you for having given me this opportunity. I conclude. Thank you very much, Sir.

श्री भगत सिंह कोश्यारी (उत्तराखंड) : आदरणीय उपसभाध्यक्ष जी, धन्यवाद कि आपने मुझे रेलवे बजट पर बोलने का अवसर दिया है। रेलवे बजट को देखने के बाद मुझे लगता है कि ममता जी ने रवीन्द्र नाथ टैगोर को उद्धृत किया है, जो मुझे बहुत अच्छा लगा। मैं कुछ थोड़ा पीछे जाऊंगा। हमारे यहां एक मंत्र है - "चरैवेति - चरैवेति" अर्थात् चलते रहो, चलते रहो, चलते रहो। एक मंत्र है - "कलि- शयानो भवति संजिहानस्तु द्वापरः, उत्तिष्ठन्तः त्रेता भवति कृतः, संपद्यते चरन चरैवेति-चरैवेति" अर्थात्, यदि आप सोए हैं, तो कलि कल है, यदि आप थोड़ा-सा जग कर अंगड़ाई लेते हैं, तो द्वापर है, यदि आप उठ कर खड़े होते हैं, तो त्रेता है और यदि आप चलने लगते हैं, तो कृतियुग या सतयुग आ जाता है। शायद यह जो चलते रहने का क्रम है, इसी चलते रहने के क्रम के कारण मैं सोचता हूँ कि हिन्दुस्तान को कभी दुनिया भर में विश्व गुरु का स्थान मिला। यह चलते रहने का क्रम ऐसा था, आज तो हम बस से बद्रीनाथ जाते हैं, पता नहीं ममता जी गई या नहीं गई, क्योंकि कोई ट्रेन वहां जाती नहीं है, शंकराचार्य जी 32 साल की उम्र में कालड़ी, केरल में पैदा होकर चारों दिशाओं, बद्रीनाथ, जगन्नाथ, द्वारिका और रामेश्वरम, सब जगह घूम आए, अर्थात् संभवतया दुनिया के सभी लोगों ने इस चलते रहने के मंत्र से ही आगे प्रगति की होगी। यदि हम कभी जगत गुरु थे, तो अंग्रेजों ने सात समुद्र पार करके हिन्दुस्तान आए और मुझे लगता है कि 1853 में अंग्रेजों ने मुंबई से थाणे तक पहली रेल चलाई और 1947 तक यानी 93 वर्षों में इस देश में कोई 53,996 किलोमीटर रेल लाइन बना के गये। यह हमारे देश का, कल हमारे अरुण जी इस विषय पर बोल रहे थे, कैसा दुर्भाग्य है, कैसा ironical picture है कि हम 63 साल के अंदर केवल 9,263 किलोमीटर नई रेल लाइन ही बना पाए हैं। आपने डबल लाइन की होंगी, आपने उनमें सुविधाएं बढ़ाई होंगी, लेकिन जहां तक नए इलाकों से जोड़ने का सवाल है, मुझे ऐसा लगता है कि इन 60-63 वर्षों में नई जगहों की घोर उपेक्षा की गई है। मुझे अच्छा लगा, जब ममता जी ने अपने भाषण के शुरू में ही कहा कि economic viability के साथ-साथ social viability को भी देखना चाहिए। वास्तव में जो economic viability है, that economic viability is also for social reforms, for social welfare. आखिर जब हम आर्थिक बात भी करते हैं, तो उसका भी अंतिम लक्ष्य होता है कि समाज का भला हो, नागरिकों का भला हो। अब अगर हम इस ओर देखते हैं, तो मुझे लगता है कि बजट में इस social viability का कम से कम मेरी दृष्टि में तो कोई स्थान नहीं है। पूरा बजट देखने के बाद, पढ़ने के बाद, उसमें कोई बहुत बड़ा विजन हो, कोई दूरदृष्टि हो, कोई नई चीज़ हो... वह तो कल सब लोग बोल चुके हैं, आज भी हमारे साथी बोल रहे थे कि अस्पताल खोलना, मेडिकल कॉलेज खोलना कोई रेल की दृष्टि से, रेलवे लाइन की दृष्टि से कोई ऐसी unique चीज़ हो, जिसके कारण यह कहें कि हमारी ममता जी जैसी सृजनशील, कल्पनाशील और ये तो कवि भी हैं, लेखिका भी हैं - तो कोई ऐसी नई चीज़ दे दी हो, जिससे यह लगे कि यह तो ममता जी की चीज़ है। वैसे हमारे सब लोग उनसे खुश हैं। ममता जी, इस हाउस में भी और शायद दूसरे हाउस में भी लोग खुश हुए होंगे कि उन्होंने कहा कि ममता जी क्या करेंगी? अपने रेल बजट में तो उन्होंने कहा कि पिछले पांच साल के जो कार्यकलाप हैं, जो कार्य किए गए हैं पांच सालों में, उसके ऊपर हम एक White Paper, श्वेत-पत्र जारी करेंगे। अच्छी बात है! आप श्वेत-पत्र जारी कीजिए। अगर आपके predecessor ने, पूर्ववर्ती ने कोई ज्यादा ब्लैकमेलिंग की हो, तो आप Black Paper भी निकाल सकती हैं, कोई नई चीज़ कर सकती हैं, क्योंकि लगता ऐसा है कि ममता जी के बजट का सारा फोकस पांच साल में जो हुआ है, उसके ऊपर सारा जोर है।

महोदय, अभी मैं पेपर में पढ़ रहा था कि पिछले रेल मंत्री जी को लोक सभा में बैठने के लिए आगे वाली सीट नहीं मिल रही है। इनके साथ कंधे से कंधा मिलाकर यू.पी.ए. के लोग चले, लेकिन उनको आगे की सीट नहीं मिल रही है, तो मुझे ऐसा लगता है कि शायद यू.पी.ए. गवर्नमेंट के सौ दिन की जो सबसे बड़ी उपलब्धि या ममता जी की सबसे बड़ी उपलब्धि ऐसा लगता है कि जो पिछले रेल मंत्री हैं, उनको सैलून से हटाकर, ए.सी. से पीछे धकेल दिया जाए और उनसे कहा जाए कि भाई जाओ, तुम अब अपने गरीब रथ में बैठ जाओ। इसका केवल एक ही मकसद लगता है कि उनको गरीब रथ में बैठा दो। अच्छा है, बैठा दें, मुझे अच्छा लगेगा, कोई कष्ट नहीं है, लेकिन कुल मिलाकर क्या होगा? आप उनको गरीब रथ में बैठाएंगे, तो फिर वे धीरे-धीरे हम गरीबों के साथ आ जाएंगे। 1974-75 से लेकर 1977 तक जहां लालू जी नीतीश जी के साथ थे, हमारे रवि शंकर जी के साथ थे, सुशील मोदी के साथ थे, फिर वे धीरे-धीरे उधर ही आएंगे। वे आ जाएं, तो कोई बात नहीं, लेकिन इस बजट में कहीं पर भी ऐसा नहीं लगता है कि हम कोई नई चीज करने जा रहे हैं। माननीय मंत्री महोदय यहां पर हैं, उनसे विशेषकर मेरा निवेदन है, चूंकि जिन विषयों पर हमारे लोगों ने काफी बोल दिया, मैं उनको रिपीट नहीं करना चाहता हूं, लेकिन बजट में ऐसा लगता है, कहने को तो social viability है, लेकिन social viability के बाद भी मुझे ऐसा लग रहा है कि ममता दीदी के बजट में मैं कह सकता हूं कि ममता दीदीर्जबजटे ममता आछे किंतु समता नेई। There is compassion but there is not equality. यानी आपने अच्छा किया, कुछ लोगों के लिए या कर्मचारियों के लिए, दूसरी-तीसरी भलाई के लिए सोचा, बहुत अच्छी बात है। जो अच्छी बात हो, उसको अच्छा कहना चाहिए, लेकिन उसमें कोई समता नाम की चीज, कोई equality नाम की चीज कहीं पर भी नहीं है। अगर ज़रा सी भी इस प्रकार की बात होती, क्योंकि आप तो गरीबों और पिछड़े लोगों के लिए लड़ती रही हैं, लेकिन मुझे ऐसा लगता है कि आप जिस समय यह बजट बना रही थीं, आपको यह ध्यान ही नहीं गया कि आज हिंदुस्तान का बहुत बड़ा भाग, जहां मैंने पिछली बार भी इस सदन में बोला था कि दूसरी ओर चलें, चीन की ओर से यहां हमारी सीमा पर ट्रेन आ चुकी है। रेल आ चुकी है। लेकिन आज भी हमारी स्थिति ऐसी है कि हमारा पूरा पहाड़ी इलाका, चाहे वह पूर्वोत्तर हो, चाहे वह मध्य हिमालय हो या चाहे जम्मू-कश्मीर का हो - अभी बारामूला-अनंतनाग तक जरूर नई रेल लाइन बन रही है, लेकिन मुझे ऐसा लगता है कि अंग्रेज हमारे उत्तराखंड के अंदर जहां तक ट्रेन पहुंचा गए थे, उससे एक किलोमीटर आगे तक ट्रेन नहीं पहुंची है। यद्यपि अटल बिहारी वाजपेयी जी की सरकार की कृपा रही कि हमारा नया राज्य बन गया, उसे विशेष दर्जा भी मिल गया। लेकिन इन 63 सालों में ट्रेन एक किलोमीटर भी आगे नहीं बढ़ी। इससे बड़ा दुर्भाग्य क्या होगा कि हमारे पहाड़ों में रहने वाले लोग इससे वंचित रह रहे हैं। ममता जी, जब आप गरीबों के लिए बोलती हैं तो मुझे बहुत अच्छा लगता है। मुझे ऐसा लगता है कि हर गरीब आपके साथ होता है। हर वह गरीब व्यक्ति, जिसके पास सुविधा नहीं है, उसको ऐसा लगता है कि हमारी लड़ाई आप लड़ें। आप कल्पना करिए कि आज पूरे हिमालय में यह स्थिति है। टनकपुर से बागेश्वर रेलों का सर्वे हो चुका है। पिछले तीन वर्षों में ऋषिकेश-कर्णप्रयाग का सर्वे हो चुका है, टनकपुर-बागेश्वर का सर्वे हो चुका है। रामनगर-चौखुटिया के बारे में आपने कुछ नया दिया। वह क्या दिया? आपने कहा कि हम उसका सर्वे कराएंगे। उसके लिए आपने किसी अमाउंट का प्रोविजन नहीं किया, कोई फंड आपने उसके लिए तैयार नहीं किया। लेकिन आज से कम से कम 10-12 साल पहले जो सर्वे हो चुके हैं, 1992 में बागेश्वर-टनकपुर का सर्वे हुआ था। अभी पिछले दो वर्षों में ऋषिकेश से कर्णप्रयाग का सर्वे हुआ है। आप कहते हैं कि रामनगर और चौखुटिया के लिए रखा है। लेकिन इसके लिए किसी फंड का प्रोविजन नहीं है। इसका सीधा अर्थ यह है कि वास्तव में यह केवल आंखों में धूल झांकना है, यह eye wash मात्र है। इसलिए मैं चाहता हूं कि जल्दी से जल्दी इस संबंध में कुछ सकारात्मक कार्यवाही करें। मैं चाहूंगा कि इस बजट में आप इस संबंध में कुछ करें। ...*(समय की*

घंटी)... महोदय, मेरे साथी कम समय ले लेंगे, मुझे बोलने दीजिए।...(व्यवधान)... आपने पूर्वोत्तर क्षेत्र रेल विकास निधि...(व्यवधान)...

उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) : कोश्यारी जी, आपकी पार्टी के 11 स्पीकर्स हैं, यही प्रॉब्लम है कि एक घंटा बचा है और 11 स्पीकर्स हैं। आपने 10 मिनट ले लिए हैं। आप दो मिनट में खत्म कर दीजिए।

श्री भगत सिंह कोश्यारी : महोदय, आपने पूर्वोत्तर क्षेत्र रेल विकास निधि आपने बनायी है। क्या मैं यह अपेक्षा कर सकता हूँ कि आप यहां इसी प्रकार से हिमालय क्षेत्र रेल विकास निधि बनाएंगे? अगर आप ऐसा करेंगे तो मैं समझता हूँ कि पूरा हिमालय आपको आशीर्वाद देगा। यहां पर बद्रीनाथ है, केदारनाथ है, गंगा आती है। मैं कहना चाहता हूँ कि वास्तव में आज मनुष्य चन्द्रमा तक पहुंच गया है। आपके रेलवे के अधिकारी कहते हैं कि It is economically not viable. मैं आपसे कहना चाहता हूँ कि हम चन्द्रमा पर जा सकते हैं, उसके लिए खर्चों रुपया खर्च कर सकते हैं, वहां आदमी को भेजने की कोशिश कर सकते हैं लेकिन हमारे पहाड़ों में - चाहे उत्तराखंड हो, चाहे मिजोरम हो, चाहे अरुणाचल प्रदेश हो - अगर हम वहां ट्रेन नहीं पहुंचा सकते तो इसका अर्थ यह होगा कि चन्द्रमा पर जो आदमी भेज रहे हैं, वह निरर्थक है, उसका कोई अर्थ नहीं है। इसलिए मैं चाहता हूँ कि आप हमें जल्दी से जल्दी इस संबंध में कोई आश्वासन दें। महोदय, जो क्षेत्र मैंने बताया है, उनके अलावा चोरगल्या, सितारगंज, खटीमा तक टनकपुर रेल आप जल्दी से जल्दी बना दें। इसके अलावा बरेली से पीलीभीत-टनकपुर को आप बड़ी रेल लाइन बनवा दें। रुड़की-हरिद्वार में नई लाइन बिछाने का कष्ट करें। साथ ही देहरादून और काठगोदाम को वर्ल्ड क्लास स्टेशन बनाने के लिए शामिल करें। हमारे उत्तराखंड में तो मॉडल स्टेशन भी नहीं रखे हैं। ऐसा लगता है कि हम उसमें आते ही नहीं हैं क्योंकि हम पहाड़ी हैं, पिछड़े हुए हैं।

रेल मंत्री (कुमारी ममता बनर्जी) : महोदय, आपकी इनफॉर्मेशन के लिए मैं बताना चाहती हूँ कि undeveloped area को हम लोग जोड़ना चाहते हैं। You will appreciate कि अभी जो प्रोजेक्ट्स पेंडिंग हैं, उनमें 2 लाख 70 हजार करोड़ रुपया चाहिए। हमें करने में कोई ऐतराज नहीं है। I can do within a time. मुझे कहने में कोई ऐतराज नहीं है कि इसको टाइम बाउंड में कर लो। लेकिन अगर रुपया नहीं है तो कैसे करेंगे? इसलिए, if your State is interested तो आपके क्षेत्र के लिए, जैसे मुम्बई रेल विकास कारपोरेशन बनाया है, रेलवे ने मदद की, अगर आपकी स्टेट करना चाहती है तो हम लोग इसका स्वागत करेंगे।

श्री वीरेन्द्र भाटिया : रेलवे तो लाभ में चल रही है।...(व्यवधान)... We have been informed that the Railways is in profit. ...(Interruptions)...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You will get time. When you get time, ...(Interruptions)...

श्री बलबीर पुंज (उड़ीसा) : लालू जी इतना रुपया छोड़ गए हैं, उसका क्या हुआ?

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no, no. Nothing will go on record except Mr. Koshiyari.

SHRI VIRENDRA BHATIA: *

श्री बलबीर पुंज : लालू जी इतना रुपया छोड़ गए।...(व्यवधान)...

*Not recorded.

SHRI RAVI SHANKAR PRASAD: Lalu Prasadji talked about Rs.90,000 crore profit Budget. Therefore, you should compare about. Therefore, resources crunch ought not to be pleaded with respect to ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): No. ...*(Interruptions)*... Please stop. ...*(Interruptions)*... You can use your party's time. ...*(Interruptions)*... No cross talks. ...*(Interruptions)*...

कुमारी ममता बनर्जी : हमको डिपार्टमेंट चलाना है, इसलिए सब कुछ देखना पड़ेगा। ...*(व्यवधान)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : No, Minister. ...*(Interruptions)*.. Please take your seats. ...*(Interruptions)*... Nothing is going on record. ...*(Interruptions)*...

SHRI BALBIR K. PUNJ: *

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : That will not go on record. Only Koshiyari's words will go on record. *(Interruptions)*... Please. This is not allowed. ...*(Interruptions)*... You can use your time. ...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA (Assam) : *

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : Birendraji, you can use your time. Don't intervene. Okay please.

श्री भगत सिंह कोश्यारी : मैं अपनी दो-तीन मांगें और रख रहा हूँ।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) : No. You have taken more time. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मान्यवर, मेरे बीच में दो-तीन लोग और बोल गए।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No. You have only six minutes. You have taken twelve minutes. No, please. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मान्यवर, मुझे दो मिनट में अपनी बात खत्म करने दीजिए, क्योंकि बीच में बहुत लोग बोल चुके हैं।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Instead of six minutes you have taken twelve minutes. ...*(Interruptions)*...

श्री भगत सिंह कोश्यारी : मैं चाहता हूँ कि हर मुख्यालय पर हर एक जगह पर, धार्मिक केन्द्रों पर पी.आर.एस. स्टेशन हों, देहरादून, हल्द्वानी में रेलवे अस्पताल बनवा दें और देहरादून में डी.आर.एम. ऑफिस हो, दिल्ली-देहरादून व दिल्ली-काठगोदाम में जो आपके गरीब रथ चलते हों, उनको चलाएं। दिल्ली-काठगोदाम के लिए आप एक शताब्दी ट्रेन अवश्य चला दें।

*Not recorded.

3.00 P.M.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN) :Please, Koshyariji.

श्री भगत सिंह कोश्यारी : मांगें तो बहुत सी हैं, परन्तु माननीय उपसभाध्यक्ष जी कह रहे हैं कि जल्दी से खत्म करो। बस, मैं केवल इतनी ही बात करके खत्म करता हूँ कि माननीया रेल मंत्री जी, हमारे भागीरथ गोमुख से लेकर गंगा सागर तक गंगा लाए थे। मैं माननीया मंत्री जी से निवेदन करता हूँ कि वे बंगाल में हैं, गंगा सागर में रहती हैं, इसलिए गंगा सागर से लेकर के गोमुख तक अगर वे रेल चला देंगी तो आपका नाम इतिहास में भागीरथ की तरह से होगा। बहुत-बहुत धन्यवाद।

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget presented by Didi Mamataji. I must say that she is really remarkable that within one month, after taking over the charge, she has given a wonderful Budget. She has covered everything. In fact, she has borne in mind inclusive development and growth and she has also taken pains to expand the railway sector in every corner of the country. What is also important is that she has given top priority to *aam admi*, social viability and social sector. It is a known fact that the UPA Government committed to the common man's benefit. Our leader, Madam Sonia Gandhi, as also our Prime Minister, Dr. Manmohan Singh, and our Government are very particular that every sector and every Ministry should work for the welfare of the common man, without causing any burden and without increasing the charges, Mamataji has formulated the Budget in such a way that, firstly, she could please every section of the society, the students, the youth, the *mahilas*, the Press people, the poor people, the labour class. Everybody is given benefit.

Yesterday, the Leader of the Opposition, Shri Arun Jaitley, spoke for one hour. But I was surprised that he could not compliment any of the good points even for five minutes. He was only struggling about how best he could attack her. The Railway Minister said that she would give a White Paper about the financial position of the Railways. What is wrong in that? I can't understand. She wants more transparency. Proposing to give a White Paper doesn't mean that she is against the former Minister Lalujji. It is absolutely wrong. I would like to mention that in both the Houses some people belonging to the opposition parties are trying to spread rumours that Lalujji has boosted the profit, the benefits and the financial position. It can't be totally correct because no Cabinet Minister can do and undo things in financial matters. The Railways is a big Government Department. There are Accountant-Generals, financial people, financial advisors, directors, etc., and there are so many other things. No Minister can say -ऐसा कर लो थोड़ा, 5 लाख बढ़ा दो, It is not possible. I cannot imagine hon. Members of Parliament finding fault जो कमा रहे हैं, उसको boast किया है। It is totally absurd. Mamataji wants to be transparent. She is a straightforward person. Yes, I would like to have 'White Paper' to see what is the factual information. There is nothing wrong in that. I can assure you that whatever was done by the UPA Government in the last five years was perfectly all right. Yesterday, Shri Arun Jaitley was talking about malls, multi-complexes, hotels, etc. in railway stations. He wanted to know how far it was correct. I would like to clarify it. Mamataji. has said that in a different spirit. Mamataji wants to lead this country in the 21st Century as one of the great countries in the world. We must see the international standards. We must see some big cities like Mumbai, Delhi and other cities. She says, 'world-class railway stations of international standards'. What does it mean? International standard means, they will allow the entrepreneurs to come forward and invest money to have various facilities such as malls, commercial centres, hotels and so many other facilities, which

was actually started by Laluji. She wants to accelerate that process. It does not mean that she is proposing to put up malls and hotels, it is not correct. It has been misinterpreted and misunderstood by the Opposition Party.

Then one more point was raised by Shri Arun Jaitley. Mamtaji has said this rightly that, on the one side, you are saying that please do not increase freight and, on the other hand, you want me to give you more trains. She has got no magic wand. If you say '*Jai Patal Bhairavi*', it would not come. It means, if you think of one spiritual power to come and give you what you want, it will give you billions of rupees,' it is not possible. She has to create resources and spend money for these things. She has said that the Railways has got valuable land all over India. As Shri Arun Jaitley said, there is 246 acres of land in New Delhi Railway Station. I cannot understand if they say that that land has no value and you cannot raise money. How is it possible? He also talked about PPP. It does not mean that the land has no value. She can raise money. Therefore, she has got to do some exercise. She wants to raise money through the land which belongs to the Railways, she wants to raise money through bonds for which the Finance Ministry has agreed. Therefore, I would like to say that in a democratic country the people should feel happy. If any good thing is done, all must appreciate that. At the same time, we must also bring to her notice, यह ठीक नहीं है और अच्छा होता और होना चाहिए। For name's sake you should not say, नहीं-नहीं कुछ नहीं है। निराश हो गए, यह ठीक नहीं है। That is totally wrong.

Now I come to non-stop trains. Starting a non-stop trains is a challenge. It is a new thing. Firstly, it will start from Delhi to Mumbai. Some people are saying, 'How can a train go non-stop?' It does not mean that the train would not stop anywhere. The problem is, if a person goes to a far away place, there are hundreds of stations in the way and he gets tired. She wants to give a new facility to the people of India by introducing non-stop trains. It is a wonderful idea. We must experiment this. It is a challenging thing. She also wants to introduce double-deck trains like olden days double-deck buses in order to connect small cities with big cities. It is a wonderful thing.

She is very much concerned about good quality of food, आप भी कभी ट्रेन में गए होंगे, कितनी गंदगी होती है, टायलेट्स बहुत गंदे होते हैं। We cannot bear it. It is a big punishment to the people. She wants to concentrate on giving best quality of food and best drinking water. She also wants to introduce the latest mechanisation and technology. She is very much concerned about cleanliness. Of course, every Minister wanted it. Laluji also wanted cleanliness. Now she is taking it as a challenge. I would request her to assure in her reply that she will personally monitor it and take it as a challenge that the railway system is transformed into the best quality system. Then the people will feel proud of you. It will be a great contribution if she can really get it implemented and take care of cleanliness, besides telling this in the budget. How did she get this idea? A coolie gets Rs.1,500 per month. He cannot afford to travel by train. He struggles to go anywhere. He goes by bicycle, etc. She has given, for the first time, a concession of Rs.25 per month, which is less than Re.1 per day. We must appreciate it.

'Yuva' trains, that she has introduced, is the first of its kind for the youth. She wants to introduce two trains, and she has also fixed nominal rates, say, Rs.299 up to a distance of 1500 KMs and Rs.399 up to 2500 KMs. This is also a welcome factor. At the same time, I would request her that she must monitor things closely, at least, every quarterly, and she must have a committee to oversee all these things. And, Sir, she is bothered about everybody's interests. On the one side, she is concerned about the interest of the people; on the other side, she is concerned about the welfare of her 14-15 lakh employees. She wants to build more houses. This is really a welcome factor. One more thing I must say is that in India, as of now, there is a demand for 11 lakh reserved seats every day. But, as per the statistics, we are having only 9 lakh reserved seats. So, there is a gap of 2 lakh seats. The hon. Minister is planning to introduce at least 100 trains, and also have more extensions of trains in future. This is also a welcome factor. She wants to see that, in future, there will not be any gaps at all, and the people will be able to travel comfortably. Introduction of 57 new trains and 27 extensions, and increasing the frequency of 13 trains are all welcome factors. I first admired Lalaji for bringing the Garib Rath. It was running *via* Visakhapatnam for four days in a week. Now, the present Minister has gifted us by increasing it to all the seven days. Apart from increasing the frequency of trains, she is introducing 7 new lines, gauge conversion on 17 lines and doubling of 13 lines. Therefore, what I would like to say is that she has taken pains to take care of everything. She is bothered about the security; she is bothered about medical care. She is bothered about the cleanliness. She is bothered about everything relating to the common man. She wants to see to it that the common man gets everything. Of course, some hon. Members have raised the question of punctuality. The hon. Minister is very much firm on it. She will not spare unpunctuality. She is a person, who is very emotional, but after becoming a Minister, she is now very cool. I know her from 1996, when she was my colleague in the Lok Sabha. She used to speak emotionally; she used to enthral the Members and make them spell-bound by her speech. Now, in the seat of the Minister, she wants to deal with everybody emotionally, while at the same time, being cool. She wants to make everybody happy. This is a great transformation of her personality, from an emotional Mamataji to a cool Mamataji. She is committed to her work. Her job is not to find fault with anybody. She has respect for Lalaji. She welcomes things that were done during his regime. She has not spoken ill will of anybody. It is only the people who are spreading this propaganda. She only has a one-point formula, that is, Aam Aadmi, the common man's happiness. The world should proudly feel that the Indian Railway system is No.1 in the world. That is her goal; that is her dedication. And the entire House appreciates her efforts. Now, coming to the point...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): You were not, so far, to the point, is it?

DR. T. SUBBARAMI REDDY: Now, coming to the point relating to Andhra Pradesh, though it is not possible for her to please everybody, I want to be rational in my speech. I want to speak

cautiously, consciously and judiciously. What I would like to say is that in Andhra Pradesh, there is a big feeling that even though it is one of the biggest States in the country, and we have 47 MPs, the Lok Sabha and the Rajya Sabha put together, and the State well connects the Northern and Southern parts of the country, Andhra Pradesh has not been given its due share. People generally feel that the Railway Ministry, not only of the present Government but also of the previous Governments, has done a great injustice to the State. Somehow, there is this misunderstanding. We cannot blame her for this; she has hardly been here for a month and she would not have been able to look into the demands of the State. But I am hopeful that, in course of time, she will be able to solve all the problems pertaining to the State.

Sir, Visakhapatnam is the city of steel plant in Andhra Pradesh. The Waltair Division at Visakhapatnam caters to nearly 100 trains every day. Its income is Rs.2859 crores. The areas connected by this Division are Visakhapatnam, Vizianagaram, Srikakulam and the East Godavari District. It is very important. But today it is with the East-West Railways, that is, Bhubaneswar. The people have been requesting for years now that either a new zone should be given for Visakhapatnam and, if that is not possible, it should be merged with the South-Central Railway. This is also the demand of the employees because 99 per cent of the employees are the local people. ...*(Interruptions)*... I will finish in another five minutes, or, ten minutes, Sir.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. Only two minutes.

DR. T. SUBBARAMI REDDY: Okay, Sir, Therefore, my request is, सब फेल हो गये, ममता जी फेल नहीं होनी चाहिए। यह करना चाहिए, merger of the Waltair Division. The bureaucrats will first say, [No, no. Sir, it is not possible], or, the Board Members will first say, [It is not possible; we cannot bring this integration]. Well, where there is a will there is a way. Similarly, I am grateful to her that she has introduced a new train from Vishakhapatnam to Secunderabad-Adilabad. That is welcome. But she has given it only on two days. I request her to make it a daily train. I am not saying that she should do it tomorrow, but I would expect that it is done in the course of this year. There is a heavy demand for this, Madam. Then, there has been a demand for the last five years for an overnight train from Visakhapatnam to Chennai. Sir, Chennai is a very important city. It is one of the most important cities in the country. I am sure all our Tamil friends here will agree. Madam, it will give a big boost to the people of Chennai also. This may please be considered. Then, Sir, eleven projects costing Rs.6,000 crores had been sanctioned; but for the last ten years nothing has happened. Of course, we can't expect the entire amount of Rs.6000 crores to be given in one go. But please consider and expedite it. Then, sanctioning of new lines for Cuddapah-Bangalore-via-Madnapalli is very important. The Andhra Pradesh Government is prepared to share fifty per cent of the cost, Madam. If that is the case, the Railway Ministry must come forward to share the burden of the balance amount. Similarly,

for Nandipuri and Srikalahasti lines also, the State Government has agreed to provide funds, as also Bhadravati-Kovvuru line. Similarly, there are proposals for eleven other trains, the details of which have been given to her. These may be considered. Also, the new passenger services that our State Government has requested should be provided. Similarly, more daily express trains, including extension of commuter trains, should be considered. Then, the Andhra Pradesh Government, the hon. Chief Minister, the Members of Parliament from A.P. and various other people have been requesting for an overnight superfast train between Hyderabad and Bangalore. Madam, you must seriously consider it. It may please be implemented immediately, not tomorrow, but in course of time. It is very important. Similarly, from Hyderabad to Adilabad, an overnight express train should be introduced. Secunderabad-Hyderabad-Ahmedabad via Nizamabad sector is also very important. Madam, the Tirupati Temple, Lord Balaji, will bless you with full powers, if you introduce an intercity daily express train between Visakhapatnam and Tirupati. रेलवे मिनिस्ट्री एकदम अमीर बन जाएगी with the blessings of Lord Balaji. ...*(Interruptions)*...

कुमारी ममता बनर्जी : हमने बनाई?

डा. टी. सुब्बारामी रेड्डी : आपने मिनिस्ट्री अमीर बनाई। From the Ministry side, whatever is being expected, including land and other things, everything will be provided. Lastly, Sir, I would like to ask my friends as to what is wrong in the proposal to have a 1000 MW power projects? She proposed 1000 MW power projects. Mr. Arun Jaitley asked why it was needed. Sir, Railways are a vast organisation. You must appreciate the fact...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Over. ...*(Interruptions)*... Over. ...*(Interruptions)*... It is okay.

DR. T. SUBBARAMI REDDY: Therefore, I support it. In conclusion, I call upon Mamataji to examine these proposals and to keep in mind the demands of the people of Andhra Pradesh which we, the 33 MPs from Andhra Pradesh, have given unanimously. I know that you cannot do it overnight. But whatever best you can do immediately, please do that and do the rest in due course of time. Once again, may Lord Balaji give you a lot of strength लोकोत्तरायण संगठना निरुपमाना सन्निवेशा निरुपदया।

SHRI P. RAJEEVE (Kerala): Mr. Vice-Chairman, Sir, at the outset, I would like to support some of the proposals in the Railway Budget of 2009-10. Sir, first among these is the proposal to introduce Monthly Season Ticket of Rs.25 for unorganised sectors with monthly income not exceeding Rs. 1,500. And also, I support the increase in concessions to the students and introduce new trains for youth and women. I also support the special recruitment system for minorities and the Scheduled Caste and Scheduled Tribe communities. It is appreciable that the passenger and freight charges are not increased. It is a welcome step that the Minister has proposed some changes to the Tatkal Scheme. Respected Leader of the Opposition, Shri Arun Jaitley has criticised the Tatkal Scheme. I would like to add one more point. At present, the Tatkal booking is extended up to 30 per cent of the

regular reservation system. This should be changed at the earliest. I request, through you, Sir, as a first step, it should, be reduced to 10 per cent. But, Sir, the major thrust of the Budget is privatisation. The Indian Railway is one of the largest Government-owned railways in the world and it is the great symbol of unity and integrity of the nation. The importance and impact of the Indian Railways to the country's socio-economic development need no reiteration. The public structure of the Railways is the product of our independence. The Indian Railway which had earlier been managed by the combination of private and Government-owned companies was reconstituted and became an exclusive monopoly of the Government of India. This approach was changed from 1991. Now, this Government is rigorously trying to intensify the privatisation process in all sectors. The Railway Budget is not an exception and, in fact, it is the clear indication of this.

Sir, according to the Budget Speech of the hon. Railway Minister, all new projects are being started in the Public-Private Partnership. That is the privatisation through back door. Many of the hon. Members have already raised this issue. So, I do not like to take more time on this.

Sir, we have no opinion against the utilisation of private capital for development. But, it should not be in strategic sectors. It should not be wherever it is not necessary. In 2008-09 Budget Speech, the then Railway Minister had tried to compare the Indian Railway with the Fortune 500 Companies of the world. And it is an establishment working as the backbone of our country. The hon. Railway Minister happened to state that 'I am firmly committed to the visible upliftment of the downtrodden and under privileged which is imperative for holistic socio-economic development of the country.' How can the Government justify these words by using privatisation as the major thrust of development? This is a way of misleading the nation and the common man. I request that, at any cost, Railway should be continued in the public sector.

Sir, all of us are aware that we are in an era of global economic crisis. Most of the MNCs and capitalist countries are crying for more public investment and for nationalisation. We know the General Motors, which was once considered as a model of capitalism in the world, is now in the process of nationalisation. At this juncture, our hon. Railway Minister is expecting more private capital and on the basis of that she had announced so many huge projects. Actually, in her Budget Speech, she has admitted that the mobilisation of private capital is difficult. Out of Rs.3,400 crores, only Rs.100 crores materialised. Contrary to this reality, this Budget expects more private investment which would only remain as a dream unfulfilled. Private capital would not be ready to invest in long-term infrastructure projects in the era of recession.

Sir, I would like to invite the kind attention of the august House to the present financial position of the Indian Railways. The decline in cash reserves was mentioned by many Members. I would not like to elaborate this point. The operating ratio is increasing from 88.3 per cent in 2008-09 to 92.5 per cent in this Budget. All of us are aware that the increase in operating ratio means that there should be a decrease in cash reserve; so, the Government should answer to this unprecedented situation. Was it a play of figures by the then Railway Minister? Irrespective of whether Lalujji or Mamataji is the Railway Minister, it should be the duty of the Government, under the leadership of the same Prime Minister, under the leadership of the same party, to apologise to the House and the country for misleading the House by using figures. The evaporation of crores of rupees on dividend to the exchequer should be answered very seriously.

Hon. Minister has specifically stated that a White Paper would be published regarding the funds of the railways for the last five years. Then, the hon. Prime Minister should say who is right — the existing Railway Minister or the former Railway Minister. Sir, I would like to invite the attention of the House on a serious issue, that is, manpower shortage. The Minister has apprised the role of 14 lakh employees. Actually, it was 13.94 lakh employees in 2007-08. In 1991, the total number of railway workers was 16.51 lakhs. That is a sharp decline of 15.5% of employees within 18 years. In these years, the operation of the railways in all aspects was increasing, in a huge manner. But, contrary to this, the number of workers was decreasing. The proposal made by the Railway Minister regarding special recruitment is welcome. But, she has not informed the existing vacancy. That is around 2 lakhs! Nothing is being done. At the same time, there is a tendency towards outsourcing in this Budget. The actual objective of most of the new schemes is really outsourcing. This is against the assurance given to the House; it was specifically stated that the interests of the workers would be protected. How can we ensure safety in the railways when workers are compelled to work for more than 10 hours or 12 hours? Everywhere, the working hours are reduced to 6 hours. Now, our railway workers are working for more than 10 hours, actually 12 hours. More than 90 per cent of the workers are working for 12 hours a day.

Sir, many announcements in the Budget are mere repetition of the previous Budgets. Development of stations as world-class stations was promised not only by the UPA Government but also by the NDA Government. Some times it was 26 stations and some times it was 50 stations; that is the only difference. But all these promises remain on paper only. The same thing has happened in the case of green toilets, freight corridors, etc. This practice was seriously criticised by the Standing Committee on Railways in many of its reports. In 2007-08 report, the Committee had criticised the Ministry for the delay in execution of priority project, the dedicated freight corridor, which was lagging for more than six years at that time. The same criticism was done for the delay in signalling and telecommunications work implementation. This delay in implementation of projects was reflected in the growth of the Indian Railways.

The comparison between the British period and the Independence period has been done by so many hon. Members. I would like to add one point. An average of 572 kms. of line per annum was added in the British period while we could add only 166 kms. per annum since Independence. Similarly, the average speed of express trains is approximately 26 kms. per hour whereas in other countries trains are running more than 100, 200, 250 kms.

Sir, I would like to point out some confusion created by this Budget. Regarding the utilisation of the optic fibre cable network, the hon. Railway Minister has stated in the Budget Speech, 'I had announced in 2001-02 Railway Budget laying of optic fibre cable network for commercial utilisation. After eight years, I find little progress. Hence, Madam, I propose to constitute an expert committee.' But, contrary to this, in Railway Year Book 2007-08, which was circulated along with the Budget document, it is stated, 'Of the 42,000 route kilometres of optical fibre cable (OFC) network targeted for commissioning by 2008, 28,100 kms. of OFC has been laid already.' ...*(Time-bell rings)*... Sir. it is my maiden speech.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Is it your maiden speech? Sorry, I did not know that. ...*(Interruptions)*... I am sorry. Nobody told me about it. ...*(Interruptions)*...

SHRI P. RAJEEVE : '...RailTel has earned gross revenue of Rs.216 crores and net profit of Rs.57 crores during 2007-08 by commercial use.' I would like to know from the hon. Minister which statement is right and which is wrong. If it was actually implemented, then, where is the need for this Expert Committee? I request, through you, Sir, that the proposal for Expert Committee has to be withdrawn. There was an announcement in the budget speech that concession of 30 per cent to Press correspondents would be increased to 50 per cent. Already the Press correspondents are availing of the 50 per cent concession except in Rajdhani and Shatabdi Express trains. In all trains, they are availing of 50 per cent concession now. The only change would be the abolishment of coupon system and annual concession to wife. I request to extend this concession to their minor children also. While presenting the 2008-09 budget, the then Railway Minister had stated that the Government would prepare a Railway Vision Plan 2025 document within six months, which would present new ideas and new initiatives in a novel manner. And also there were proposals for innovation promotion group, set up a strategic business unit and formulation of information technology vision 2012. What has happened to all these proposals? Nothing could be found out from the budget speech. The Government under the leadership of the Same Prime Minister and under the leadership of the same party should reveal the status of these proposals. Now I am coming to the comparison with Plan objectives. Now we are in the third year of Eleventh Plan. The thrust areas identified were capacity accumulation, improvement in operations and productivity augmentation and increase in market share in both bulk and non-bulk freight traffic. But the allotment for the development side is very low in this budget. The demand for doubling, three and four lanes remains

unheard. In this budget, it is only 3 per cent to the development fund. Sir, there is only a meagre increase in the Plan outlay from Rs.36336 crores for 2008-09 to Rs.40700 crores for 2009-10 whereas the world over more thrust is given for railways development as a measure to overcome economic recession and job loss. This matter should be considered in this budget also. Sir, I would like to bring to the attention of this House certain things regarding my own State Kerala. The prime demand of the Kerala State is the formation of a Peninsular Railway Zone with Headquarters in Kerala. It is a well-established fact that the need and geographical sprawls of Kerala are entirely different from the neighbouring States. Therefore, the demand for a separate zone is thoroughly Justified. We had certain expectations in this budget since the Minister of State for Railways is from our State. But we regret to say that nothing was done in this regard. We were very grateful to the last Government for announcing a new coach factory at Palakkad but nothing has been mentioned in this budget and we could not find any allocation for the coach factory in this budget.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : Sir, the land, which the State Government has offered free of cost, is still not made available to the Government.

SHRI P. RAJEEVE: Thank you. The State Government is ready to acquire the land after a consensus among all political parties. We are trying for it. I thank you for informing that the process is going on. I said it because we had the bitter experience. So I would like to take this opportunity to mention about this coach factory. In the eighties' we got an announcement about a coach factory but later it was shifted to another State. That is why I was compelled to mention this, Sir. Thank you, Sir. This is the same situation with regard to wagon factory. In the budget of 2007-08, an announcement was made for setting up a wagon factory in Kerala as a joint venture company with the Steel Industries Kerala Limited. It is shocking that nothing about it has been mentioned in this Budget. I have a suspicion that there is a step-motherly approach to Southern Railway. It should be addressed. The doubling of lines and electrification is the major demand for development of railway in Kerala. But this issue was not properly addressed in this Budget. I request the hon. Minister, through you, Sir, to allocate sufficient funds for the electrification and doubling of lines. Actually, the major section of electrification left out in Kerala is the Shornur-Mangalore section. The State Government of Kerala has introduced a package to improve the backwardness of this *erstwhile* Malabar region. I request you to allot sufficient funds for electrification process. In doubling, only twelve kilometres were left for completion of this process. Actually the officer in charge of doubling is working in Chennai and his office is at Calicut. How can we finish the work within the time frame? The hon. Minister of State should intervene in this. I request him, through you, Sir. There was an announcement of Adarsh Station in this Budget. This year, 375 stations are being included and 309

stations were already announced. Unfortunately, not a single station from Kerala was included in this list. I request the Minister, through you, Sir, to include sufficient stations in Kerala in Adrash Station system. The Government of Kerala has already presented a proposal in the ROB, *i.e.* it is ready to take up the responsibility to build ROB and sufficient funds should be allotted by the Centre as its share in advance. We demand for Rs. 100 crores as advance payment of the Central share. I request the hon. Minister to consider this in a positive manner. I am grateful to the hon. Minister for allowing new trains to Kerala, including Non-Stop trains. But three trains announced in this Budget are the same as that which was announced in the last Budget.

SHRI E. AHAMMED : Already one non-stop train has been declared for Kerala and there are seven other trains. So it comes to eight trains for Kerala.

SHRI P. RAJEEVE: Thank you, Sir. I said, new trains to Kerala including non-stop trains, not excluding, but including. Thank you. But three trains announced in this Budget are the same as that which was announced in the last Budget. For example, Bilaspur-Tirunelveli *via* Thiruvananthapuram Express was the first in the list of new trains which had been announced in the Interim Budget. The same has been announced in this Budget also. Before this Budget the State Government has submitted their Memorandum to the Minister to allow Memu for Kerala and to finish the surveys, including Calicut, Angadipuram and Mysore. So many surveys are pending. We have already submitted a Memorandum to the Ministry for wage conversion in case of vacancies of several trains, including Garib Rath. I request the hon. Minister, through you, Sir, kindly consider the genuine demands of the State of Kerala. With these words, I conclude. Thank you.

THE VICE-CHAIRMAN (PROF P. J. KURIEN): Thank you, Mr. Rajeeve you have made a lot of good points for Kerala in your maiden speech.

श्री वृजभूषण तिवारी (उत्तर प्रदेश) : महोदय, रेलवे को इस देश की लाइफ-लाइन कहा जाता है और मैं समझता हूँ कि यह सबसे सस्ता और *echo-friendly* यातायात का साधन है। इसलिए इस महत्वपूर्ण साधन पर चूंकि सभी माननीय सदस्य जुड़े हुए हैं, सभी ने अपनी-अपनी बात कही है।

महोदय, मुझे केवल कुछ बातों की तरफ आपका ध्यान आकर्षित करना है। माननीया रेल मंत्री जी ने अपने बजट भाषण में यह सही कहा कि हमारा ध्यान और हमारी प्राथमिकता विशेषकर उन इलाकों पर है जोकि पिछड़े हैं। मैं इस संबंध में कहना चाहूंगा कि उत्तर प्रदेश और विशेषकर पूर्वी उत्तर प्रदेश का हिस्सा उद्योग व यातायात की दृष्टि से बहुत ही पिछड़ा हुआ है। दूसरी बात यह है कि उस इलाके में गरीबी और बेरोजगारी के कारण वहां से बहुत बड़ी तादात में लोगों का *migrants* होना है। वहां से इनकी बहुत बड़ी संख्या देश के दिल्ली, कोलकाता व मुंबई जैसे बड़े शहरों में काम के लिए आती है। गोंडा से गोरखपुर के बीच आमान परिवर्तन की मांग बहुत दिनों से की जाती रही है। इस लाइन का सर्वे भी किया गया। सर्वे करने के बाद *token allocation* भी हुआ, यानी *token* पैसा भी दिया गया। तत्कालीन रेल मंत्री श्री नीतीश कुमार सिद्धार्थ नगर के मुख्यालय नौगढ़ रेलवे स्टेशन पर गये और उन्होंने बाकायदा इसकी घोषणा भी की कि बहुत ही शीघ्र इस लाइन का आमान परिवर्तन यानी इस छोटी लाइन को बड़ी लाइन में परिवर्तित कर दिया जाएगा। वह इसलिए भी बहुत महत्वपूर्ण है क्योंकि नेपाल उसी से मिला हुआ है। गोंडा और गोरखपुर के बीच में यह नेपाल का जो इलाका है, वह तराई का इलाका कहा जाता है। वहां पर यातायात का

कोई अन्य साधन नहीं है। दूसरी परियोजना गोरखपुर से नौतनवा की थी। जब श्री जॉर्ज फर्नांडिस रेल मंत्री थे, तब उन्होंने इसकी घोषणा की थी। गोरखपुर से नौतनवा का काम शुरू हो गया, परन्तु जो काम दो साल पहले पूरा हो जाना चाहिए था, वह आज तक पूरा नहीं हुआ। अगर यह काम पूरा हो जाता है तो केवल गोंडा से आनंद नगर के बीच में ही बड़ी लाइन की बात करनी होगी। इस समय दिक्कत यह है कि रेल के यातायात का काम वहां पर बिल्कुल ठप पड़ा हुआ है। लोगों को आने-जाने की बहुत ही दिक्कत है। अगर कोई लखनऊ आना चाहे तो वह नहीं आ सकता है और अगर कोई गोरखपुर जाना चाहे तो वह नहीं जा सकता है। इसलिए मेरी यह मांग है कि गोंडा और आनंद नगर के बीच अमान परिवर्तन की जो योजना है, उसे जल्दी से जल्दी पूरा किया जाए।

दूसरी बात यह है कि गोरखपुर से लखनऊ मेन लाइन है, जिसके दोहरीकरण की मांग भी बहुत दिनों से हो रही है। दोहरीकरण के परियोजना की शुरुआत भी हो गई है, परन्तु यह काम इतनी मध्यम गति से, इतना धीरे-धीरे हो रहा है कि आजकल ट्रेनें बढ़ जाने से ट्रैक पर बहुत ज्यादा congestion हो गया है। नतीजा यह होता है कि आप जितनी भी सुपरफास्ट या एक्सप्रेस ट्रेन चलाइये, वह पैसेंजर से भी खराब स्थिति में है। आप समय पर कहीं भी नहीं पहुंच सकते हैं।

तीसरी बात यह है कि लखनऊ से गोरखपुर तक तो विद्युतीकरण हो गया। परन्तु आप यह देखिए कि यह लाइन बिहार तक जाती है। अगर इस लाइन का विद्युतीकरण के साथ-साथ दोहरीकरण कर दिया जाए और लूप लाइन को ब्राडगेज में परिवर्तित कर दिया जाए तो जो congestion है, वह कम हो जाएगा और गाड़ियों का यातायात बढ़ जायेगा। फिर आप ज्यादा से ज्यादा ट्रेन्स बढ़ाकर स्थिति को ठीक कर सकते हैं।

आखिरी बात मैं यह कहना चाहता हूं कि एक बार ममता जी ने बहुत कही-इज्जत। आज आप इज्जत की बात क्या करते हैं? इज्जत केवल यह नहीं है कि आपने 25 रुपये का Seasonal Ticket दे दिया। इज्जत की स्थिति यह है कि अगर हम लोग वैशाली से जाते हैं या जो गाड़ी मुम्बई जाती है, उनमें दो-दो, तीन-तीन घंटे पहले गरीबों की लाइन लगती है। उसमें जीआरपी के जो लोग हैं, वे लोगों को अपमानित करते हैं, उनको मारते हैं और हर आदमी से लाइन में खड़े होने का 50 रुपये लेते हैं। अगर आप लाइन से बाहर हैं और फिर उसमें जाना चाहते हैं तो उसके लिए आपको 100 रुपये से लेकर 200 रुपये तक देने पड़ते हैं। लोगों को जिस तरीके से डिब्बे में भरा जाता है, उसकी आप कल्पना नहीं कर सकते। जो दो बाथरूम होते हैं, उनमें से एक में पैसेंजर्स भरे रहते हैं और दूसरे की यह हालत होती है कि आप किसी तरीके से उसमें जा सकते हैं। इतनी बड़ी जलालत और इतना बड़ा अपमान! इसके बाद आप यह कहते हैं कि आपकी आबादी बढ़ रही है! अगर आप गाड़ियां बढ़ा भी रहे हैं तो ए.सी. की गाड़ियां बढ़ा रहे हैं, सुपरफास्ट बढ़ा रहे हैं, लांग स्टॉप ट्रेनें बढ़ा रहे हैं। मैं यह कहना चाहता हूं कि ट्रेनों में जो जनरल कोच है, उसकी संख्या बढ़ाइये। उसमें ए.सी. का कोई डिब्बा न हो, केवल जनरल डिब्बा हो या बहुत हो तो उसके आप ए.सी. श्री टायर कर सकते हैं। आपको long distance की ऐसी गाड़ियों का इंतजाम भी करना पड़ेगा। इसके बाद मैं कहना चाहता हूं कि पहले railway stations पर चाय मिल जाती थी। आज आप देखिए कि हमारे यहां diabetes के मरीजों की तादाद लगातार बढ़ रही है। अब मंत्री जी ने और रेलवे के अफसरों ने यह कहा कि stations पर जो चाय बनती है इससे railway stations पर बड़ी गंदगी होती है, इसलिए अब उन्होंने किसी बड़ी कम्पनी की ठेकेदारी में चाय बनाने वाली मशीन्स लगा दीं। नतीजा यह है कि अगर कोई बिना चीनी की चाय पीना चाहे, तो उसे बिना चीनी की चाय उपलब्ध नहीं होती है।

खाने की क्वालिटी आप जानते ही हैं। पीने के पानी की जिम्मेदारी रेलवे की थी। मुझे याद है कि पहले गर्मी के दिनों में पानी पांडे, अस्थाई मजदूर, नियुक्त होते थे और उनके द्वारा पानी पिलाया जाता था, आज पानी पिलाने का कोई इंतजाम नहीं है और जो बोतल में पानी मिलता है, वह बहुत ही घटिया, बहुत ही गन्दा होता है और उसकी कोई प्रमाणिकता भी नहीं है। तो आप पानी की सुविधा नहीं दे सकते, खाने की गुणवत्ता बहुत ही खराब है और टिकट के आरक्षण के मामले में भी बड़ा fraud है। आपने देखा होगा अभी अखबारों में sting operation के बारे में आया था कि बहुत से लोग जो बिल्कुल आरक्षण नहीं कराते, उनके लिए तुरंत व्यवस्था हो जाती है। अब तो जब से ममता जी का निजाम बदला है, तब से MPs की चिट्ठियों पर भी आरक्षण नहीं मिलता। हमने एक दिन जाकर पूछा तो पता चला कि एक नया आदेश आ गया है। हम अगर टेलिफोन करना चाहें कि हमने यह request भेजी है, जो बहुत ही जरूरी है और इस पर ध्यान दीजिए, तो वहां का फोन ही नहीं उठाया जाता और रेलवे के आरक्षण अधिकारी ने बताया कि हमें यह निर्देश है कि आप कोई फोन attend नहीं करेंगे। तो आप फोन attend नहीं करेंगे, MPs की चिट्ठी पर आप आरक्षण करेंगे नहीं और जितने दलाल हैं, संगठित दलाल हैं, वे ऊपर से लेकर नीचे तक रुपया कमाते हैं, करोड़ों रुपए कमाते हैं और आरक्षण का नाजायज़ धंधा करते हैं। तो ये सारे प्रश्न हैं। आप लाख योजनाओं की घोषणा कीजिए, नए-नए संकल्प लीजिए, मगर जो वस्तुस्थिति है, जो जमीनी हकीकत है उसे देखना बहुत जरूरी है। इस यातायात के साधन को सस्ता करना पड़ेगा, इसे स्वाभिमानपरक बनाना पड़ेगा, गरीबपरक बनाना पड़ेगा, तब आप आम आदमी की जो माला जपते रहते हैं, बजट से लेकर रेलवे बजट तक, उसके लिए कुछ हो पाएगा। मैं कहना चाहता हूं कि आबादी बढ़ रही है तो आप coaches बढ़ाइए, trains बढ़ाइए, tracks बढ़ाइए और पैसा नहीं है तो पैसा लाइए, इसके लिए हम तो जिम्मेदार नहीं हैं। कभी आप कहते हैं कि इतने हजार करोड़ रुपए का मुनाफा हो गया और कभी आप कहते हैं कि हमारे पास पैसा नहीं है। तो यह हमारी जिम्मेदारी नहीं है। जो आवश्यकताएं हैं, चुनौतियां हैं और बदईतजामी है, उसको आप ठीक करिए।

इन्हीं शब्दों के साथ मैं अपनी बात खत्म करता हूं। बहुत-बहुत धन्यवाद।

श्री आर. सी. सिंह (पश्चिमी बंगाल) : सर, मैं मंत्री महोदया को बधाई देना चाहता हूं कि उन्होंने कम से कम पश्चिमी बंगाल को तो दरियादिली दिखाई। ...**(व्यवधान)**... इसके पहले पश्चिमी बंगाल की काफी उपेक्षा हुई है। यह सच है कि NDA के समय हम लोगों को ममत्व नहीं मिला था, अब की बार ममत्व मिला है। पश्चिमी बंगाल को नई trains दी गई हैं, जिनमें चार 'दूरान्त' trains शामिल हैं, 22 नई लाइनें दी गई हैं, 6 विश्वस्तरीय stations दिए गए हैं,। पश्चिम बंगाल को 181 आदर्श स्टेशन्स दिए गए हैं, 4 multi functional complexes दिए गए हैं और इसके साथ रेलवे लाइन का दोहरीकरण का भी प्रावधान है। मुझे इस बात का थोड़ा डर लगता है कि कहीं यह बजट केवल चुनावी घोषणा तो नहीं है, क्योंकि इससे पहले भी इस तरह की बहुत सी बातें आई थीं। अभी 825 परियोजनाएं लंबित पड़ी हुई हैं, जिनके लिए धन आबंटित किया गया है, तो कहीं यह दिखावा तो नहीं हो रहा है? अगर ये परियोजनाएं सचमुच में लागू होंगी, तो हमें इस मायने में काफी खुशी होगी। मैं माननीय मंत्री महोदया से कहना चाहूंगा कि वे एक time bound programme की घोषणा करें। जो परियोजनाएं इन्होंने दी हैं, ये ऐसी घोषणा करें, जिससे इनको समयबद्ध तरीके से पूरा किया जा सके। इससे सिर्फ यह साबित न हो कि हम लोग राजनीतिक लाभ लेने के लिए इस तरह से बजट घोषणा हाउस में लाते हैं।

उपसभाध्यक्ष महोदय, मैं अपना भाषण लंबा नहीं करना चाहूंगा, क्योंकि मैं जानता हूं कि मेरा समय कम है, लेकिन coal मेरा प्रिय विषय रहा है, जिसके बारे में मुझे थोड़ी जानकारी है। मैं मंत्री महोदया का ध्यान इस ओर

आकर्षित करना चाहूंगा कि coal products की जो total value होती है, उसका 50 परसेंट coal को मिलता है, 41 परसेंट रेलवे, ढुलाई करने के लिए ले लेती है और 9 परसेंट royalty cess में चला जाता है। मंत्री महोदया को coal का freight rate कम करना चाहिए, जिससे कि जो कंपनियां घाटे में चल रही हैं, वे उससे उबर सकें। मैं दूसरी बात कहना चाहूंगा कि रेलवे में लाखों contract workers काम कर रहे हैं, जिनका कहीं पर enrollment नहीं है, उनकी कोई social security भी नहीं है, जब कि आज की व्यवस्था में equal wages for equal work पर काम दिया जाता है, वहां पर इस तरह की कोई संभावना नहीं है। इसलिए contract workers को कम से कम identity cards दिए जाएं और यह identity किया जाए कि ये लोग permanent and perennial nature के job में काम करते हैं और भविष्य में उनको employment की सुविधा मिल सके, इस तरह की व्यवस्था होनी चाहिए। उनका जो primary right है, उनकी जो basic need है, वह उनको मिल सके, इसके लिए मैं रेल मंत्री महोदया से अनुरोध करता हूं कि वे इस पर गंभीरता से विचार करें और उन workers को regular roll पर लाने की कोशिश करें। मैं रेल मंत्री महोदया को धन्यवाद देता हूं कि जो कंपनियां standard wagons बनाती हैं, उनके वैगन इन्होंने लेने की घोषणा की है, इस बजट में भी इन्होंने कहा है, लालू जी ने भी इसका प्रावधान किया था, इसका time bound programme होना चाहिए कि वे कब तक इसको रेलवे में ले आएंगी, इसकी घोषणा होनी चाहिए।

दूसरी बात मैं यह जानना चाहूंगा कि जो 50 world class railway stations बनेंगे, उनकी measuring stick क्या है? जिसके आधार पर ये world class railway stations बनाये जाएंगे। मेरी जानकारी में आज भी बहुत से स्टेशन्स ऐसे हैं, जहां पर यात्रियों को खड़ा होने के लिए शेड तक नहीं दिया गया है, जहां पर पीने का पानी तक नहीं है, जहां उनकी दूसरी जरूरत को पूरा करने के लिए कोई सुविधा नहीं है, उनके बारे में हमें इस बजट में कोई provision नज़र नहीं आया। अतः इस बारे में मंत्री महोदया को स्पष्ट करना चाहिए कि इनको डेवलप करने के लिए वे क्या कर रही हैं। मुझे एक बात की आशंका लगती है कि पहले तो back door से privatization होता था, अब ये Public Private Partnership के माध्यम से सीधे-सीधे privatization के पथ पर जा रही हैं, वे चाहती हैं कि इस तरह से अधिक से अधिक जगहों पर इसको प्राइवेट कर दिया जाए, इसको रोकने की जरूरत है, क्योंकि इसका हश्र हम लोग देख चुके हैं। हम लोग जानते हैं कि हमारी economy आज भी अगर बची हुई है, तो वह पब्लिक सेक्टर के चलते बची हुई है, प्राइवेट होने से हमारी economy नहीं बचेगी।

(श्री उपसभापति पीठासीन हुए)

उपसभापति जी, हमारी रेलवे के पास काफी फंड है, इसलिए इसको अपने रिसोर्सेज से डेवलपमेंट के काम करने चाहिए और privatization को रोकना चाहिए। रेलवे की जो भूमि है, उसमें होटल बनाएंगे, malls बनाएंगे, डेवलपमेंट का काम करेंगे, ये इसको PPP के माध्यम से करने की बात कह रही हैं, इसको रोका जाना चाहिए। हम अपने resources से इसको utilise कर सकते हैं। मैं आपके माध्यम से मंत्री महोदया से एक बात कहना चाहूंगा कि मंत्री महोदया ने कहा है कि पश्चिमी बंगाल में जो पशुपति नाथ मंदिर है, जो heritage institution रहा है, उसको take over करेंगी, लेकिन साथ-साथ मैं यह ध्यान दिलाना चाहता हूं कि पश्चिम बंगाल के गार्डिनरिच में, खड़गपुर में और कर्शियांग में रेलवे की जो प्रिटिंग प्रेस हैं, वे बंद हैं। उनको काम में लेने के लिए इस बजट में कोई प्रावधान नहीं दिखाई दिया, जब कि इसको लेने की जरूरत है। इसको किसी तरह से दोबारा चालू किया जाए। रेलवे ट्रैक के साथ commercial use के लिए optic fibre cable को लेने की बात कही जा रही है। इसके लिए सबसे बेहतर यह होगा कि पश्चिमी बंगाल में हिन्दुस्तान केबल का जो कारखाना आज बंदी के कगार पर खड़ा है, उसको ले लिया

जाए। इसको रेलवे के साथ विलय कर दिया जाए। यह optical fibre का निर्माण कर सकेगा और बेहतरीन केबल दे सकेगा। यह हमारी जरूरत को पूरा कर पाएगा। वहां पर कम खर्च में सारे infrastructure मौजूद हैं, इसलिए इसको ले लेना चाहिए।

महोदय, मैं एक बात और कहना चाहूंगा कि हमें यह सब दी जा रही है, लेकिन जब कभी-कभी लोग हम लोगों को गरीब कहते हैं, तो हम लोगों को बहुत खलता है, इसलिए इस शब्द का उपयोग नहीं कीजिए। हमको श्रमिक कह लीजिए, हमको मजदूर कह लीजिए, लेकिन कभी भी हमें गरीब मत कहिए, क्योंकि हम तो गरीब नहीं हैं। उत्पादन व्यवस्था में हमको हमारा शेयर नहीं मिल पाता है, इसलिए हम आर्थिक रूप से कमजोर हो जाते हैं। अभी जो economic survey आया है, उसमें बताया गया है कि 82 परसेंट लोग ऐसे हैं, जिनकी हैसियत बीस रुपए से ज्यादा खर्च करने की नहीं है। रेल बजट में उन लोगों के लिए कोई सुविधा की बात नहीं कही गई है। उनको भी सुविधा दी जाए, इस पर भी ध्यान दिया जाए। मैं इस संदर्भ में एक बात और कहना चाहूंगा कि जो daily passengers हैं, जो दिल्ली आते हैं, कोलकाता जाते हैं, मुंबई जाते हैं, मद्रास जाते हैं, बड़े-बड़े शहरों में एक सौ किलोमीटर या डेढ़ सौ किलोमीटर रोज सफर करते हैं, उनके लिए भी इस बजट में कोई प्रावधान नहीं है। उनको concession मिलनी चाहिए और उनकी सुविधा की भी बात इसमें होनी चाहिए। ...*(समय की घंटी)*... महोदय, मैं बस दो मिनट में समाप्त करता हूं।

महोदय, अब मैं माननीय रेल मंत्री जी से कुछ बातें कहना चाहूंगा। महोदय, आप जानते हैं कि यह श्रावण का महीना है और झारखंड में एक बैद्यनाथ धाम स्टेशन है, जहां पर लाखों लोग जाते हैं, जिसके कारण वहां पर बड़ी भीड़ रहती है। पश्चिमी बंगाल के अंडाल स्टेशन से जमुनिया और बाराबनी होते हुए बैद्यनाथ धाम ट्रेन जाती है। आज नई-नई ट्रेनें चलाने का आश्वासन दिया जा रहा है, जब कि इस ट्रेन को बंद कर दिया गया है। यह बात मेरी समझ में नहीं आती है कि इसको क्यों बंद कर दिया गया है। जहां लाइन है, स्टेशन है और सारी व्यवस्था है, फिर भी इसको बंद कर दिया गया है। मेरी मांग है कि चूंकि इससे लोगों की भावनाएं जुड़ी हुई हैं, इसलिए इस रूट को दोबारा चालू किया जाए।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी से एक बार आग्रह करना चाहता हूं कि पश्चिमी बंगाल का आसनसोल शहर हिन्दुस्तान का second growing city है। यह economically develop कर रहा है और यह एक मेगा सिटी होने जा रहा है। यहां पर हावड़ा-दिल्ली राजधानी एक्सप्रेस ट्रेन नहीं रुकती है। यहां से पटना जाने के लिए ट्रेन की कोई व्यवस्था नहीं है और झारखंड जाने के लिए भी कोई व्यवस्था नहीं है। पश्चिमी बंगाल की दूसरी जगहों से यहां प्रतिदिन आना जाना होता है, उनके लिए भी कोई व्यवस्था नहीं है, इसलिए यहां पर कुछ ट्रेनें अविलंब दी जाएं। आसनसोल से गोरखपुर और पूर्वी हिस्से के काफी लोग काम करते हैं, उनका रोज आना-जाना होता है ...*(समय की घंटी)*... इसलिए उनके लिए भी कोई व्यवस्था होनी चाहिए।

श्री उपसभापति : कृपया आप समाप्त कीजिए।

श्री आर. सी. सिंह : महोदय, मैं बस एक मिनट में समाप्त करता हूं। उत्तर प्रदेश के पूर्वांचल का जो बलिया इलाका है, आप जानते हैं कि मिदनापुर, बलिया और सतारा देश की आज़ादी के पहले यानी सन् 1947 में, जब कि देश आज़ाद भी नहीं हुआ था, यहां पर उन्होंने झण्डा फहरा दिया गया था। यहां से मंगल पांडे, वित्तु पांडे जैसे क्रांतिकारी लोग हुए हैं। इस इलाके के लिए ट्रेन देनी चाहिए और यहां से दिल्ली के लिए डायरेक्ट ट्रेन देनी चाहिए। बलिया, मऊ, आजमगढ़, शाहगंज होते हुए दिल्ली के लिए ट्रेन देनी चाहिए, यह बहुत जरूरी है, क्योंकि उनकी याद में कुछ बातें होनी चाहिए।

श्री उपसभापति : कृपया आप conclude कीजिए। आपकी पार्टी का समय हो गया है। दूसरे को भी मौका मिलना चाहिए, इसलिए कृपया आप conclude कीजिए।

श्री आर.सी. सिंह : आपने कहा है, मैं अपनी बात खत्म कर रहा हूँ, इसलिए बंगाल से आसनसोल की जो fast growing city है, second growing city है, वहां से जो दूसरे महानगर हैं — चेन्नई, मुंबई और दिल्ली आदि जगहों के लिए डायरेक्ट ट्रेन देने के लिए मैं रेल मंत्री से रिक्वेस्ट करता हूँ।

महोदय, एक छोटा सा अनुरोध और करके मैं अपनी बात समाप्त करना चाहूंगा कि वर्धमान से मथुराक्षी फास्ट पैसेंजर जाती है, वहां से एक स्टेशन पड़ता है, उसमें एक-दो मिनट का हॉल्ट देना चाहिए। मंत्री महोदय, कुछ और बातें थीं जैसे कि मैनपावर में गिरावट आ रही है, मैनपावर की गिरावट रोकने के लिए, उनकी कमी को रोकने के लिए इनको चाहिए कि जो कॉन्ट्रैक्ट में काम करते हैं, उनको regularise किया जाए।

श्री उपसभापति : ठीक है, अब आप समाप्त कीजिए।

श्री आर.सी. सिंह : सर, गुप "सी" और "डी" में काफी कमी आई है, जो बजट में सिखाया गया है, इसलिए उनको regular किया जाए। सर, जिस दिन बजट पेश हो रहा था, दुख की बात है कि उसी दिन हमसे पचास किलोमीटर की दूरी पर रेल का एक्सीडेंट हुआ है, इसको रोकने के लिए prevention की जो व्यवस्था होनी चाहिए, वह नहीं हो पा रही है।

श्री उपसभापति : इसका कोई अंत नहीं होगा। अगर आप बोलते रहेंगे, तो पूरे हिंदुस्तान की ट्रेनों की बात करते रहेंगे।

श्री आर. सी. सिंह : ठीक है सर, आप जो कह रहे हैं, मैं आपकी बात मानकर अपनी बात को समाप्त करता हूँ।

श्री उपसभापति : ठीक है, आप conclude कीजिए, क्योंकि अभी 40 स्पीकर्स हैं, We have to conclude tomorrow; the reply is tomorrow. I am afraid if the other Members will not adhere to the time-limit, most of the Members will not get any chance. So, tomorrow one should not say that 'no; no; we have not been given the opportunity.' So, you have to speak within the time. If everybody takes a long time, what can we do? Yes, Mr. Rajeev Chandrasekhar.

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Mr. Deputy Chairman, Sir, I thank you for the opportunity to speak on this debate on the Railway Budget.

Sir, much has been spoken about the Railway Budget already by many other senior colleagues of mine in this House. So, I will not repeat those points. But, however, I will add some points and suggestions from my perspective and my analysis of the Budget.

Sir, firstly, the suggestion that the much-vaunted financial performance of the Railways was less than authentic comes as a shock. I have been amongst those who have written and spoken and waxed eloquently about the performance of the Railways over the last five years and spoken about it on many occasions as a shining example of performance to the high expectations of Government entities. Just the recent Railway Budget had spoken about a cumulative earnings of 90,000 crores in

five years. The suggestion that this wasn't true must be clarified, and coming as it does in the background of corporate misdemeanours and frauds in the private sector raises serious questions. The white paper promised by the hon. Minister will go a long way in establishing the correct financial and operational picture of the Railways. This is vital for the Railways to move forward.

So, Sir, first and foremost, my suggestion to the hon. Minister is that this white paper be presented in the shortest possible time and be made available in the public domain. I would also suggest an amendment to the Railway Act that makes the Chairman Railway Board and Member Finance explicitly and statutorily responsible for the financial position of the Railways as presented to the Ministry and the Parliament. I would also recommend strongly, Sir, that the CAG conduct regular and annual audits of the Railways' accounts and that these CAG audits are presented to the Parliament along with the Railway papers every year.

Sir, Railways is a proud and very important constituent of our national economy — given its all-pervasive role in the movement of goods and people all around the country, including the most remote and strategic locations. Railways and its freight costs have also an impact on our domestic inflation. It is vital that the Railways be put on a path of sustainable growth and a multi-year plan be put into motion. The Railways should be used for more than just populism and scoring of political points, which unfortunately, increasingly, it is beginning to look like it is being used for.

The most important statement in this Budget was the last paragraph of the hon. Minister's speech — the promise eventually of a Vision 2020. I would urge the hon. Minister that this document be developed as a strategic development and growth plan for the Railways at the earliest and I would suggest the following points to be incorporated into the Vision 2020.

Sir, the first point is, Railway track capacity expansion. The Railways must remember that they are in the business of hauling freight and passengers and expanding the Railway network must be their pre-eminent and single-minded focus. The current 60,000 plus kilometres of railway network must be ambitiously and aggressively expanded by at least 50 per cent in the next 5 to 7 years. This is a target that the hon. Minister must take on and implement with all the energy at her command. This can easily be done just by implementing track doubling and by implementing dedicated rail freight corridors.

Secondly, utilisation and efficiency improvements. Sir, the Railways must embark on implementing the latest signalling technologies throughout its entire network. There has been much talk about pilot projects, etc., for the last five years. But a clear plan to upgrade the signalling technology and hence improving the throughput of trains and utilisation of our network must be completed and rolled out starting urgently. The current approach of installing various incompatible technologies at various places in the network in an *ad hoc* manner is clearly not strategic. I look forward to hon. Minister's Vision 2020 in addressing this.

4.00 P.M.

Sir, the other area of utilisation is to enhance track and axle loading. For this the dedicated high speed and high load dedicated freight corridor must be put on the fast track and design of this freight corridor must be done keeping in mind our requirements for the next 50 years. This Dedicated Freight Corridor will be the single largest rail expansion anywhere in the world except China and definitely the biggest expansion of the Indian railways since Independence. It is an important project for India's aspirations to be an economic superpower and it will transform India's competitiveness as an exporting and manufacturing hub.

Sir, the point No.3 for Vision 2020 is project management. My colleagues have just mentioned. We all know that Railways is littered with incomplete projects. In my city of Bangalore alone, I know of various railway over-bridges and other projects that are small-sized but have taken decades to complete, including the famous K.R. Puram stay bridge that took almost 20 years to complete. There is something very very wrong in how the Railways approves projects, allocates funds and completes them. I strongly urge the hon. Minister to direct the Department to evolve a modern methodology where projects once launched are given the highest priority for funding with a focus on completion of projects instead of current dispensation where funds are diverted from launched projects to new projects. This is an approach that is costing the people of India and the Railways thousands of crores in terms of overruns and delays. So, in short, it is not enough to appoint a dedicated officer to oversee projects. As has been mentioned in the Budget. The Railways must develop a fresh and modern methodology to conceive projects, to manage them, to finance them and to complete them.

The point No.4 is the customer experience enhancement. Sir, I wont say any more on this. Much has been already said on this subject in the Budget and by my various colleagues. But I want to make one point. It is said that Indian Railways serves the poor and needy sections of India. But nowhere it is to be assumed that the poor and needy sections of India must suffer a poor and unsafe travel experience. The Railways must not treat its passengers as anything but valued customers and must step up to the plate and give them a superior customer experience. The Minister has promised this, but I caution her that these kinds of promises have been made repeatedly in the past as well and must be translated into real action.

Sir, the point No.5 of Vision 2020 is Freight Tariff Regulator. Sir, we all know that the Railways is a monopoly. Being a monopoly brings with it many bad habits and some have crept into the Railways over the past many years and decades. The area of concern today is the setting of freight tariffs and classification of freight tariffs.

While Parliament and the general public is often told that freight tariffs remain unchanged, the same is sometimes effected by changing classifications of items. There is a need to bring in transparency into this. I strongly recommend that an independent freight tariff regulatory office be created that will be responsible for transparently and without favour setting tariffs.

Sir, the last point of Vision 2020 is this. The Budget lays considerable stress on PPP. Much has been discussed about PPP in the House as well. Sir, PPP is a good way for the Railways to augment its financial capacity. But I would urge extreme caution. The first principle of such PPP is that Railways must benefit and this must not be another way to cause disproportionate profits to the private sector. I would urge you to use competent external financial advisors and lawyers from outside to negotiate and structure these PPPs to make them truly balanced and explore the possibility of a dedicated regulatory office in the Railways that will be responsible for executing PPPs to make sure they are in favour of the Railways.

MR. DEPUTY CHAIRMAN: Please, conclude.

SHRI RAJEEV CHANDRASEKHAR: Sir, let me end by reiterating what all my senior colleagues from Karnataka have already stated strongly in both the Houses. The investments in my State fall far below what is being done in other States and can be construed as unfair and discriminatory. We are all people of one nation and the Railways serve the nation and all its people. There is a strong case for a re-look at investments and new projects in this Budget and for ensuring that investments in new projects are done in a more equitable manner so that all people and all States benefit. In the end, I would reiterate that the Railways is and will remain, for the conceivable future, an important and vital part of the complex equation of our economic progress. The Railways must structurally be re-architected to meet the challenges of the coming years and not continue the 60-year old *status quo*. I hope, despite my being a lone voice of an independent MP in this House, the Minister and her colleagues take note of the points made and incorporate them in their plans for the Railways for this year and the future.

MR. DEPUTY CHAIRMAN: Hon. Members, I would like to make an announcement about the time left with each of the political parties. The BJP has 33 minutes with nine speakers. I would like the Party to allocate the time to its Members. The Congress has 2 hours and 31 minutes with nine speakers. The CPI (M) has no time left and have one speaker. The SP has no time left and there is one speaker. The JD(U) has 17 minutes. Nominated Members have 29 minutes. Others have two hours with 19 speakers. I will have to strictly adhere to this because with this time limit we will be able to complete only by 5 o'clock tomorrow. The Minister has to reply and we have to conclude. I would humbly request all the hon. speakers to take the minimum possible time. After all, we have been participating in the discussions on Railway Budget every year and you can be precise in your submissions. Now, Sardar Tarlochan Singh. Six minutes, please.

सरदार तरलोचन सिंह (हरियाणा) : शुक्रिया डिप्टी चेयरमैन साहब।

श्री उपसभापति : सिक्स मिनट।

SARDAR TARLOCHAN SINGH : Sir, I shall conclude in time. सर, पहले तो मैं माननीया मंत्री जी का धन्यवाद करता हूँ कि मंत्री ने बहुत अच्छी बातें इसमें कही हैं। क्योंकि मैं हरियाणा से हूँ और हरियाणा को दो नई लाइनें भी दी हैं तथा एक लाइन डबल करने के बारे में भी एनाउंस किया है, जिसके लिए हम उनका बहुत धन्यवाद करते हैं। सर, एक नया लफ्ज है वर्ल्ड क्लास स्टेशन, लेकिन आज तक हमें यह ही समझ में नहीं आया कि वर्ल्ड

क्लास किसको कहते हैं। सर, माननीय मंत्री जी अहमद साहब यहां बैठे हैं, जिनको फॉरेन मिनिस्टर होने का बहुत तजुर्बा है, दुनिया में बहुत जगह गए हैं तथा बड़े कामयाब मंत्री रहे हैं, यहां सारे मेंबर साहबान बैठे हैं, मैं एक ही बात कहता हूँ कि यह जो हम वर्ल्ड क्लास स्टेशन की रट सुन रहे हैं, उसके बारे में मैं सारे भाइयों से एक विनती करता हूँ कि रेलवे मिनिस्ट्री सिर्फ न्यू दिल्ली रेलवे स्टेशन को ही चुन ले और अगर इसको छः महीने के अंदर वर्ल्ड क्लास बना दें, तो हम समझेंगे कि सारा इंडिया बन गया। इसके अलावा नई दिल्ली स्टेशन पहुंचना भी आसान नहीं है। मैं मंत्री जी को इतनी विनती करता हूँ कि आप सुबह नई दिल्ली स्टेशन पर जाएं, अगर आप 45 मिनट में रोड ही क्रॉस कर पाए तो मैं समझूंगा कि बहुत बड़ी रिवोल्यूशन आ गई। सर, नई दिल्ली रेलवे स्टेशन पहुंचने के लिए आपको घर से एक घंटा पहले चलना पड़ता है और जब आप उतरते हैं तो वहां पार्किंग का कोई प्लेस ही नहीं है। इस बारे में रेलवे मिनिस्ट्री कहती है कि यह हमारा काम नहीं है, इसको दिल्ली गवर्नमेंट करेगी। जब आप उतरते हैं तो प्लेट फार्म पर भी एंट्री मुश्किल है। आप दुनिया भर में वर्ल्ड क्लास स्टेशन बनाने की बात करते हो। आप लंदन स्टेशन को देखिए। जब आप स्टेशन पर गाड़ी से उतरेंगे, तो देखेंगे कि वहां पर प्लेट फार्म पैदल होते हैं, You can go to any platform there. But, here, you have to cross various over-bridges. दिल्ली में रेलवे स्टेशन पर आप अंदर जाएं। वहां पर 12 प्लेट फार्म हैं और 12 जगह जाने के लिए सभी को क्रॉस करना पड़ता है। ओल्ड ऐज पीपलज, हैंडीकेप्ड पीपलज रेलवे ब्रिज बड़ी मुश्किल से क्रॉस करते हैं। मैं पूछना चाहता हूँ कि आज तक रेलवे ने उनके लिए कौन से उपाय किए हैं? जब आप अभी तक नई दिल्ली रेलवे स्टेशन पर ओल्ड ऐज पीपलज के लिए कोई प्रोविजन नहीं कर पाए, तो आप वर्ल्ड क्लास रेलवे स्टेशन कैसे बना पाएंगे? हम आज तक यह नहीं समझ पाए हैं कि वर्ल्ड क्लास कहते किसको हैं? कॉमनवैलथ गेम्स का नाम सभी ने सुना होगा। उस नाम पर 20-25 हजार करोड़ रुपया दिल्ली में खर्च हो रहा है। मैं कहना चाहता हूँ कि रेलवे वाले उसी बजट में से कॉमनवैलथ गेम्स के नाम पर नई दिल्ली स्टेशन को अपग्रेड करने का कोई प्रोविजन करें। वे नई दिल्ली स्टेशन को ही वर्ल्ड क्लास बनाकर दिखाएं।

मेरी दूसरी विनती यह है कि एक बार मंत्री जी ट्रेन में बैठकर दिल्ली से दस मील दूर दोनों तरफ जाइएगा। चारों तरफ गंदगी के ढेर लगे हैं। लोग कॉमनवैलथ गेम्स में आने वाले हैं। आप नई दिल्ली स्टेशन के आस-पास की गंदगी को दूर करवाइए ताकि हम लोगों से कह सकें कि आप दुनिया के किसी भी भाग से आ रहे हों, आप नई दिल्ली रेलवे स्टेशन भी देख लो।

सर, मेरी एक छोटी-सी शिकायत है कि ...(व्यवधान)...

श्री उपसभाति : आप उनको डिस्टर्ब मत करिए।

सरदार तरलोचन सिंह : सर, रेलवे के 50 वर्ल्ड क्लास स्टेशन बनने हैं। हरियाणा में एक भी नहीं है, पंजाब में सिर्फ एक है। इन दोनों स्टेटों के साथ यह भेदभाव क्यों किया गया है? अदर स्टेशन 309 बनने हैं, उनमें से हरियाणा के लिए सिर्फ दो हैं। कुल 309 स्टेशनों में हमारा हिस्सा दो स्टेशन का है और पंजाब के हिस्से में पांच स्टेशन आए हैं। अम्बाला, भटिंडा रेलवे स्टेशन अंग्रेजों के समय का सबसे बड़ा रेलवे स्टेशन है, आप इनको कम से कम इसमें शामिल कीजिए। यह जो मल्टी फंक्शनल 50 रेलवे स्टेशन लिए हैं, इनमें आपने कुरुक्षेत्र को लेकर बड़ी मेहरबानी की है। मैं यहां पर एक विनती और करता हूँ कि कुरुक्षेत्र की बहुत बड़ी importance है। यह जो शताब्दी चंडीगढ़ से दिल्ली आती है, इसका हॉल्ट कुरुक्षेत्र में आने-जाने के लिए बनाइए। जो ट्रेन कालका-दिल्ली है, उसका हॉल्ट भी कुरुक्षेत्र में आने-जाने के वक्त होना चाहिए।

सर, एक आपकी स्कीम Dedicated Freight Corridor की है। मुझे बड़ी हैरानगी है। एक तरफ हम सुन रहे हैं कि पाकिस्तान के साथ बहुत हमारे रिलेशन हैं, ट्रेड बहुत डेवलप हो रहा है। यह जो Corridor है, यह लुधियाना खत्म होता है। यह लुधियाना के बजाए अमृतसर क्यों नहीं खत्म होता है? अगर इस Corridor को अमृतसर तक बढ़ाएंगे, तो अमृतसर डेवलप होगा और जो पाकिस्तान के साथ हमारा ट्रेड है, वह भी डेवलप होगा।

सर, मैं एक और विनती करना चाहता हूँ कि नांदेड़ का नाम हुजूर साहब नांदेड़ किया गया है, उसके लिए हम आपका बहुत-बहुत शुक्रिया अदा करते हैं। लेकिन यह जो ट्रेन जाती है, पंजाब से डेली यात्री हुजूर साहब नांदेड़ के लिए जाती है, यह ट्रेन अब मनवाद से जाती है। मेरा सुझाव है कि अगर यह ट्रेन अकोला के रास्ते से जाए, तो इसका बहुत टाइम बचेगा और इससे लोगों को बहुत सहूलियत होगी। अब मनवाद से औरंगाबाद और हुजूर साहिब नांदेड़ के लिए बहुत भीड़ है, इसलिए आप इसको डबल करेंगे, तो यात्रियों को बहुत फायदा होगा।

सर, नॉन स्टापेज ट्रेन का बहुत बड़ा तजुर्बा होने जा रहा है। मैं इसके लिए भी एक विनती करता हूँ कि इस तजुर्बे को पहले थोड़ा टेस्ट करो। दिल्ली से अमृतसर नॉन स्टाप ट्रेन चलाने की बात कही गई है। मैं कहना चाहता हूँ कि अगर दिल्ली से चंडीगढ़ तक ही नॉन स्टॉप ट्रेन चला दो, तो यह हमारी बहुत बड़ी अचीवमेंट होगी। नॉन स्टापेज का आइडिया अच्छा है, लेकिन पहले इसका टेस्ट करिए, इसको थोड़ा-बहुत चलाकर देखिए कि क्या ऐसा हो सकता है? मुझे एक बार पब्लिक एकाउंट्स कमेटी में बैठने का मौका मिला है। एक रिपोर्ट में ये लिखा है कि जितने ट्रेक हैं, उनकी उतनी कैपेसिटी नहीं है कि वे इतनी ट्रेनों को ले सकें।

श्री उपसभापति : आप जल्दी समाप्त कीजिए।

सरदार तरलोचन सिंह : सर, सारे ट्रेक खराब हो चुके हैं, उनको मजबूत करने का कोई प्रॉविजन नहीं है। इसके बारे में बजट में कुछ नहीं आया है और न ही आपने इसके बारे में कहीं लिखा है। अगर पिछले दो साल की सीएजी की रिपोर्ट पढ़ें, तो उसमें ब्रिजेज के बारे में भी शक है। जो ब्रिजेज हैं, वे शायद गुड्स ट्रेन को भी न ले सकें।

MR. DEPUTY CHAIRMAN : Please, conclude.

सरदार तरलोचन सिंह : सर, मैं एक मिनट में अपनी बात समाप्त करता हूँ। मंत्री जी, आप तो केरल के हैं। मैं दो छोटी-सी बातें कह कर बैठता हूँ। हरियाणा में रेलवे के जितने साइन बोर्ड्स हैं, वहां की पंजाबी सेकेंड लैंग्वेज है, वे पंजाबी में नहीं लगाए गए हैं, वे उर्दू में लगा दिए गए हैं। I welcome Urdu, हम उर्दू के खिलाफ नहीं हैं, लेकिन वहां पर उसको पढ़ने वाला भी तो कोई हो? हरियाणा में कोई पंजाबी में बोर्ड नहीं लगा है, आप उसको लगवाइये। दूसरी बात यह है कि यह जो शताब्दी ट्रेन अमृतसर जाती है, उसमें पंजाबी Vernacular News Paper देने के लिए मैं पिछले तीन साल से विनती कर रहा हूँ, लेकिन उसको देने के लिए कोई तैयार नहीं है। इसमें 500 रुपए का खर्चा है। मुझे हर बार लिखित में जवाब मिलता है कि हमने कर दिया है। आज तक भी शताब्दी में पंजाबी न्यूज पेपर नहीं मिलता है। ...*(समय की घंटी)*... हम बड़ी मुश्किल से कहते हैं ...*(व्यवधान)*...

श्री उपसभापति : आप समाप्त कीजिए। श्री शान्ताराम लक्ष्मण नायक।

सरदार तरलोचन सिंह : जवाब आता है कि हम अभी करने वाले हैं। Thank you, Sir.

SHRI SHANTARAM LAXMAN NAIK (Goa): Sir, I stand here to support the Railway Budget proposals moved by the Union Railway Minister. I think, she will prove to be a dynamic Railway

Minister in course of time. I request the officials of the Railway Ministry to guide her properly because if she is guided properly, she will prove to be a good Minister. In fact, if any misguidance is given, I think, she would be capable of recognizing such acts very soon, and, therefore, that will not work.

Now, I come to my own State, Goa. Sir, I think, when the officials sit to prepare Budget, they do not keep the map of India in front of their eyes. If they had kept the map in front of them, how could it happen that all the States in the South, Gujarat, Maharashtra, Karnataka, or, Tamil Nadu, are mentioned, but, in this entire stretch, only one State has been avoided, and that is Goa. Others have got one train, two trains, three trains, seven lines. Each one has got a dispute regarding more trains but as far as Goa is concerned, — I request the hon. Minister to kindly pay attention to me — not a single train has been given. Why has this injustice been done to the State of Goa? I would like to know this from the Railway Minister.

Earlier when the Konkan Railway was established, the criticism was that Goa was going to be made a corridor for passing trains. This was the criticism. Let this criticism not be sustained. Let the Railway Ministry consider Goa as a State and give due share in the Railway connectivity. I distinguish myself with the problem that we have not got any railway line. Others have got a bit or more.

Coming to Konkan Railway, Sir, I would remind that late Shri Scindiaji laid the foundation in the sense that first survey sanction was given during Scindiaji's time. Now, after all these years, it is high time that doubling of line is done in the Konkan Railway. I know, doubling of lines cannot be done overnight. A beginning has to be made. A survey has to be conducted so that, at least, in the next five years' time, Konkan Railway is made double-line. Otherwise, it will be totally saturated because so many passing trains through Gujarat, Chennai and other places are there. Therefore, doubling of lines is a must.

Sir, there was a traditional train during Portuguese time from Vasco da Gama to Bombay. This train has been cancelled. After Konkan Railway has come into force, this traditional train which was existing for years together during Portuguese time, has to be commenced.

Sir, most of the towns have got the connectivity to Tirupati. Why is it not there from Goa? Why not you give a railway line to Velankanni, where, besides the tourists, people of Christian community would like to go. Tourists come to Goa and Goans would also like to go to Tirupathi and also to Velankanni. Therefore, rail connectivity to these areas has to be given.

Other important issue is Goa to Delhi. How do we go? There is one daily train, Goa Express, which takes 48 hours. Other train takes 36 hours. Rajdhani train is there, which runs twice a week, but it is costly. Everybody cannot afford it. Ultimately, it is a passing train. There would not be any berths for Goa as such, except a few. Therefore, there should be a direct train from Goa to New Delhi *via* Baroda. Goa is a tourist destination. You will have lots of passengers. People in thousands

come to Goa. But still there is no direct train from Goa to New Delhi which has a short route. One takes 48 hours. Another takes 36 hours. The exception is the Sampark Kranti which takes two days. The Rajdhani takes three days. My plea is that we should be given a train with a shorter route.

In every Railway Budget, whenever I got an opportunity, I asked for this. Laluji was not kind enough to grant me one. My list is big. But, last time, when I listed some 8-10 demands, I also demanded a train from Patna to Goa. I wanted the people of Bihar, who live in Goa, should get benefit. But I was given only that train, Patna to Goa. No other train. Therefore, people in Goa started cursing me saying that I was only looking after the interests of *Biharis* in Goa. No other train was given. I faced criticism because one train was given to me, that is, Patna to Goa.

In every Budget, I asked for entertainment facility to be given in trains. I am happy that in this Budget, at least in limited trains, this facility is going to be given.

As far as cleanliness and quality of food is concerned, it is everybody's complaint. I think that steps should be taken on a war footing in this regard. One need not go into the details of what kind of food and what type of cleanliness we want. If we get cleanliness and better food, everybody will appreciate the efforts of the hon. Railway Minister.

Fax and telephone facilities at stations are not there. In which world are we living? Nobody picks up the phone at station. Suppose we want to send a fax for emergency quota in any faraway station. Fax facility is not there. Some stations have got the commercial fax facility. Therefore, fax facility, e-mail facility, and better telephone facility at each railway station is required.

Coming back to the issue of Konkan Railway Corporation, it has not been taken over by the Indian Railways. I would also not like to suggest it, because it has done a good job. But those people whose land was acquired by the Konkan Railway Corporation, some of them were given jobs and some of them were given small stalls at railway stations.

After 7-8 years, the Konkan Railway Corporation is telling all those people that their job is over and now they can leave. You took away their land, gave them stalls for 7-8 years, and now they are being driven out. Those who have got jobs, they are in the jobs. So, this is the betrayal of commitment by the Konkan Railway Corporation.

The land has been acquired by it. In lieu of that, they have been compensated, besides money, by giving stalls to them. All of a sudden, the Konkan Railway Corporation cannot terminate the contract. It is for their life time. Maybe you can increase the rent, but those stalls cannot be re-tendered. Similarly, those who have been given jobs, they cannot be thrown out of it. If that is done, nobody will trust the Corporation.

In case, the Konkan Railway Corporation does not consider the humanitarian aspect, then I would suggest that the Konkan Railway Corporation should be taken over by you. At least, the Indian Railways will treat them in a better manner.

Lastly, Sir, about the world-class stations. There is no definition for this. I would suggest that any good station, maybe from Britain or America or France or Japan, can be taken up as an ideal world-class station by name. World-class is a broad term. You name any good station from Japan or America and say that our station will be like that station. Then, we will get a clear idea and we will know whether our station is according to the criteria or not.

Lastly, Sir, regarding the white paper which had become a controversial thing. We will get a good idea. Everybody is in doubt as to whether the Railways are in profit or not ever since the issue has come up. Let the things be clarified as to whether the Railways are in profit or are not. Everybody should welcome the step of white paper. Thank you very much, Sir.

श्री उपसभापति : श्री ललित किशोर चतुर्वेदी। आप पांच मिनट में अपनी बात कहिए, वरना आपकी पार्टी से दूसरे लोगों को मौका नहीं मिल पाएगा। मैं आपको यह इसलिए बता रहा हूँ कि इससे ज्यादा गुंजाइश नहीं है।

श्री ललित किशोर चतुर्वेदी (राजस्थान) : माननीय उपसभापति महोदय, माननीय रेल मंत्री महोदय ने 3 जुलाई, 2009 को जो बजट प्रस्तुत किया, उस बजट का प्रारम्भ उन्होंने एक वाक्य से किया। उन्होंने सवाल किया कि क्या रेल परियोजनाओं को केवल आर्थिक व्यावहारिकता के आधार पर ही तौला जाए या फिर सामाजिक व्यावहारिकता के पैमाने से देखा जाए। उनकी सोच पर मैं उन्हें बहुत-बहुत बधाई देना चाहता हूँ। उन्होंने आगे कहा कि अगर परियोजना आर्थिक पैमाने पर खरी नहीं उतरती हो, परन्तु फिर भी यह पिछड़ेपन और गरीबी की मार झेलते रहने में आवश्यक हो, तो ऐसी परियोजनाओं की आवश्यकता है। पिछले पांच सालों में मैं रेलवे कमेटी का सदस्य हूँ। मैं इस सोच का आदर करता हूँ, उनको बधाई देता हूँ, उनको साधुवाद देता हूँ। उन्होंने यह जो बात कही है कि रेलवे को कमाई का साधन नहीं बना कर आर्थिक विकास का संवाहक बनाएंगे, तो सचमुच लगने लगा कि पिछले पांच वर्षों से जो रेल प्रशासन, जो रेल मंत्रालय हिन्दुस्तान में चल रहा था, उसको छोड़ कर वे एक नई बहार लाने वाली हैं, नई दिशा देने वाली हैं।

उन्होंने अपने बजट में यह भी कहा कि हम समस्त वर्गों की जरूरतों को ध्यान में रखते हुए रेलवे के कार्यकलापों में समावेशी विकास से समग्रता बढ़ाने के लिए एक विशेष समिति बनाएंगे। इसके लिए मैं उन्हें धन्यवाद देना चाहता हूँ। यह तो मैं नहीं जानता कि उसमें कौन-कौन लोग होंगे, किन्तु मेरा निवेदन है, यहां राज्य मंत्री महोदय बैठे हैं, कि terms of reference की दृष्टि से सबसे पहले सभी stakeholders और जन-प्रतिनिधि, स्थानीय उद्योग एवं व्यवसाय से संबंधित लोग और वित्तीयन हेतु संसाधन जुटाने में सहयोगी लोगों को उसमें शामिल किया जाए, केवल ब्यूरोक्रेट्स नहीं। मैं आपके मार्फत माननीय मंत्री महोदय से यह भी कहना चाहता हूँ कि जो terms of reference हैं, उसमें इस बात की चिन्ता करें।

मैं आपको तीन और बातें बताना चाहता हूँ। पहले लगातार बजट भाषणों में चर्चा होती रही है, 25-25 वर्षों से योजनाएं, परियोजनाएं चल रही हैं, हजारों करोड़ रुपए खर्च हो गए हैं, वे linger कर रही हैं, पता नहीं वे पूरी होंगी या नहीं, मैं माननीय मंत्री महोदय से यह कहना चाहता हूँ कि ऐसी समस्त परियोजनाओं का मूल्यांकन और क्रियान्वयन करें। अगर कोई निरस्तीकरण करना है, तो वह भी करें, किन्तु कारण दें और उनको जल्दी से जल्दी पूरा करें, ऐसा कमेटी विचार करें।

मेरा यह भी निवेदन है, मैं आपसे चर्चा करना चाहता हूँ कि ऐसे कई स्थान हैं, कई स्टेशंस हैं, कई मार्ग हैं, जो over-saturated होते हैं। जब हम चर्चा करते हैं कि वहां ट्रेन चलाईए, तो वे कहते हैं कि यह saturate हो गया है। मैं माननीय मंत्री महोदया जी से कहना चाहता हूँ कि इसमें भी अगले पांच वर्ष में समस्त घटकों की शिनाख्त की जाए कि ट्रैफिक बढ़ने से कौन-कौन से मार्ग over-saturated हो जाएंगे। उन क्षेत्रों का तिहराकरण किया जाए, चौड़ाकरण किया जाए। यह पैसे की दृष्टि से फायदेमंद है और हमारे माल के वाहन में भी निश्चित रूप से एक स्थान से दूसरे स्थान पर ले जाने में ये सहायता करेंगे।

महोदय, एक बात और जो उन्होंने अपने बजट भाषण में कही, मैं उसकी चर्चा करना चाहता हूँ। जो नक्सलवादी क्षेत्र हैं, आज वहां कैसी भयानक स्थिति है। कुछ प्रदेश तो उसमें झुलस रहे हैं। किन्तु आप अपने सारे रेल बजट देख लीजिए, इस बार का भी देख लीजिए। झारखण्ड, छत्तीसगढ़, उड़ीसा जैसे क्षेत्रों में इतने बड़े-बड़े gaps हैं, जहां कोई रेल मार्ग नहीं है। मैं माननीय मंत्री महोदया से निवेदन करना चाहता हूँ कि जो terms of reference हो, उसमें इस बात पर विचार किया जाए कि रेल यात्रा बढ़ेगी, रेल लाइन बनेगी, तो विकास होगा और जब विकास होगा, तो नक्सलवादी गतिविधियों पर भी बहुत बड़ा रोड़ा अटकेगा, एक बाधा बनेगी और वहां के लोगों का विकास हो जाएगा। महोदय, मैं आपके माध्यम से एक बात और कहना चाहता हूँ। बजट भाषण में उन्होंने पांच बातों का उल्लेख किया - यात्री सुविधाएं, साफ-सफाई, रेलवे खान-पान की गुणवत्ता, संरक्षा एवं सुरक्षा तथा समय पालन में सुधार। इन सभी मामलों के विषय में हम रेल मंत्री जी को और संबद्ध अधिकारियों को बहुत लिखते रहे हैं, आप पिछले रिकॉर्ड उठाकर भी देख सकते हैं। अभी हो यह रहा है कि स्टेशन्स पर पानी की कितनी अपर्याप्त व्यवस्था है। साफ-सफाई की बात को उन्होंने पिछले साल भी लिया था, पता नहीं अभी-भी स्टेशन्स की सफाई हुई या नहीं हुई।

गरीबों को जो खाना मिलता था, जो चाय मिलती थी, जिसकी चर्चा यहां भी की गई है, उससे उन्हें महरूम कर दिया। संरक्षा एवं सुरक्षा की जो बिगड़ती हुई स्थिति है, उसके बारे में आप सब जानते हैं। मैं आपके माध्यम से माननीय मंत्री महोदया से यह कहना चाहता हूँ कि वायदा केवल वायदा ही न रह जाए, वायदा पूरा हो। पांच वर्ष के बाद लोग यह नहीं कहें कि "वादा तेरा वादा, तेरे वादे पे मारा गया, बन्दा मैं सीधा-साधा"।

श्री उपसभापति : इसके साथ ही आप समाप्त कीजिए।

श्री ललित किशोर चतुर्वेदी : महोदय, मैं यह निवेदन इसलिए करना चाहता हूँ कि कम से कम इन बातों पर गौर किया जाए। मैं केवल सवाल ही करूंगा। मैं कोई भाषण नहीं करना चाहता हूँ। इस बजट के बारे में मैं एक सवाल करना चाहता हूँ।

श्री उपसभापति : इतना समय कहाँ है?

श्री ललित किशोर चतुर्वेदी : मैं यह निवेदन करना चाहता हूँ, बजट 2009-2010 में 'इज्जत' के नाम से एक नई योजना चलाई गई, बिल्कुल सही बात है। 'इज्जत' शब्द ऐसा होता है, जिससे हीनता की भावना आती है। इसे स्वाभिमान भी कहा जा सकता है, सम्मान भी कहा जा सकता है, गरीब का आदर भी कहा जा सकता है, लेकिन इसका लाभ गरीब को मिलना भी चाहिए। इसे शुरू करना तो बहुत अच्छी बात है, किन्तु आप इसके शब्दों के बारे में भी विचार करें।

वर्कर्स के लिए 1500 रुपये प्रतिमाह की जो सीमा निर्धारित की गई है, उससे बहुत कम लोगों को लाभ मिलेगा। 100 रुपये प्रतिदिन तो निम्नम वेजेज़ हैं। 1500 रुपये प्रतिमाह देकर आप उस व्यक्ति का क्या आदर कर रहे हैं? इसे बढ़ा कर कम से कम 3000 रुपये प्रतिमाह किया जाए। मुझे लगता है कि असंगठित क्षेत्र के साथ-साथ इसमें कर्मकारों को भी लाइए और इस बात की बड़ी आवश्यकता भी है। मैं आपके केवल दो-तीन मिनट और लूंगा।

श्री उपसभापति : आप पूरे ले लीजिए, मुझे कोई आपत्ति नहीं है, लेकिन आपकी पार्टी के केवल 25 मिनट बचे हैं। चाहे आप पूरे ले लीजिए।

श्री ललित किशोर चतुर्वेदी : सर, मैं बहुत शॉर्ट में अपनी बात कह रहा हूँ। मैं निवेदन करना चाहता हूँ कि इन्होंने जो महिला स्पेशल, युवा गाड़ियाँ एवं इंटरसिटी गाड़ियाँ चलाने की घोषणा की है, भगवान से मैं प्रार्थना करना चाहता हूँ कि ये ऑपरेशनल भी हो जाएं। इन्हें वातानुकूलित बनाने की घोषणा भी की गई है, लेकिन इस तरह तो वे सिर्फ बड़े-बड़े लोगों के लिए ही हो कर रह जाएंगी। अगर लोकल पैसेंजर गाड़ियाँ, इंटरसिटी इत्यादि डबल-डेकर चलेंगी तो उससे यात्री संख्या में शायद डेढ़ गुनी बढ़ोत्तरी होगी।

कमेटी का सदस्य होने के नाते मुझे हिन्दुस्तान भर में घूमने का मौका मिला है। आवासों के बारे में माननीय मंत्री महोदया जी ने कहा कि वह 6560 कर्मचारी क्वार्टर बनवाएंगी। मैं निवेदन करना चाहता हूँ कि क्वार्टर्स को घुमटियां मत बनाइए, फ्लैट्स बनाइए। इससे उन्हें सुरक्षा भी प्राप्त होगी और बच्चों के खेलने का स्थान भी मिलेगा, वरना उन घुमटियों को देखकर तो ऐसी हालत होती है, जिसके बारे में कुछ नहीं कहा जा सकता। ...*(समय की घंटी)*... आप मुझे बंद करने के लिए तो कह रहे हैं, लेकिन मैं क्या करूँ। राजस्थान के बारे में मैं एक भी बात कहने की स्थिति में नहीं हूँ।

श्री उपसभापति : आप पहले ही बहुत बोल चुके हैं। यह ठीक है कि आप कमेटी के मैम्बर हैं।

श्री ललित किशोर चतुर्वेदी : मैं दो शब्दों में कहना चाहता हूँ कि इस रेलवे बजट में भी राजस्थान की घोर उपेक्षा की गई है। मैं माननीय मंत्री महोदया जी से एक सवाल करना चाहता हूँ कि 13 फरवरी, 2009 को प्रस्तुत किए गए बजट में रींगस-डीडवाना वाया खाटूश्याम जी और समदडी-फलौदी के सर्वेक्षण का प्रस्ताव किया गया था, लेकिन इस बजट में वह नहीं है। उसका क्या हुआ? इसी तरह दोहरीकरण के मामले में बांदीकुई-अलवर एवं अजमेर-पालनपुर के दोहरीकरण का प्रस्ताव किया गया था, लेकिन इस बजट में वह नहीं है। अभी तो उस बजट के केवल तीन ही महीने हुए हैं। आप कृपया यह बताने की कृपा करेंगे कि उक्त प्रस्ताव स्वीकृत भी हैं या उन्हें लोपित कर दिया गया है। ऐसी हालत पूरे राजस्थान में सब जगह है।

MR. DEPUTY CHAIRMAN : Now, Shri T.K. Rangarajan.

श्री ललित किशोर चतुर्वेदी : दोहरीकरण की भी यही हालत है, नई लाइन्स की भी यही हालत है, इलेक्ट्रिफिकेशन की भी यही हालत है। मैं आपसे निवेदन करना चाहता हूँ कि हम पिछड़े प्रदेश से आते हैं। हमारे पिछड़े प्रदेश को देखकर आप विचार करिए।

श्री उपसभापति : देखिए अब मैंने नेक्स्ट स्पीकर को बुला लिया है।

श्री ललित किशोर चतुर्वेदी : अगर आप आज्ञा देते तो मैं अपनी बात को पूरा कर लेता, किन्तु उसकी इजाजत नहीं है।

श्री उपसभापति : नहीं, नहीं। आप मिनिस्टर को पत्र लिख दीजिए।

श्री ललित किशोर चतुर्वेदी : आपने मुझे समय दिया, उसके लिए बहुत-बहुत धन्यवाद। मैं अपनी बात समाप्त करता हूँ।

MR. DEPUTY CHAIRMAN: Now, Shri T.K. Rangarajan. Five minutes please.

SHRI T.K. RANGARAJAN (Tamil Nadu): Thank you very much Mr. Deputy Chairman, Sir, for giving me an opportunity to speak. The great Indian people elected their representatives 15 times. Now, the new Government has taken the charge. For at least 60 years, the working class of our country wanted their organisation, their leadership to be elected, to represent them with the respective management. The Government never allows the workers to exercise their wish. Railway workers fought so many battles. Finally, the Supreme Court of this country, in their historic judgment, asked the Railways to conduct a secret ballot. Please permit me to thank the Supreme Court.

In Southern Railway, Dakshin Railway Employees Union, one of the oldest Unions, has been elected by workers, among other Unions. The elected Zonal Unions are the real voice of the workers of all categories. I appeal to the Minister to allow the DREU and other Unions, if any, to participate in JCM National Council and Departmental Council, which will further strengthen the industrial relations.

Regarding Tamil Nadu requirements, I agree with my colleague, representing AIADMK, Shri N. Balaganga, who spoke yesterday. I thank the Minister for making an announcement for providing scholarships for higher education of girls for Group D staff. But the number of Group D workers is shrinking. It was 7,46,100 in 1991, but in 2007-08, it was only 4,70,900 employees. This means, 2,75,200 vacancies are not filled up. Why? The Pay Commission never argues like that. But everything has been implemented, what Rakesh Mohan has suggested. The Rakesh Mohan Committee recommendation has been implemented by the successive Railway Ministers and the present Railway Minister also. Whatever he suggests is only at the guidance of the Rakesh Mohan Committee. So, we do not agree to that. All these PPPs will not help the Railways to maintain it as a State sector. That is what the Minister suggests in this Budget, which we strongly oppose.

Sir, the Railway Board has issued various circulars on "Right Seizing". According to the circulars, every year, three per cent of employees retire. Out of that, two per cent should be surrendered and one per cent posts can be filled or kept vacant. A recent circular states that the surrender can be effected even in the safety categories. Drivers' category suffers without sufficient manpower. The Railway Budget, 2007-08 states — Sir, I read — as follows:

"Through rationalisation of drivers and loco links over the past two years, we have been able to spare more than 250 engines for running the trains."

This has been effected by increasing links, reducing trainee reserve posts, leave reserve posts etc.; loco men, today, are refused to take leave. Moreover, they put more than 12 hours of work. Guards, Station Masters, Gatemen are also in a similar hardship. Safety of the Railway is affected by this.

Sir, today, the safety of railways is in danger. They have a special Safety Fund of Rs.17,000 crores to be mobilised partly by the Government and partly through levy of safety surcharge. You

see, the 2007-08 total investment plus revenue plus Plan allocation expenditure put together, is worth Rs.5,44,62,170 thousand cores. You have safety measures of only Rs.17,000 crores, which means approximately .00006742 per cent.

MR. DEPUTY CHAIRMAN: Okay. Please conclude.

SHRI T.K. RANGARAJAN: Sir, I am finishing.

MR. DEPUTY CHAIRMAN: Come to the last point.

SHRI T.K. RANGARAJAN: Regarding woman employees, today, around 90,000 woman employees are working in various categories, I have seen them working in Yards (Thiruvananthapuram, Cochin, Golden Rock, Erode, Arakonam and Chennai). This may be true throughout India. Woman employees have their own specific grievances, and their problems have to be looked into.

Sir, the Central Pay Commission has recommended for construction of single woman hostels by Government to make available the accommodation for women who become single due to various reasons. The Budget should allocate funds for construction of single woman hostels.

Finally, coming to Janata Khana, Sir, it is not a new thing. Already, late Shri Madhu Dandavate tried. It went on for four-five months with *poorie*, potato and pickle. Then, automatically, it finished. Railway catering lobby is not allowed to continue. I hope this will not happen this time.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI T.K. RANGARAJAN: Finally, Sir, I would like to add. ...*(Interruptions)*... Finally, I caution the Government on the financial performance of the Railways as the operating ratio has already gone up from 88 per cent to 92.5 per cent within three months. So, the Railways' pitiable techno-economic situation of 2001 is not repeated. With this warning, I conclude, Sir.

श्री महेन्द्र मोहन (उत्तर प्रदेश) : उपसभापति महोदय, मैं माननीया रेल मंत्री जी को बधाई देता हूँ कि उन्होंने नए कार्यों को करने का आश्वासन दिया है। मैं केवल यही चाहता हूँ कि जो उन्होंने अपने बजट भाषण में कहा है, वह यात्री सुविधाएं, साफ-सफाई, रेलवे में खान-पान की गुणवत्ता, संरक्षा एवं सुरक्षा और समय-पालन, इन कार्यों को पूरा करें और इन कार्यों के लिए accountability fix करें कि कौन इसके लिए जिम्मेदार होगा।

महोदय, हालात ये हो गए हैं कि जो महिलाएं यात्रा करती हैं, उन्हें स्टेशन पर कुली नहीं मिल रहे हैं, इसलिए पर्याप्त कुलियों की व्यवस्था कराएं। जो कुली प्लेटफार्म पर मिलते भी हैं, वे महिलाओं को बहुत परेशान करते हैं और थोड़े से सामान के भी सौ, दो सौ, पांच सौ रुपए मांगते हैं। साफ-सफाई की हालत यह है कि ट्रेनों में जो बाथ-रूम हैं, उनके commodes टूटे होते हैं। ये बाथ-रूम बहुत बदबूदार व गंदे होते हैं। कृपया इस ओर भी ध्यान दें कि किसी अधिकारी की इन कार्यों के लिए accountability हो और उसकी जिम्मेदारी हो। ट्रेनों में complaint book नहीं मिलती है। फर्स्ट ए.सी. वगैरह में जो कार्पेट्स डाले गए हैं, उनको हटाया जाए और उनकी जगह फर्श को ही

साफ-सुथरा रखा जाए क्योंकि उन कार्पेट्स में कॉकरोच छिपे रहते हैं और उनमें बदबू इतनी अधिक रहती है कि कुछ कहा नहीं जा सकता।

जहां तक ट्रेनों को चलाए जाने का प्रश्न है, नई ट्रेनों को जरूर चलाया जाए, लेकिन ट्रेनों को समय से जरूर चलाया जाए। राजधानी जैसी गाड़ियां, केवल दिल्ली से कानपुर के बीच में एक-एक घंटा लेट हो जाती है। दिल्ली से हावड़ा का रूट बहुत व्यस्त रूट है, उस पर काफी जगह कुछ थोड़े-थोड़े कार्य होने बाकी हैं। ये विगत काफी वर्षों से बाकी हैं। कानपुर और दिल्ली के बीच में श्रमशक्ति जैसी एकाध ट्रेन जो अच्छी चलती है, उसमें सीटें नहीं मिलती हैं। इसलिए उस ट्रेन में कुछ कोचेज बढ़ाए जाएं। कानपुर-पंकी के बीच में कुछ लाइनें अधूरी पड़ी हुई हैं, उनका कार्य पूरा कराया जाए। कानपुर-झांसी के बीच की लाइन का दोहरीकरण कार्य अधूरा पड़ा हुआ है, उसे पूरा कराया जाए। पंकी-भारुपुर के बीच में जो लाइनें 2005-2006 के बजट में sanctioned थीं, उनका कार्य अभी तक नहीं हुआ है, उसे पूरा किया जाए।

पूर्वोत्तर रेलवे में खलीलाबाद में मेंहदाबल, बांसी, डुमरियागंज से बलरामपुर तक के लिए नई रेल लाइन बिछाने का सर्वे 1978 में हुआ था, लेकिन उस पर आज तक कोई काम नहीं हुआ है, उस ओर ध्यान दिया जाए। पहले जब माननीय मंत्री जी, वर्ष 2000 में रेल मंत्री थीं तो उन्होंने अपने रेल बजट में 6 गलियारों के तहत कानपुर और लखनऊ के बीच रेलवे भूमि के व्यापारिक उपयोग की बात कही थी, उस पर कोई प्रगति नहीं हुई है। मैं चाहूंगा कि माननीया रेल मंत्री जी को दोबारा रेल मंत्रालय का कार्यभार मिला है, अतः वह उस ओर ध्यान दें और इस कार्य को भी आगे बढ़ाएं। इसके साथ-ही-साथ सुरक्षा की दृष्टि से कानपुर और इलाहाबाद के बीच में तथा कानपुर शहर में कुछ रेलवे की क्रॉसिंग्स हैं, जहां आए दिन दुर्घटनाएं होती रहती हैं और व्यक्ति मारे जाते हैं। कृपया वहां के जो अधूरे कार्य हैं, उनको पूरा कराया जाए ताकि क्रॉसिंग्स के ऊपर जो ब्रिज वगैरह बन रहे हैं, उनका कार्य जल्द पूरा कराया जाए। माननीया रेल मंत्री ने रेल बजट में ओवर ब्रिज के फाइनेंसिंग की नई व्यवस्था पर विचार की बात कही है, मैं चाहूंगा कि इसे जल्द से जल्द व्यवहार में लाया जाए। मेरे हिसाब से ओवर ब्रिज का निर्माण रेलवे को पूरी तरह अपने बूते पर करना चाहिए। अभी आधा काम राज्य सरकारों के भरोसे रहने के कारण ओवर ब्रिज के निर्माण में विलंब होता है और हर योजना कई हजार करोड़ से बढ़ती चली जाती है। यह बहुत जरूरी है। इसी प्रकार से कानपुर और दिल्ली के बीच में एक बहुत महत्वपूर्ण लाइन कानपुर, भीमसेन और जूही के बीच पड़ती है। वहां भी कार्य अधूरा पड़ा हुआ है। अगर उसे पूरा कर दिया जाए तो ट्रेनों के संचालन में बहुत आसानी होगी और समय से ट्रेन चलने लगेंगी।

मेरा अनुरोध है कि माननीया मंत्री जी ने जो कुछ भी कहा है, कृपया उन कार्यों को पूरा कराएं। महोदय, होता यह है कि यहां पर रेलवे मिनिस्टर्स के वक्तव्य आते हैं, रेलवे बजट के टाइम पर बहुत से आश्वासन दिए जाते हैं, लेकिन वे आश्वासन पूरे नहीं हो पाते हैं। मैं यही चाहूंगा कि इस वर्ष वह इन आश्वासनों को पूरा करने की ओर ज्यादा ध्यान दें जिसके लिए मैं उनका बहुत आभारी रहूंगा। मुझे विश्वास है कि जनता की जो आम समस्याएं हैं, जिस कारण आम जनता व हर व्यक्ति को कठिनाई हो रही है, उसकी सुख-सुविधाओं की ओर आप थोड़ा सा ध्यान जरूर देंगी। माननीय उपसभापति जी, समय देने के लिए आपको बहुत-बहुत धन्यवाद।

श्री उपसभापति : धन्यवाद, मैंने आपको सिर्फ 4 मिनट दिए थे और आपने सिर्फ 4 मिनट लिए। Shri Rahul Bajaj. You have five minutes.

SHRI RAHUL BAJAJ (Maharashtra): Thank you, Mr. Deputy Chairman. I have got twelve minutes.

MR. DEPUTY CHAIRMAN: No. You have five minutes.

SHRI RAHUL BAJAJ: The Independents get no chance or at the last. ...*(Interruptions)*...

श्री उपसभापति : हम क्या करें 30 Independents हैं। For your information, after the Congress Party, the highest time is given to the Independents, 2 hours and 24 minutes.

SHRI RAHUL BAJAJ: That includes DMK, Sir, who have only four people. Every Party with less than five Members is treated as 'Others'. Genuine Independents are only 12 or 14.

MR. DEPUTY CHAIRMAN: That is the system.

SHRI RAHUL BAJAJ: Sir, may I congratulate, through you, the Railway Minister for presenting the Railway Budget in a very short time? I do not speak against any Minister of Railways, today or in the past, nor in their favour. As a private sector independent person, Mr. Deputy Chairman, Sir, I speak for the Railways and in the interest of the Railways and that to me means what we have to ensure is the interest of the customer. We are supposed to provide facilities and services of the highest order to passengers and for freight at the lowest possible cost and of the best possible quality. This is what the Railways is meant to do. You have to expand the network. I heard the speech of the Leader of the Opposition saying the British did nothing for us. We were a colony left with 56,000 kilometres of railway tracks and we have, since then, in 60 years, not even added 300 or 400 kilometres. We have doubled the tracks. We have converted meter gauge into broad gauge. I was shocked to learn that there has been hardly any addition of the length of the tracks in our 60 years rule. In fact, for conversion and doubling, our performance has been 20 per cent last year and the surprising thing is that the physical target is 20 per cent and 100 per cent of the budget for gauge conversion has been used and 80 per cent of the budget for doubling has been used. Either our initial budgets were disastrously low or there was something funny going on in terms of ill efficiency or corruption. If we have to meet our objective of providing the best service at the lowest cost to our passengers, and of course also to freight then, first of all, we should reduce our cost because the organisation also will have to be sustainable and viable. I agree with the Railway Minister about social viability in addition to economic viability. It is just like growth is not enough for our GDP, for our nation. We want it to be accompanied by social justice. We want it to be inclusive. Similarly, in the Railways, we want not only economic viability, but also social viability. But we know without growth there is neither inclusiveness, nor is it possible to have social justice. Some of my colleagues in the House have said that. Here also I would request the Minister of State for Railways to tell the Railway Minister that economic viability is not a negative thing. You have to, in fact, contribute to the general exchequer. But that apart. You cannot make losses because that will be at the cost of the taxpayers and the people of the country. So we need social viability, but we need economic viability and

sustainability also. For example, the Railways are not only our past, they are also our future. They are the most convenient, economical and environment-friendly transport. So, if they don't expand their network, we have to use trucks, which produce pollution, and which are very expensive. But they are door to door. Container services, etc., the Railways has just not been able to do. We have been in touch with the Railways for a long a time. Now we need to benchmark our performance against global standards. I have the World Bank railway database with me. If they want, I can give it to them. I am sure they have seen it. If we look at the railway database, Sir, of the World Bank, we find that the Indian Railways is compared favourably on size — naturally we are a big country — on electrification, on locomotive. It is all favourable. But where we fall short, I am very sorry to say, is employee productivity and revenue per passenger kilometre. Our fares are half that of China, leave alone the developed world. I don't want fares to go up. All the Members of Parliament do not want the fares to go up. No Railway Minister want the fares to go up. We all understand that. Then for heaven's sake, reduce the cost, improve productivity and improve efficiency. If these are bad words, then God help India, then God help the Railways. We have to do this. It is a public sector property; it is a national property. It is not a private property. If it makes profit, it is for the people of our country. But that is a different matter. Then there is a talk of 'White Paper' and all. I don't want to politicise that. The Railways is very important. So, whether it is this Minister or that Minister, this party or that party, I would only earnestly, in all humility, say that we do not want to politicise the situation. We want to improve the Railways for the good of India and for the good of Indian people. Now, the operating ratio, which has been referred to, has deteriorated very sharply, If earnings go up by only 15 per cent and expenses go up by 34 per cent, what else is bound to happen? I can quote many other things. But, as I said, even on Purchasing Power Parity basis, our fares are very low. In a way, the United States is a good example; no President of the United States had the courage or guts to increase the price of petrol. Everybody knows that that is the way to do it. That is one commodity, even in India, which is in short supply. If 70 per cent is imported, and you are encouraging people to consume it, then, it does not make sense. Our External Affairs Minister is there. Our former Finance Minister is there. They all understand it. But nobody has the guts, as somebody said, "No; no, elections are coming in Maharashtra, and we have to be careful." What I would like to say is that we have seen the effect of Public Private Partnership in the Telecom and the Airlines. It was done in the right way. There is a definition of Public Private Partnership. You can define it any way you like. I do not want to give examples; it may be exploited. Some private sector parties and others have taken advantage of it. That is not good. But, then, the Government cannot do everything by itself; or, for that matter, in the matter of Railways, development of platforms and stations, etc., nor can the private sector do that all by themselves. But, people of the private sector, as I said earlier on the floor of the House, are as patriotic as people in the public sector. There is no monopoly of any individual or any sector to be patriotic and nationalistic. So, let them work together. The Telecom and the Airlines have shown it. It increases demand. It brings in efficiency. Yesterday I had a Special Mention on the Aviation company, the Air India. It is doing very, very badly. And others are also making losses. The question is, there are measures by which you can measure efficiency. And, in the case of Air India, which, of course, cannot be a subject of discussion now, leaves a lot to be desired. The Railways is

a great national institution but it needs to be improved. Some firmness has to be shown. And, I would, at this stage, wish all the best to the new Railway Minister. Thank you.

RESIGNATION BY A MEMBER

MR. DEPUTY CHAIRMAN: I have to inform Members that the Chairman, Rajya Sabha, had received a letter from Dr. K. Kasturirangan, Member, resigning his seat in the Rajya Sabha. The Chairman has accepted his resignation with effect from the 8th of July, 2009.

THE BUDGET (RAILWAYS) 2009-10 — *Contd...*

MR. DEPUTY CHAIRMAN: Sardar Varinder Singh Bajwa

†SARDAR VARINDER SINGH BAJWA (Punjab) : Chandigarh is capital of both Punjab and Haryana and it is not at all connected with Ludhiana a big industrial city of Punjab, 35 years back a survey was done and Railway line has been partially made but I do not understand why it has not been completed and linked to Ludhiana.

Secondly from Amritsar to Ferozepur there is a proposal but no railway line has come into existence. Even after a survey from Una to Hoshiarpur but no railway line has come into existence. Paghware to Hoshiarpur and Hoshiarpur to Dsuha even after doing survey no action has been taken. From Una to Talwara railway link, the work is been done but at a very slow pace it has to be expedited. There is no proposal for double line in Punjab State. On Ferozepur to Delhi route there is lot of traffic which goes *via* Bhatinda and Rohtak; this line should be doubled thus would benefit both Punjab and Haryana.

New trains *i.e.* two Shatabdis are in Punjab *i.e.* from Amritsar to Delhi which have so much rush of people that people do not even get ticket. So a Shatabdi from Jammu to Delhi *via* Jalandhar be introduced which would benefit Jammu-Kashmir, Himachal and Punjab. From Hoshiarpur to Delhi there is no train and I request Hon'ble Minister of Railway that a train be introduced on this route thus benefiting the people of the said area.

Rail Over bridge in Punjab are incomplete, In Tanda a rail over bridge is being built where the Punjab Government has fulfilled its share of 50% but on the side of the railways its incomplete since last 2 years thus causing harassment the people. There are other railway over bridges in Punjab which are incomplete and these should be completed.

Discussion has taken place about New Delhi Railway Station I also want to say that its surprising that it takes 1 hr. to reach Delhi station. You have to pick up and take your luggage, there is no proper parking, there is no system in place.

One thing that is more surprising that there is one VIP gate, I don't understand that whether a Member of Parliament is a VIP or not. I ask Hon'ble Minister if we come in the list of VIP's than have to be allowed in. IZZAT is being talked about, it is very humiliating that we have to cross railway lines and only railway officers are being allowed in through that gate and then closed afterwards, no MP is allowed in.

† [English translation of the original speech delivered in Punjabi]

5.00 P.M.

Secondly much has been spoken about Adarsh stations and World class stations to be built, modernization has been done but there is so much filth and garbage and no provision for cleanliness, no Safai karamchari is on duty, its beyond comprehension.

New stations have been built but the construction material is lying scattered all over. One another thing is surprising that it is not only in case of Delhi but even in Mumbai, Calcutta and other cities when you enter there is so much garbage everywhere and slum dwellers have encroached up everywhere. What would the tourists think about it, that this is what India is about.

I am grateful to you for giving me this opportunity and I request the Hon'ble Minister to fulfil the demands of Punjab.

सुश्री सुशीला तिरिया (उड़ीसा) : उपसभापति जी, मैं आपको धन्यवाद देना चाहूंगी कि आपने मुझे रेलवे बजट पर बोलने का मौका दिया है। मैं हमारी रेल मंत्री, सुश्री ममता जी को और दूसरे मंत्रियों को बधाई देना चाहूंगी कि उन्होंने बहुत ही महत्वपूर्ण समय पर, 15वीं लोक सभा के चुनाव के खत्म होने के तुरन्त बाद इस तरह का रेलवे बजट पेश किया है, जो कि केवल economically viable नहीं है, बल्कि socially viable भी है। इसके लिए वे मुबारकबाद की पात्र हैं, पूरी रेलवे मिनिस्ट्री मुबारकबाद की पात्र है। ममता जी तो अभी हाउस में नहीं है, लेकिन मैं कहना चाहूंगी कि यह उनकी एक कोशिश है, एक प्रयास है, संघर्ष के साथ-साथ कामयाबी की राह पर चलते-चलते उन्होंने यह जो रेल बजट पेश किया है, यह बहुत सराहनीय है।

मैं यह कहूंगी कि चूंकि उनकी जिंदगी संघर्षशील जिंदगी रही है, इसलिए वे economically viability के साथ-साथ socially viability को भी जरूर देखेंगी। वह इसको केवल theoretical ही नहीं, practical रूप में भी देखेंगी।

महोदय, मैं सबसे पहले उनसे यह निवेदन करना चाहूंगी कि उन्होंने रेलवे बजट में महिलाओं को, यूथ को, unorganised sector को, जनता खाना-पीना, महिलाओं के लिए safety-security, सबकी ओर कोने-कोने तक झांक कर बहुत ही कम समय में एक अच्छा बजट प्रस्तुत किया है। मैं यह निवेदन करना चाहती हूँ कि जब वे आगे बजट पेश करेंगी, तो निश्चित ही बहुत ही अच्छी तरह से पेश करेंगी। नॉर्थ ईस्ट में, ईस्ट में, उड़ीसा और बंगाल में मछली पकड़ना अधिकांश लोगों की आदत है। जैसे छोटी मछली और बड़ी मछली इकट्ठा रखकर चलना होता है, वैसे ही छोटे राज्य और बड़ी राज्य, बड़े नेताओं की डिमांड और छोटे नेताओं का डिमांड को इकट्ठा करके और उसको compile करके जिस तरह से उन्होंने रेलवे बजट पेश किया है, इसके लिए बधाई की पात्र हैं। मैं उनसे निवेदन करूंगी कि अगली बार इससे भी बेहतरीन बजट महिलाओं के लिए और दूसरे सेक्टर्स जैसे कि Sports, SC और ST के लोगों के लिए employment की जो backlog है, उस ओर भी ध्यान देते हुए बेहतरीन तरीके से पेश करें।

महोदय, इससे पहले मैंने कुछ दिनों तक कमीशन में भी काम करने में interest लिया, तो मुझे पता चला कि ट्रेन में भी महिलाओं के ऊपर बहुत सारे अत्याचार होते हैं, उनके साथ छेड़-छाड़ होती है। इसके लिए उन्होंने महिला कमाण्डो को introduce किया है। यह एक बहुत ही सराहनीय step है। मैं इस काम के लिए मंत्री महोदया को बधाई देती हूँ।

महोदय, उन्होंने girl students को पढ़ाने के लिए जो stipend दिया है, उसके लिए वे बधाई की पात्र हैं। जब दिल साफ है, लगन है और इच्छा शक्ति है, तो वे जरूर अच्छा काम करके दिखाएंगी। बहुत सारे वक्ताओं ने कहा कि

बहुत से रेल मंत्री रेल बजट प्रस्तुत करके गए, लेकिन कुछ होता नहीं है। मैं यह कहना चाहूंगी कि no doubt, it is traditional, no doubt, it is a budget, इसमें सब मंत्री होते हैं, जो बजट पेश करते हैं, लेकिन उसमें within bracket हमको यह देखना है कि किस मंत्री की काम करने की क्या इच्छा शक्ति है, उनका दिल क्या है, उनकी इच्छा शक्ति क्या है और उन्होंने time bound programme किस तरह से लिया है। उन्होंने बजट पेश करते वक्त अपने विवेक और दिल को पूछ कर time bound programme किस तरह से लिया है, यह चर्चा का सबसे प्रमुख विषय होना चाहिए। हम लोगों की डिमांड हमेशा रहेगी और वह दी भी जायेगी, लेकिन सबसे बड़ी देखने की बात यह हाती है कि उसको पूरा करने का कोई time bound programme है या नहीं है। यह सबसे महत्वपूर्ण है।

महोदय, मैं उनको इस बात के लिए हार्दिक बधाई देती हूँ कि उड़ीसा के लिए कुछ नई ट्रेनें भी शेर्य हुई हैं और कुछ ट्रेनों का extension भी हुआ है और कुछ की frequency भी बढ़ी है। जब मैं उनसे लॉबी में मिली, तो उन्होंने कहा कि उड़ीसा को बहुत कुछ दिया, इसके बावजूद भी लोक सभा में जो MPs हैं, वे इससे satisfied नहीं हैं। नहीं, ऐसी कोई बात नहीं है, जिस पर ध्यान दिया जाता है, जो बच्चे अपाहिज हैं, गांवों के हैं, वे जिस उम्मीद में बैठे हैं, उनको लगता है कि उनको कुछ और मिल जाए, इसलिए डिमांड करना एक एम.पी. की ड्यूटी बनती है। यह काम हम लोग लोक सभा में करते हैं और यहां भी करते हैं। मैं समझती हूँ कि इस बजट में जो भी दिया है, मैं तारीफ के साथ कहना चाहूंगी कि इस बजट में गेज conversion के लिए, under construction या doubling के लिए या electrification के लिए उन्होंने केवल 715.22 करोड़ रुपए दिए हैं, जबकि पिछले साल यह 949.34 करोड़ रुपए था। मैं यह भी कहूंगी कि पांच साल पहले जो छोटा gauge थी, अभी वह broad gauge होने जा रही है। लालू जी ने जाकर इसका inauguration किया है। पिछले साल रुकसा-बांगरीपुरी गेज conversion के लिए 40 करोड़ दिया गया था और इस बार उसको केवल 22.14 करोड़ दिया गया है। नवापाड़ा-गुणपुर के लिए पिछले साल 25 करोड़ दिया गया था, जब कि इस साल 14 करोड़ दिया गया है। मैं यह कहना चाहती हूँ कि चूंकि यह उनका पहला बजट है, इसलिए मैं यह डिमांड नहीं कर रही हूँ कि पूरा का पूरा पैसा मिलना चाहिए और उसको संपूर्ण करना चाहिए। लेकिन काम खत्म होने तक, चाहे वह कान्ट्रेक्टर हो या डिपार्टमेंट हो, वह पैसे की वजह से काम को अधूरा ही छोड़ जाए...। तो रेलवे के इस तरह से काम करते-करते अगले पचास साल, सौ साल में भी, धीमी गति से चलने वाली ट्रेन की तरह gauge conversion का काम पूरा नहीं हो सकता। हम जो इसको socially viable करना चाह रहे हैं, remote क्षेत्र में, ट्राइबल जंगलों में हम इसको ले जाना चाहते हैं, तो यह फिर केवल सपने का सपना ही रह जाएगा। मैं फिर केवल यह कहना चाहूंगी कि हमको दोनों तरफ से viable देखना चाहिए। Socially viable होने के साथ-साथ economically viable भी उस क्षेत्र में, बांगरीपोसी में है। वहां deep forest है, सिमलीपाल - उसमें biosphere भी है, फॉरेस्ट प्रोडक्ट्स वहां बहुत होते हैं, लेकिन एक ही ट्रेन जो बारीपदा से अभी भुवनेश्वर चल रही है, उसका नाम दिया है "सुपरफास्ट" और उसमें ज्यादा किराया है। उसमें "सुपरफास्ट" नाम देने पर मैं मंत्री जी से निवेदन करना चाहूंगी कि "सुपरफास्ट" शब्द लगाकर कोई फायदा नहीं है। उसमें कोई ए.सी. कोच भी नहीं है, केवल जनरल कोच हैं। तो "सुपरफास्ट" न लगाते हुए केवल "एक्सप्रेस" कर दीजिए, तो उसमें बहुत ज्यादा पैसेंजर भी होंगे, कम पैसे में गरीब पैसेंजर्स को भुवनेश्वर जाने के लिए सुविधा हो जाएगी। यह मांग तो हमेशा से होती रहती है। महोदय, अभी पुरी तक बहुत सारी trains extend हुई हैं, तो मैं यह निवेदन करना चाहूंगी, पहले भी इस हाउस में हमारा यह निवेदन और डिमांड रही कि बारीपदा-भुवनेश्वर ट्रेन को पुरी तक extend किया जाए। हावड़ा में तो इस

बार बहुत सारी नई-नई trains चली हैं, तो मैं यह निवेदन करना चाहूंगी कि हावड़ा से मयूरभंज-बारीपदा जो ट्राइबल डिस्ट्रिक्ट है, उसमें बहुत से लोग मार्केटिंग के लिए कोलकाता जाते हैं, तो उधर "लोधासोर" है। यहां हमारे बंगाली भाई होंगे, तो उनको ज्यादा पता है, वे "बिचिन्नाचा" जिसको बोलते हैं - झारखंड, बिहार, बंगाल और उड़ीसा की सीमा है, उसी को "लोधासोर" बोलते हैं, जहां पर डकैती ज्यादा होती है। इसलिए मैं निवेदन करना चाहूंगी कि उसी क्षेत्र के लिए, बारीपदा से हावड़ा तक के लिए एक नई ट्रेन चलाई जाए, जिसकी हमेशा से डिमांड होती रही है, वहां के लोगों के लिए economically viable और socially viable के लिए यह निवेदन मैं आपसे करना चाहूंगी।

अंत में मैं आपसे ज्यादा कुछ नहीं कहना चाहूंगी। आपने राजधानी एक्सप्रेस को, पहले भी जो रेल बजट रहा, उसमें दो दिन से चार दिन के लिए डिक्लेयर हुआ था, अब की बार भी वह दो दिन से चार दिन के लिए हुआ है। मैं निवेदन करना चाहूंगी कि वह जो राजधानी ट्रेन हैं, बाकी जगहों में जैसे आपने everyday किया है, ऐसे ही यहां भी everyday क्यों नहीं करते हैं? इसलिए उस राजधानी को daily कीजिए और बाकी जैसे ...*(समय की घंटी)*... सर, बस खत्म ही हो गया है। मेरा प्वाइंट ही यह है।

श्री उपसभापति : खत्म कर दीजिए।

सुश्री सुशीला तिरिया : सर, मेरा कुछ पर्सनल नहीं था, मेरी डिमांड ही थी। तो मैं यह आपसे निवेदन करना चाहूंगी कि जो एस.सी./एस.टी. का रिकूटमेंट आपने उसमें नहीं डाला, केवल handicapped का डाला है, तो मैं निवेदन करूंगी कि एस.सी./एस.टी. का रिकूटमेंट भी स्पेशल रिकूटमेंट में डालना चाहिए। उसके लिए भी आप इस बजट में कुछ करेंगे, इसके लिए मैं निवेदन करना चाहूंगी। साथ ही जो आपने 375 मॉडल स्टेशन लिए हैं, उसी में बारीपदा स्टेशन को भी शामिल करने के लिए मैं निवेदन करना चाहूंगी।

आखिर में धन्यवाद के साथ मैं एक डिमांड और रखना चाहूंगी। इस बजट में आपने बहुत सारे नक्सलाइट क्षेत्र चाहे वे गुजरात के हों, चाहे वह सवाई माधोपुर राजस्थान के हों, चाहे वह मलकान गिरी, दांतेवाड़ा छत्तीसगढ़ के हों, इनको ट्रेन लाइन से जोड़ा है, जिसकी हमेशा हम लोगों ने डिमांड की है। अगर आप नक्सलाइट्स को खत्म करना चाहते हैं, ट्राइबल्स को डेवलपमेंट के रास्ते पर एजुकेशन और मेनस्ट्रीम से जोड़ना चाहते हैं, तो उन लोगों को रेल लाइन से कनेक्ट कीजिए, economically viable कीजिए, socially viable कीजिए, तभी आप नक्सलाइट्स को खत्म कर सकते हैं, यह हमेशा से डिमांड रही है। इस बजट में आपने इसको जगह दी, इसके लिए आपको बहुत-बहुत धन्यवाद। इसके साथ मेरी कुछ डिमांडें और थीं, लेकिन सर, आप समय नहीं देंगे, घंटी बजाते रहेंगे, इसलिए मैं मंत्री जी को लिखकर दे दूंगी, धन्यवाद।

श्री विजय कुमार रूपाणी (गुजरात) : उपसभापति महोदय, मैं आपके माध्यम से यह बात रखना चाहता हूँ कि रेलवे बजट की चर्चा में actually पॉलिसी, नई ट्रेन्स, नए concepts नई बातों की चर्चा होनी चाहिए लेकिन सभी सदस्यों ने, चाहे लोक सभा के हों या राज्य सभा के हों, जो उनके region के पुराने प्रश्न पड़े हुए हैं, जिनके संबंध में पिछले कई सालों से डिमांड हो रही है, जो पूरी नहीं हो रही है, जिस पर ध्यान नहीं दिया जा रहा है, उस ओर रेल मंत्री महोदय का ध्यान आकर्षित किया। उस बजट से उनके रीजन की जो समस्याएं हैं, वे हल नहीं हो रही हैं। उनकी जो डिमांड्स हैं, वे फुलफिल नहीं हो रही हैं, इसके कारण बाकी सब सदस्य लोग इस बजट से नाराज हैं। हमारे गुजरात के लिए भी, पिछले पांच साल में लालू जी ने जो रेल बजट रखा, उसमें भी जो हमारी डिमांड्स थीं,

उनका संतोषजनक हल नहीं निकला। वहां ऐसी कोई रेल की लाइनें नहीं डाली गयीं, कोई नई ट्रेन भी वहां नहीं मिली। इस बार ममता जी के इस बजट में हमें आशा थी कि वे गुजरात की ओर ध्यान देंगी। लेकिन दुख के साथ कहना पड़ता है कि हमारी जो पुरानी समस्या थी, वह वैसी की वैसी पड़ी हुई है। महोदय, पूरे देश में इंडस्ट्रियल डेवलपमेंट में गुजरात आज खूब आगे बढ़ रहा है। पूरे देश में जो निवेश होता है, उसमें 30 परसेंट अकेले गुजरात में होता है। जो गुजरात का इंडस्ट्रियल डेवलपमेंट हो रहा है, हमारे यहां जो कोस्टल एरिया में काम बढ़ रहा है, वहां जो विकास हो रहा है, उसे देखते हुए इन्फ्रास्ट्रक्चर के लिए रेलवे की बड़ी आवश्यकता है। पहले जो लोडिंग-अनलोडिंग होती थी, वह मुम्बई में होती थी। पूरी दुनिया से जो माल आता-जाता है, वह पहले मुम्बई में उतरता था, आज हमारे यहां Kandla और Pipavav तथा अन्य जो पोर्ट्स हैं, वहां लैंडिंग हो रही है। वहां इन्फ्रास्ट्रक्चर के लिए रेलवे की बड़ी आवश्यकता है। पूरे देश में वहां से माल आता-जाता रहता है। इसलिए यहां पर जो डेवलपमेंट हो रहा है, उसे देखते हुए रेलवे को इस ओर ध्यान देना चाहिए और गुजरात में जो इंडस्ट्रियल डेवलपमेंट हो रहा है, उसको देखते हुए इन्फ्रास्ट्रक्चर को बढ़ावा देने के लिए रेलवे से हमें बहुत अधिक अपेक्षा है। दूसरा, पूरे वेस्टर्न रेलवे में, पैसेंजर और गुड्स, दोनों में सबसे ज्यादा रेवेन्यू गुजरात दे रहा है। हमारी वर्षों से डिमांड थी कि वेस्टर्न रेलवे का हेडक्वार्टर, जो वर्षों से मुम्बई है, वह मुम्बई के स्थान पर अहमदाबाद होना चाहिए। सुविधा की दृष्टि से भी यह अच्छा रहेगा। मुम्बई में, अलग-अलग चार जो बोर्ड्स हैं, उनका हेडक्वार्टर मुम्बई में है। मुम्बई में काम काफी ज्यादा हो गया है। महोदय, पूरे वेस्टर्न कोस्ट में मुम्बई लास्ट में है इसलिए उसका हेडक्वार्टर अहमदाबाद होना चाहिए। इस बारे में भी हम लोग वर्षों से डिमांड कर रहे हैं जो अभी तक पूरी नहीं हुई है। इसके अतिरिक्त हमारे यहां अभी भी मीटर गेज और नैरो गेज लाइनें चल रही हैं। उनको ब्रॉड गेज में कनवर्ट करने की हमारी डिमांड है। स्वयं लालू जी ने इसका इन्निशियेशन किया लेकिन अभी तक वहां काम शुरू नहीं हुआ। "Recently the hon. Minister of Railways has laid foundation stone on 19th June, 2008 for gauge conversion of Ankleshwar-Rajpura line. The work should be started immediately. Survey work of Mehsana-Taranga-Ambaji is completed but the project has not started." यह काम बहुत वर्षों से पेंडिंग है। वहां पर तत्काल काम शुरू किया जाना चाहिए, ऐसी हमारी डिमांड है। दूसरा, सूरत-हजीरा न्यू रेलवे लाइन, हमारे यहां वाइब्रेंट गुजरात में एक एमओयू हुआ था, उसमें रेल विकास निगम, हजीरापोर्ट, ऐस्सार लिमिटेड, गुजरात इंडस्ट्रियल डेवलपमेंट कारपोरेशन, गुजरात मैरीटाइम बोर्ड - इन सबने साथ मिलकर वहां रेल लाइन के लिए एमओयू किया था जिसमें सात करोड़ रुपया हमारी सरकार ने बोर्ड को दे दिया है लेकिन वह लाइन अभी तक मंजूर नहीं हुई है क्योंकि Hazira Port with Delhi-Bombay railway route, the railway project is of 38 kms. length having project cost of 115 crores of rupees. एक्जुअली जो दिल्ली-मुम्बई इकॉनॉमिकली कॉरिडोर बन रहा है, उसमें हजीरा पोर्ट के लिए यह जरूरी है और तुरन्त होना चाहिए, ऐसी हमारी डिमांड है। वैसे भरुच-देहज रेलवे लाइन कंवर्जन के लिए भी हमने डिमांड की है, उसमें भी एम.ओ.यू. हुआ है और रेल विकास निगम ने एम.ओ.यू. किया है, फिर भी यह प्रोजेक्ट चालू नहीं हो रहा है। दूसरी बात, हमारी लॉग डिस्टेंस एक्सप्रेस ट्रेन की जो बात थी, उसमें गुजरात इंटरसिटी वापी तक एक्सप्रेस होनी चाहिए और हावड़ा न्यू बुज की कच्छ को जोड़ने की जो बात थी, तो वह भी होना चाहिए। पीपावाड़-अहमदाबाद-मुम्बई और लॉग डिस्टेंस पोर्बंदर के लिए, जो गांधी जी का जन्म स्थान है तथा वहां एक भी लॉग डिस्टेंस ट्रेन नहीं है, तो वह भी होना चाहिए। द्वारका-सोमनाथ जो हिन्दू समाज के लिए यात्रा धाम है, वहां भी लॉग डिस्टेंस ट्रेन नहीं है। उपसभापति जी, आपके माध्यम से एक फोटोग्राफ में रेल मंत्री जी को भेजना चाहता हूं कि जो सोमनाथ-राजकोट और राजकोट-बिरावल ट्रेन है, उसमें केवल 6 बोगी ही चलती हैं। इस ट्रेन में जितने लोग अंदर

होते हैं उससे ज्यादा लोग ट्रेन से बाहर रहकर सफर करते हैं। इस बारे में भी हमने वर्षों से डिमांड की है कि राजकोट-विरावल-राजकोट ट्रेन नं. 221 और 222 तथा ट्रेन नं. 223 और 224 को ज्यादा बोगी मिलनी चाहिए। इसलिए इन ट्रेनों में 6 से 12 बोगी होनी चाहिए, यह हमारी डिमांड है।

श्री उपसभापति : रूपाणी जी, समाप्त कीजिए।

श्री विजय कुमार रूपाणी : मेरी एक अंतिम डिमांड है, जो सौराष्ट्र से ट्रेन चलती है वह मुम्बई जाती है और वहां बांद्रा में जाकर खड़ी रहती है। लेकिन इसको अंधेरी में स्टॉप के लिए हमारी डिमांड है क्योंकि अंधेरी में बहुत सारी ट्रेन स्टॉप होती हैं, वहां बाकी ट्रेनें भी खड़ी रहती हैं। इस बारे में रेल मंत्रालय से जवाब आता है कि यह ट्रेन अंधेरी नहीं खड़ी रह सकती। वे इसका जो रीजन दे रहे हैं उसका कोई वजूद नहीं है। चूंकि हमारे काठियावाड़ी गुजराती अंधेरी में ज्यादा रहते हैं। तो इस कारण अंधेरी में उस ट्रेन को स्टॉप मिले, ऐसी हमारी डिमांड है, कृपया उसका आप ध्यान रखेंगे। धन्यवाद।

SHRI BIRENDRA PRASAD BAISHYA : Mr. Deputy Chairman, Sir, I thank you for giving me this opportunity to speak on the Railway Budget. Sir, I welcome the decision of the hon. Railway Minister for upgradation of the Guwahati Railway Station to the mark of international Railway Station. We also welcome the decision of the Railway Minister to upgrade the Silchar Railway Station as an ideal Railway Station. We also welcome the upgradation of medical facilities in the Railway sector in the North-Eastern Region. But I regret to say, Sir, that all the Railway lines belonging to Assam and North-Eastern Region were constructed in the British Raj. When India was under the British rule, all the Railway lines were constructed by the Britishers but after independence, Sir, contribution of the Indian Railways towards North-Eastern Region and Assam is very poor. Not only poor, Sir, but after independence not a single Railway line was constructed in Assam. Sir, when India was under the British Raj, British constructed the Railway line and in independent India we are not getting a single Railway line from the Railway Ministry. Sir, I would like to say that in the last Railway Budget Lalu Prasad Yadavji announced that he is going to survey the bullet train and listen to the Budget speech of the hon. Railway Minister. In her speech she said, she has upgraded the Indian Railways to international standards. But, I am very sorry to say, Sir, that today we enjoy more than 60 years of India's independence, but, there is not a single electrical rail line in Assam and North-Eastern Region. Sir, there is no double rail line. The railway trains are running in a single rail line. There is no double line railway track in Assam and the North-Eastern region. In her speech, the hon. Minister announced the introduction of *Duronto* train. It is a non-stop train, Duronto regret to say that Assam is totally neglected even in this area. Sir, not a single has been introduced from Assam. Guwahati being the hub of the North-Eastern Region and all the 7 Sister States depend on Guwahati, I would like to request the hon. Minister to introduce *Duronto* from Guwahati to Vellore and from Guwahati to Delhi, There is a reason behind this. Why am I asking a *Duronto* from Guwahati to Vellore? Sir, according to a report of the WHO, the largest percentage of cancer patients are from Assam and the North-Eastern Region. Everyday, hundreds of patients travel from Guwahati to Vellore for cancer

treatment. So, even on humanitarian grounds, it is highly necessary to introduce a non-stop train between Guwahati and Vellore. Sir, Guwahati is the hub of the North-Eastern Region and Delhi is more than 2,000 kms. away from it. It is not possible for everyone to come to Delhi either by air or by Rajdhani as they cannot afford the same. So, all are depending on Railways. ...*(Interruptions)*... We are not getting money. At least, allow us to speak. So, to connect the hub of Seven Sister States with the capital of the country, there is a need to, introduce a non-stop train between Guwahati and Delhi.

Sir, it is known to everybody that Assam and the North-Eastern Region is an insurgency-hit area. Unemployment is one of the biggest reasons for insurgency in Assam. People of Assam have been demanding for so many years for setting up of a coach factory in Assam. The hon. Minister, in her Budget Speech, announced a coach factory for West Bengal. There is already a rail coach factory in West Bengal. But, she has announced one more. It is most welcome. I am not opposing it. But, at the same time, do not neglect Assam, I request the hon. Minister to establish a coach factory in Assam also. Sir, Assam is a part of India. It is the duty of the Government to solve the insurgency problem in Assam. Some employment has to be generated to reduce insurgency. By setting up of a rail coach factory, some employment would be generated. I also request the hon. Minister for introduction of a superfast train from Assam.

Sir, the hon. Minister has also announced in her Budget Speech that she would revise the recruitment policy of Railways. It is a very interesting announcement. The Railway Ministry should reform the recruitment policy. All the incidents that took place in Mumbai between the North Indians and Maratha people are due to false and wrong policy in the Railway recruitment. Sir, I would like to give one example. In 2008, 60 appointments were done in the NF Railway without any advertisement and without any interview! Out of these 60 appointments, not a single one is appointed from the North-Eastern Region. Out of 60 in the NF Railway Station, not a single is appointed from Assam or the North-Eastern Region. Out of 60, 59 appointed from Bihar! So, I demand that the recruitment policy should be reviewed. At least, jobs in Class III and Class IV preference have to be given to the people from the North-East. Otherwise, this problem cannot be solved.

SHRI K.B. SHANAPPA (Karnataka) : Same is the fate of Karnataka also.

MR. DEPUTY CHAIRMAN: Mr. Baishya, please conclude. I have given you the time that you had asked.

SHRI BIRENDRA PRASAD BAISHYA: I also demand for establishing a separate Railway Zone in Assam, because without a separate railway zone it is not possible to recruit local people from the North-Eastern States.

Therefore, I would like to request the Railway Ministry to establish a Railway Zone, with its headquarters at Guwahati, for the North-Eastern Region.

Then, to encourage tourism, the hon. Minister should introduce a train from Kaziranga to Delhi. Sir, you know Kaziranga is a famous sanctuary for one horn rhinos. Hence, to encourage the domestic tourism and also the foreign tourism, the Railway Ministry should introduce a train from Kaziranga to Delhi. Thank you, Sir.

श्री ओ.टी. लेपचा (सिक्किम) : Hon. Deputy Chairman Sir, मैं अपनी पार्टी की ओर से तथा सिक्किम की जनता की ओर से इस रेलवे बजट का समर्थन करते हुए, रेलवे विभाग के सामने एक-दो सुझाव व एक-दो प्रश्न रखना चाहता हूँ। हम लोगों ने पिछले सालों में यह देखा है कि जितने भी रेलवे बजट बनते हैं, उनसे रेलवे का डेवलपमेंट और रेलवे की उन्नति होती है। इसके साथ ही हम लोगों ने यह भी देखा है कि जहां-जहां से भी रेलवे मिनिस्टर बने हैं, उन्हीं राज्यों में ज्यादातर विकास हुआ है। हमारा देश आज़ादी के 6 दशक मना चुका है और अब यह देश 21वीं सदी में जा रहा है, लेकिन मुझे लगता है कि रेलवे का जो विकास होना चाहिए था, जिस न्यू टेक्नॉलोजी का विकास दूसरे मुल्कों ने किया है, मैं ऐसा समझता हूँ कि वह विकास हमारे देश में भी होना चाहिए था। आज हम आज़ादी के 6 दशक मनाने के बाद भी, रेलवे में व रेलवे के विकास में इतना सुधार नहीं कर पाए हैं, जितना सुधार दूसरे मुल्कों ने 25-30 वर्षों में किया है। उन लोगों ने अपने देश में बहुत उन्नति और प्रगति की है। इसीलिए मैं रेलवे विभाग को यह सलाह देना चाहता हूँ कि जितनी भी हमारी रेलवे लाइन्स हैं, जितनी भी रेलवे सर्विसेज़ हैं, ये कम से कम समय में और अच्छी सुविधाओं के साथ जनता को मुहैया कराई जाएं। जो न्यू टेक्नॉलोजी चाइना यूज करता है तथा जो टेक्नॉलोजी यूरोप में यूज होती है, अगर हमारे देश में भी यह इम्प्लीमेंट हो, तो इससे हमारा समय भी बचेगा, देश में उन्नति और विकास भी होगा तथा देश का नाम ही ऊंचा होगा। हमने इस वर्ष का रेलवे बजट देखा है कि जितने भी हिल स्टेशन्स हैं, उनकी अनदेखी की गई है, तथा नार्थ-ईस्ट को बहुत नेग्लेक्ट किया गया है। माननीय रेल मंत्री ने 23 नवम्बर, 2007 को सिक्किम के बारे में कहा था कि सिक्किम की 62 किलोमीटर लंबी रेलवे लाइन सैंक्शन हो गई है। 1329 करोड़ रुपये सैंक्शन किए गए हैं, ऐसा इस सदन में मंत्री जी ने रिप्लाय में आन्सर दिया था। अभी दो साल के करीब होने वाले हैं, वहां रेलवे का कोई ऐसा काम शुरू हुआ हो, ऐसा कुछ हम लोगों को पता नहीं है। हमने बहुत बार प्रश्न किये हैं, रेलवे विभाग को भी लिखकर दिया है, क्वेश्चन किए हैं, लेकिन पता नहीं अभी तक यह मामला क्यों चुपचाप अंदर ही अंदर है। मेरे कहने का मतलब यह है कि जैसे नॉर्थ-ईस्ट के दूसरे स्टेट्स में एयर लिंक है, अल्टरनेटिव नेशनल हाई-वे है, केवल सिक्किम ही एक ऐसा प्रदेश है, जो लैण्ड लॉक्ड है, जिसकी एक ही जीवन रेखा 31 नेशनल हाई-वे है। वहां रेल लिंक नहीं है, एयर लिंक नहीं है और अल्टरनेटिव नेशनल हाई वे भी नहीं है। ऐसी स्थिति में उस राज्य को, सिक्किम की जनता को रेलवे विभाग बहुत भारी मदद कर सकता था। अगर इसे रेल लिंक से कनेक्ट कर दिया जाए, तो सिक्किम में इतने टूरिस्ट जाते हैं, साल में कम से कम पांच, छह लाख टूरिस्ट जाते हैं, लेकिन रास्ता केवल एक है, वह 31 नेशनल हाई-वे है। दार्जिलिंग में यदि गोरखालैण्ड की वजह से वह रास्ता भी बंद कर दिया गया तो हम लोगों के जाने के लिए कोई रास्ता भी नहीं बचता है। इसी कारण से रेलवे इसमें बहुत भारी भूमिका निभा सकती है। मेरा रेलवे विभाग से आग्रह है कि जितने भी हिल स्टेशन्स हैं, उनमें मिनी रेल, छोटी-छोटी रेल As per the tourism purpose के लिए चलाई जा सकती हैं, Otherwise यदि रेलवे विभाग टनल करके, मेट्रो ट्रेन जैसी ट्रेन इस क्षेत्र में चलाने की सोचेगी, तो यह देश के लिए, उस राज्य के लिए बहुत अच्छा काम होगा। यह मेरा आग्रह है।

एक छोटी सी दूसरी बात है कि हम लोगों ने रेल के बारे में इतनी बातें कहीं, उसके अलावा सिक्किम को जो कोटा दिया जाता है, उस कोटे को एक्सटेंड करने की मांग किए हुए दो साल हो गए हैं, आप उस कोटे को थोड़ा बढ़ाइए, एक्सटेंड कीजिए। राजधानी में दो सीट का कोटा देते हैं, नॉर्थ-ईस्ट में सिक्किम के लिए दो देते हैं, ब्रह्मपुत्र मेल में दो देते हैं, अवध-असम में दो, ऐसा करके बारह सीट का कोटा हम लोगों को रेलवे देती है। दो साल हो गए हैं, मैंने विभाग को लिखकर दिया है, स्पेशल मेशन भी दिया है, आप रेल लिंक की बात छोड़ दीजिए, रेल ले जाने की बात छोड़ दीजिए, अभी तक कोटा भी एक्सटेंड नहीं किया है। क्यों नहीं किया है, यह मेरी भी समझ में नहीं

आया है। मैं हाउस और माननीय मंत्री जी से आग्रह करना चाहता हूँ, विनती करना चाहता हूँ कि सिक्किम ने जिस तरह से देश की एकता और अखंडता के लिए एक कंट्रीब्यूशन दिया है, आज सिक्किम को देश की मूल सूरत में आए हुए पैंतीस साल बीत गए हैं, पैंतीस साल के बाद भी कोई रेल लिंक नहीं होना, कोई एयर लिंक नहीं होना, कोई अल्टरनेटिव नेशनल हाई वे नहीं होना, यह कहां की न्याय की बात है? हम लोग न्याय चाहते हैं। हम लोग भारत सरकार से, केंद्र सरकार से आग्रह करते हैं, विनती करते हैं, माननीय मंत्री जी ने स्वयं यहां हैं, मैं हाउस में यह रिकॉर्ड पर लाना चाहता हूँ कि पैंतीस साल बीतने के बाद भी हम लोग इन सब चीजों से वंचित हैं, इसी कारण जिन-जिन स्टेट्स को आज तक रेल लिंक, एयर लिंक से कनेक्ट नहीं किया गया है, उनको तुरंत कनेक्ट किया जाए, मेरा यही आग्रह है। धन्यवाद।

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Deputy Chairman, Sir, I thank you very much for having given me a couple of minutes. I am not a listed speaker but there is a problem in rail development in Jammu and Kashmir. The hon. Railway Minister, during her speech in Lok Sabha, while presenting the Budget, just mentioned that the alignment between Katra and Banihal will change, but that is a very brief statement. It has so much implications for rail development in Jammu and Kashmir. For instance, the present alignment came up in four years at a cost of approximately Rs.300 crores. If this alignment is given up, which is what the hon. Railway Minister said, Rs.300 crores will go waste and that track will not be put to any other use. Now the new alignment will come up with advice from a Swiss expert, and experts already say that the new alignment will take ten years. I remember how, Shri Nitish Kumar, the then Railway Minister, in this very House, had assured me that the rail construction between Udhampur and Kazigund will come up by the year 2007. Then, the next time, he corrected himself and said that it would come up in 2009. Now, this rail alignment between Katra and Banihal and thereafter to Kazigund, as some experts have started saying — it came in the Press — that it will take ten years. Therefore, through you, Sir, I would urge the Railway Minister that she must come to this august House and make a comprehensive statement, stating in what time the new alignment would come up, what its cost would be and by when the Railways would reach Kazigund. If railways had been constructed in Jammu & Kashmir that State could have been connected very well with the rest of the country and emotional integration would have taken place. Already people of Kashmir have celebrated the track between Anantnag and Baramullah. So far, during this year, not a single person has been caught without ticket. The celebration is on. Therefore, I would urge the Railway Minister to come here, take this House into confidence, not to make false promises and tell us when this alignment would be completed and at what cost and when the railway line would come up. ...*(Interruption)*... Hon. Railway Minister made a Budget speech here; I am referring to the Railway Budget. So, Sir, this is one suggestion that the hon. Railway Minister must take the House into confidence, talk about the alignment, and specifically tell us the time by which it would be completed.

Secondly, she must order a probe into what went wrong because the present alignment was done in four years. So it would take a long time. We must know, this House and the other House must know, what went wrong. How can this money be wasted? There should be a probe. Along with

that, I have a suggestion. While it would take a long time to take the Railways to Kazigund, within the Kashmir valley, railway lines should be constructed from Baramulla to Uri and from Baramulla to Kupwara. I hope, this House supports me when I make this demand.

MR. DEPUTY CHAIRMAN: Dr. Gyan Prakash Pilonia. You have five minutes.

DR. GYAN PRAKASH PILANIA (Rajasthan): Sir, I have no heart to censor the Budget speech of *mamtamayi* Mamta didi because she is an icon of transparent integrity and unbending rectitude and her heart is for the poor and the oppressed. But with your permission, Sir, I would seek indulgence to point out certain dark areas and grey zones in this budget. She has taken the onus of giving honour to the poorest of the poor common man by *bakshing* him *izzat*. But I would like to point out the lowest of the lowest Indian is a proud citizen of a sovereign, democratic, secular republic—*Bharat mahan*. And honour is inherent in him; he is *per se* honourable. He is *per se* *izzatdar*. He does not need extra *izzat* and *izzat* does not come by reducing or increasing the passenger fare. '*IZZAT*' is, how he is treated by the Railway Administration. Earlier hon. Minister, Laluji, who was a great magician, called the common passenger a kind of *Atithi*, and he gave a call 'Passenger is *Masiah*' or "अतिथि देवो भव" When it comes true, then we will consider common man gets '*izzat*'. At present, he finds it very difficult to get a ticket. For long, he has to stand in a queue. With great difficulty he gets into unreserved compartment where they are huddled together like cattle. At times, he has to travel on the roof of carriage. He is very lucky if he reaches his destination safely and comfortably. He is fleeced by everyone — uniformed GRP man, RPF man, ticket checker and so on. He is illiterate and ignorant. When really he becomes *Atithi* in the psyche of Railway Administration, then we will be able to say that common man has got '*izzat*' by Railways. With your permission, Sir, I will just take two areas of working of Railways. Firstly, it has been often said that Railway is a cesspool of corruption. I don't know how pleasant it will be to hear it from me. I would like to quote what Acharya J.B. Kriplani has said. In 1952, a Committee of Parliament was formed under the Chairmanship of Acharya J.B. Kriplani to look into corruption in the Railways. The Committee said — it will be interesting to note — that, [If corruption is eliminated from the Railways, trains would ply on tracks of gold instead of iron.] Sir, that is more true today than it was true in 1952. Since then, even Ganges has been polluted and much water has flown through. This aspect needs care at every point of mass contract areas — booking and reservation, parcel and goods office, engineering and construction, purchase and sale of scrap and taking persons without due ticket which is known as *murgabazi*. I am just spelling out one, two, three, four dark areas because there is no time to go into details of that. But they are known areas where corruption breeds and vigilance is only eyewash. I was looking into the figures. Out of 14 lakh Railway employees of whom we are proud of, only 8,809 were punished by censure or admonition or some kind of stoppage of increment, etc. There are no figures given about traps, FIRs, convictions and dismissals. Scandals in conducting Railway Recruitment Board examinations are well-known. Something should be done to stop this rot. Another area which I would like to point out

is regarding *suraksha* or safety. How unsafe a person is who dares to travel in Railways — drug mafia, jahar khurani, gang of pick-pockets or *jeb tarashi*, arms running, heroine smuggling. Railway Protection Force is euphemistically called Railway Pilferage Force. GRP is still ahead of them. Hardly you see a poor man is treated with 'Izzat' and 'khaki' is a sort of terror for him. Lastly, I will talk about *Suraksha*. *Suraksha* means safety of rail tracks. Accidents happen - 85.49 per cent due to human failure, 40 per cent due to failure of railway staff, 40 per cent because of accident at unmanned level crossings, 51.55 per cent because of derailment. Unmanned railway crossings are virtually death traps. I will request hon. Railway Minister - Mr. E. Ahammed is here — to take care of them. (*Time-bell rings*) I think I will conclude by just quoting, if you permit me, Mahatma Gandhi who had given a talisman for public services, and I think, the Railways will follow it. With your permission, Sir, I will quote just five lines. He said, "I will give you a talisman. Whenever you are in doubt, or when the self becomes too much with you, apply the following test. Recall the face of the poorest and the weakest man [woman] whom you may have seen, and ask yourself, if the step you contemplate is going to be of any use to him [her]. Will he [she] gain anything by it? Will it restore him [her] to a control over his [her] own life and destiny? In other words, will it lead to *swaraj* [freedom] for the hungry and spiritually starving millions?" And, that will be the real care for *Daridra Narayan*.

डा. ऐजाज़ अली (बिहार) : सर, इस मामले पर मेरा यह कहना है कि इस वक्त रेलवे बजट में बिहार सबसे ज्यादा निशाना बना है। इसका एक कारण है कि लगातार तीन-तीन रेलवे मिनिस्टर्स बिहार से रहे हैं। लेकिन, सवाल यह उठता है कि बिहार इतना पिछड़ा है कि आज वहां के लोग यह डिमांड कर रहे हैं कि उसको स्पेशल स्टेट का दर्जा दिया जाए। लेकिन, इसके बावजूद उसका जो शोषण हुआ है, वह किसी की नज़र से बाहर नहीं है। बिहार बंगाल का एक पड़ोसी राज्य है। आप अपने घर से जब बाहर निकलते हैं तो सबसे पहला ख्याल पड़ोसियों का करते हैं। इसलिए हम रेलवे मिनिस्टर से यह कहना चाहेंगे कि अगर आप अपने पड़ोसी का ख्याल रखेंगी तो यह आपके लिए भी अच्छा है।

सर, बिहार इतना पिछड़ा रहा है कि यहां के तीन-तीन रेलवे मिनिस्टर्स होने के बावजूद इसके रेल की समस्या आज तक हल नहीं हो सकी है। अभी पिछले रेल मंत्री जी ने वहां जो स्कीम दी, उसको सिरे से खरिज कर दिया गया है। वहां पर चक्का बनाने के कारखाने की बात हुई, उसको एक तरह से खत्म कर दिया गया है। वर्ल्ड लेवल के स्टेशन बनाने की बात हुई तो उसमें सबसे पहले पटना को ही neglect किया गया। अगर बाहर का कोई आदमी बिहार जाएगा तो सबसे पहले तो वह पटना ही जाएगा। उसी को देख कर वह समझ लेगा कि वर्ल्ड लेवल का स्टेशन बिहार में या हिन्दुस्तान में कैसा है। इस मामले में हम सरकार से यह कहना चाहेंगे, उनके वजीर से यह कहना चाहेंगे कि हम बुरे हो सकते हैं, वहां के जो तीन-तीन रेलवे मिनिस्टर्स बने, वे बुरे हो सकते हैं, लेकिन इसमें बिहार के अवाम का क्या कुसूर है कि जब इस तरह का कोई प्रोग्राम आता है तो बिहार को Neglect किया जाता है? इसलिए आपके माध्यम से हम उनसे यह अर्ज करना चाहेंगे कि अभी भी वक्त है कि बिहार का ख्याल रखा जाए और जो हक बिहार का बनता है, वह उसको दिया जाए।

सर, हमारा दूसरा सवाल यह है कि जब सरकार बदलती है या मिनिस्टर बदलते हैं तो पिछले मिनिस्टर को टारगेट बनाया जाता है। यह जो एक सिस्टम चला आ रहा है, जो पद्धति चली आ रही है - आज़ादी के बाद से जब से हमारा सिस्टम है - यह न तो अवाम की नज़र में अच्छा होता है और न ही दलों की

نجر میں अच्छا होता है। इसलिए, मैं आपके माध्यम से यह कहना चाहता हूँ कि इस सिस्टम को खत्म किया जाए। पिछले मिनिस्टर जो स्कीम बनाकर किसी स्टेट को देते हैं - एक मिनिस्टर जो बनता है, वह किसी-न-किसी स्टेट का तो होगा ही और अपने स्टेट का ख्याल तो वह रखेगा ही - तो जो स्कीम बनाकर वह देता है, उसको मानते हुए और उसमें ज्यादा cut down नहीं करते हुए आगे तरक्की की बात करनी चाहिए। ...**(समय की घंटी)**... बजाय इसके कि सिर्फ पिछले मिनिस्टर के पीछे पड़ा जाए। मैं तो यह समझता हूँ कि ममता जी बहुत energetic Minister हैं, इसलिए छोटी चीजों पर ध्यान कम करते उनको चाहिए था कि वह बुलेट ट्रेन पर ही ज्यादा energy लगातीं ताकि बिहार और हिंदुस्तान बुलेट ट्रेन की लिस्ट में आता।

इन्हीं शब्दों के साथ मैं अपनी बात खत्म करता हूँ।

† [ڈاکٹر اعجاز علی (بہار) : سر، اس معاملے پر میرا یہ کہنا ہے کہ اس وقت ریلوے بجٹ میں بہار سب سے زیادہ نشانہ بنا ہے۔ اس کا ایک کارن یہ ہے کہ لگاتار تین تین ریلوے منسٹرس بہار میں رہ رہے ہیں، لیکن سوال یہ اٹھتا ہے کہ بہار اتنا پچھڑا ہوا ہے کہ آج وہاں کے لوگ یہ ڈیمانڈ کر رہے ہیں کہ اس کو اسپیشل اسٹیٹ کا درجہ دیا جائے۔ لیکن اس کے باوجود جو اس کا شوٹن ہوا ہے، وہ کسی کی نظر سے باہر نہیں ہے۔ بہار، بنگال کا ایک پڑوسی راجہ ہے۔ آپ اپنے گھر سے جب باہر نکلتے ہیں تو سب سے پہلا خیال پڑوسیوں کا کرتے ہیں۔ اس لئے ہم ریلوے منسٹر سے یہ کہنا چاہیں گے کہ اگر آپ اپنے پڑوسی کا خیال رکھیں گی تو یہ آپ کے لئے بھی اچھا ہے۔ سر، بہار اتنا پچھڑا رہا ہے کہ یہاں کے تین تین ریلوے منسٹرس بونے کے باوجود اس کے ریل کی سمسیمہ آج تک حل نہیں ہو سکی ہے۔ ابھی پچھلے ریل منتری جی نے وہاں اسکیم دی، اس کو سرے سے خارج کر دیا گیا ہے۔ وہاں پر چمک بنانے کا ایک کارخانے کی بات ہوئی، اس کو ایک طرح سے ختم کر دیا گیا ہے۔ ورلڈ لیول کے اسٹیشن بنانے کی بات ہوئی تو اس میں سب سے پہلے پٹنہ کو ہی نیگلیکٹ کیا گیا۔ اگر باہر کا کوئی آدمی بہار جائے گا تو سب سے پہلے تو وہ پٹنہ ہی جائے گا۔ اسی کو دیکھ کر وہ سمجھ لے گا کہ ورلڈ لیول کا اسٹیشن بہار میں یا ہندوستان میں کیسا ہے۔

† Translation in Urdu Script]

اس معاملے میں ہم سرکار سے یہ کہنا چاہیں گے، ان کے وزیر سے یہ کہنا چاہیں گے کہ ہم برے ہو سکتے ہیں، وہاں کے جو تین تین ریلوے منسٹر بنے، وہ برے ہو سکتے ہیں، لیکن اس میں بہار کے عوام کا کیا قصور ہے کہ جب اس طرح کا کوئی پروگرام آتا ہے تو بہار کو نیگلیکٹ کیا جاتا ہے؟ اس لئے آپ کے مادھیم سے ہم ان سے یہ عرض کرنا چاہیں گے کہ ابھی بھی وقت ہے کہ بہار کا خیال رکھا جائے اور جو حق بہار کا بنتا ہے، وہ اس کو دیا جائے۔

سر، ہمارا دوسرا سوال یہ ہے کہ جب سرکار بدلتی ہے یا منسٹر بدلتے ہیں تو پچھلے منسٹر کو ٹارگیٹ بنایا جاتا ہے۔ یہ جو ایک سسٹم چلا آ رہا ہے، جو پڑھتی چلی آ رہی ہے۔ آزادی کے بعد سے جب سے ہمارا سسٹم ہے۔ یہ نہ تو عوام کی نظر میں اچھا ہوتا ہے اور نہ ہی دلوں کی نظر میں اچھا ہوتا ہے۔ اس لئے میں آپ کے مادھیم سے یہ کہنا چاہتا ہوں کہ اس سسٹم کو ختم کیا جائے۔ پچھلے منسٹر جو اسکیم بنا کر کسی اسٹیٹ کو دیتے ہیں۔ ایک منسٹر جو بنتا ہے، وہ کسی نہ کسی اسٹیٹ کا تو ہوگا ہی اور اپنے اسٹیٹ کا خیال تو وہ رکھے گا ہی۔ تو جو اسکیم بنا کر وہ دیتا ہے، اس کو ماننے ہوتے اور اس میں زیادہ کٹ ڈاؤن نہیں کرتے ہوتے آگے ترقی کی بات کرنی چاہئے۔۔۔ (وقت کی گھنٹی)۔۔۔ بجانے اس کے کہ صرف پچھلے منسٹر کے پیچھے پڑا جائے۔ میں تو یہ سمجھتا ہوں کہ ممنا جی بہت اینرجیٹک منسٹر ہیں، اس لئے چھوٹی چیزوں پر دھیان کم کر کے ان کو چاہئے تھا کہ وہ بلیٹ ٹرین پر ہی زیادہ اینرجی لگائیں تاکہ بہار اور ہندوستان بلیٹ ٹرین کی لسٹ میں آتا۔ انہیں شبدوں کے ساتھ میں اپنی بات ختم کرتا ہوں۔

(ختم شد)

SHRI KUMAR DEEPAK DAS (Assam): Sir, the Railway Budget, 2009-10 is a routine one. It is a populist rhetoric and it also has some promises of upgradation of the railway services. On behalf of my party, I would like to congratulate the Railway Minister, Kumari Mamata Bannerjee on presenting her first Budget in the UPA Government, because it has several useful clues and solutions to the threat posed to the sustainable growth of the railways.

Sir, with a heavy heart, I am going to mention here that the history of railway services in Assam and North-East Region is nothing but deprivation. The entire region is still ill-connected. Some of the States are yet to be connected by the rail network of India. Now, the present Budget speaks about the decision of declaring some national projects including Bogibeel Railway Bridge construction and North-East Region Rail Development Fund where funds for the same are yet to be ensured.

Sir, the Budget has proposed *Adarsh* stations, multi-functional complexes, but it has named only one railway station at Silchar in the entire North-East. It has no mention of production unit in the North-East region. It has a target of doubling 700 kilometres of track in India but it excludes the North-East. As far as railway electrification is concerned, it will spend Rs. 3,500 crores but it is silent about the railway electrification in the north east.

Hon. Railway Minister is talking about *Izzat* scheme in the new Budget. So, I request the hon. Minister to kindly save our *Izzat* - the *Izzat* of the North-Eastern MPs — by promising the double track line, at least, up to Guwahati by 2009-10, including its electrification.

Sir, it is a welcome step taken by the Railway Minister that it proposes to use the encroachment land; 1,042 hectares of railway land is under encroachment. In this context, I would like to draw attention of the Railway Minister to the fact that thousands of acres of railway land in North-Eastern States is lying idle. For example, 1,700 bighas of land in Sorbhog are lying idle under the railway authority. I urge upon the hon. Minister of Railways also to take appropriate steps to use such land and make it a source of income for the railways and a source of livelihood and employment for the educated youth. Will the Minister take some socially-desired projects using such lands?

Sir, I have mentioned several times on the floor of the House regarding stoppage of the North-bound and South-bound trains at the sub-divisional headquarter including Bijni and Pathsala in Assam but it could not happen. I, therefore, again request the hon. Minister of Railways to make an arrangement for the same.

Mr. Deputy Chairman, Sir, I would like to mention that during the deliberations on the last interim Budget in the House, the hon. Railway Minister gave an assurance to begin the survey of the new railway line between Jogighopa and Guwahati *via* Barpeta, Sarthebari, Hajo, Sualkuchi in the interest of tourism development and greater interest of railway passengers, Sir, we are talking about minority development. In our States, the minorities have no roads, no railways, no communication facilities etc. Sir, seventy per cent of minorities are residing in these areas. So, this new railway line should be introduced.

Sir, we have no connectivity of super fast trains between Assam and West Bengal. I request to introduce an overnight train between Dibrugarh and Kolkata. Again, there is no executive class arrangement in the Howrah-bound train from North-East. I hope that the hon. Railway Minister will take proper steps in this direction.

Finally, I would like to request the hon. Railway Minister to rename the Puri Express as the Srimanta Shankardev Express, which is an age-old demand of the people of Assam. Thank you, Sir.

† श्री मोहम्मद अली खान (आन्ध्र प्रदेश) : शुक्रिया उपसभापति महोदय। मोहतरमा ममता बनर्जी का जो बजट है, मैं उसकी ताइद में बोलने के लिए खड़ा हुआ हूँ। मैं मोहतरमा रेलवे की वजीर साहिबा को और उनके बोर्ड के अराकीन को मुबारकबाद दूंगा कि उन्होंने कम अरसे के अंदर आम आदमी पर नजर रखते हुए रेलवे का बजट पेश किया। मैं सुबह से गौर कर रहा था कि सभा में जो दूसरे अराकीन हैं, उनमें से चंद लोगों की शिकायत थी कि हमारे स्टेट को नजरअंदाज करते हुए यूपीए गवर्नमेंट के जो साथी हैं, उनके स्टेट्स को ज्यादा अहमियत दी गई है।

(उपसभाध्यक्ष (प्रो. पी.जे. कुरियन) पीठासीन हुए)

लेकिन मैं महसूस करता हूँ कि जिस बजट को बनाने में मोहतरमा ममता बनर्जी ने काफी तेजी से काम किया, वहीं पर आंध्र प्रदेश की एक ऐसी रियासत है, जिसके साथ न केवल इस बजट के अंदर बल्कि जो साबका बजट पेश किया गया था, उसमें भी नाइंसाफी हुई थी। लेकिन, इसके मामले में यह नहीं है। जब बजट के मामले में एक वज़ारत जो काम करती है तो उन तमाम बातों को, देश-भर के मसाइल और अवाम के नज़रयात को सामने रखकर बजट को पेश किया जाता है। मेरे बोलने का मकसद यह है कि मैं जिस रियासत से आया हूँ, उस रियासत के चीफ मिनिस्टर श्री राजशेखर रेड्डी मुसलसल पांच साल से रेलवे के ओहदेदारों की, रेलवे मंत्री की यह तवज्जोह दिलाना चाह रहे थे कि जितना डेवलपमेंट आंध्र प्रदेश में हुआ है - चाहे वह एग्रीकल्चर में हो, इंडस्ट्रियल एस्टेट में या इरीगेशन में हो - रेलवे की सुविधा होने की काफी गुंजाइश थी और उसका मुतालबा मुसलसल मरकजी सरकार से किया जा रहा था।

मैं आपका ज्यादा समय न लेते हुए चंद बातें आपके सामने रखूंगा। आठ-दस साल में रेलवे के जो प्रोजेक्ट्स मंजूर हुए थे, उनको फाइनेंस की कमी की वजह से पूरा नहीं किया गया। मैं वजीर-ए-मोसूफ से दरखास्त करूंगा कि उसकी तरफ तवज्जोह देकर उन प्रोजेक्ट्स को कम्प्लीट करने की कोशिश करें। उपसभाध्यक्ष महोदय, मैं आपके जरिये रेलवे की वजीर मोहतरमा ममता बनर्जी से यह ख्वाहिश करूंगा कि नई ट्रेनों की जो बात की गई है, उन ट्रेनों को मंजूर करने के लिए भी वे जल्द से जल्द कदम उठाएं और कम से कम आने वाला बजट, जो नवम्बर-दिसम्बर में आएगा, उसके अंदर ज्यादा से ज्यादा आंध्र प्रदेश को सुविधाएं देने की कोशिश करें।

सर, मैं आपके सामने दो बातें रखते हुए अपनी तकरीर खत्म करूंगा। वाइजैग डिवीजन का जो मामला है, यह काफी दिनों से आंध्र प्रदेश में पेंडिंग है। आपके द्वारा मेरी यह दरखास्त है कि इस वाइजैग डिवीजन को साउथ-सैंट्रल रेलव में merge करके अवाम का जो मुतालबा है और आंध्र प्रदेश की अवाम जो चाहती है, उसको पूरा किया जाए।

मैं आपके सामने एक और बात रखना चाहता हूँ। आम आदमी की बात की जाती है। इस हाउस के सामने आज मैं एक बात कहना चाहता हूँ कि सिकंदराबाद से अजमेर के लिए एक ट्रेन चला करती थी, उसको ब्राडगेज करने के लिए तकरीबन तीन साल से ज्यादा अरसा हो चुका है, उस ट्रेन को सिकंदराबाद से बंद कर दिया गया है। आंध्र प्रदेश की अवाम को अजमेर शरीफ जाने के लिए, चाहे वहां से नांदेड़ समझिये या चाहे वहां से जयपुर समझिये,

† Translation in Urdu Script]

دکھ کر بجٹ کو پیش کیا جاتا ہے۔ میرے بولنے کا مقصد یہ ہے کہ جس میں جس ریاست سے آیا ہوں، اس ریاست کے چیف منسٹر شری راج شیکھر ریڈی مسلسل پانچ سالوں سے ریلوے کے عہدے داروں کی، ریلوے منتری کی یہ توجہ دلانا چاہ رہے تھے کہ جتنا ڈیولپمنٹ آندھرا پردیش میں ہوا ہے، چاہے وہ ایگریکلچر میں ہو، انڈسٹریل اسٹیٹ میں یا اریگیشن میں ہو۔ ریلوے کی سویدھا ہونے کی کافی گنجائش تھی اور اس کا مطالبہ مسلسل مرکزی سرکار سے کیا جا رہا تھا۔

میں آپ کا زیادہ وقت نہ لیتے ہوئے چند باتیں آپ کے سامنے رکھوں گا۔ آٹھ-دس سال میں ریلوے کے جو پروجیکٹس منظور ہوئے تھے، ان کو فنانس کی کمی کی وجہ سے پورا نہیں کیا گیا۔ میں وزیر موصوف سے درخواست کروں گا کہ اس کی طرف توجہ دے کر ان پروجیکٹ کو کمپلیٹ کرنے کی کوشش کریں۔ یہی نہیں۔

آپ سبھا ادھیکش مہودے، میں آپ کے ذریعے ریلوے کی وزیر محترمہ ممنا بنرجی سے یہ خواہش کروں گا کہ نئے ٹرینوں کی جو بات کی گئی ہے، ان ٹرینوں کو بھی منظور کرنے کے لئے جلد سے جلد قدم اٹھائیں اور اب کم سے کم آنے والا جو بجٹ نومبر-دسمبر میں آنے گا، اس کے اندر زیادہ سے زیادہ آندھرا پردیش کو سویدھائیں دینے کی کوشش کریں۔

سر، میں آپ کے سامنے دو باتیں رکھتے ہوئے اپنی تقریر ختم کروں گا۔ وائی زیگ ٹویژن کا جو معاملہ ہے، یہ کافی دنوں سے آندھرا پردیش میں پینڈنگ ہے۔ آپ کے دوارا میری یہ درخواست ہے کہ اس وائی زیگ ٹویژن کو ساؤتھ-سینٹرل ریلوے میں مرج کر کے عوام کا جو مطالبہ ہے اور آندھرا پردیش کی عوام جو چاہتی ہے، اس کو پورا کیا جائے۔

میں آپ کے سامنے ایک اور بات رکھنا چاہتا ہوں۔ عام آدمی کی جو بات کی جاتی ہے، اس ہاؤس کے سامنے آج میں ایک بات کہنا چاہتا ہوں کہ سکندر آباد سے اجمیر کے لئے ایک ٹرین چلا کرتی تھی، اس کو براڈ گیج کرنے کے لئے تقریباً تین سال سے زیادہ عرصہ ہو چکا ہے، اس ٹرین کو سکندر آباد سے بند کر دیا گیا۔ آندھرا پردیش کی عوام کو اجمیر شریف جانے کے لئے، چاہے وہاں سے نانڈیڈ سمجھنے یا چاہے وہاں سے جے پور

سمجھئے، کدھر سے بھی جانے کے لئے آپ کو کافی دشواریوں کا سامنا کرنا پڑتا ہے۔ اس لئے میری آپ سے درخواست ہے کہ اس براڈ گیج لائن کو جلد سے جلد مکمل کر کے اسے پایہ تکمیل کو پہنچایا جائے۔

اب سبھا ادھیش مکش مہودے، میں آپ سے ایک اور درخواست کرنا چاہتا ہوں۔ سکندر آباد سے نئی دہلی آنے کے لئے جو نان اسٹاپ ٹرین ہے، وزیر موصوف سے میں درخواست کروں گا آندھرا پردیش سے نئی دہلی آنے کے لئے کم سے کم ایک ٹرین کی منظوری پر دیا کیجئے۔ ایک بات کی اور میں اس ہاؤس کا دھیان دلانا چاہوں گا کہ چیف منسٹر صاحب نے اپنی ڈیمانڈ میں، اپنے مطالبات میں جو بات رکھی ہے، آندھرا پردیش کی گوورنمنٹ نے، ٹوئہرڈ پرسنٹ شیئر اور بعض پروجیکٹس میں بھی 50 پرسنٹ شیئر دینے کا وعدہ کیا ہے۔ ان تمام باتوں کو سامنے رکھتے ہوئے ہم نے جو میمورنڈم، مکھیہ منتری شری راج شیکھر ریڈی جی نے، جو ڈیمانڈس سرکار کے دھیان میں رکھی ہیں، ہم تمام پارلیمنٹ ممبرس نے ان کو دستخط کر کے دیا ہے۔ میں آپ کے دوارا ان سے اپیل کروں گا کہ ان کے آنے والے مہینوں میں آپ کی دشواری ہو سکتی ہے، ہم محسوس کرتے ہیں، مجھے اس کا احساس ہے، لیکن میں یہ چاہوں گا کہ آپ جس تیزی سے دیش میں کا کرنا چاہتے ہیں، ہمارے ساتھ بھی ناانصافی ہونی ہے، آپ ضرور انصاف کریں گے۔

ان الفاظ کے ساتھ، آپ کو اور آپ کے محکمے کو بدھائی دیتے ہوئے، آپ سے اجازت لیتا ہوں۔ جے ہند۔

(ختم شد)

SPECIAL MENTIONS

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Now, Special Mentions. Shrimati Brinda Karat, not here. Shri Rajeev Shukla, not here. Dr. Gyan Prakash Pilania.

Demand to take effective steps to check human trafficking in the country

DR. GYAN PRAKASH PILANIA (Rajasthan): Sir, the Indian laws say that any person who is transported from one place to another by deceit or force is considered a [trafficked person]. Statistics cite that over 1.5 lakh women are traded in India every year and most of them land up in red-light areas or work as semi-labour in industrial cities.

The United States has put India under tier-2 trafficking watch list for the third consecutive years. The 2009 trafficking of persons report said that India has failed to furnish evidence of increasing efforts to address human trafficking.

In India, human cargo is sourced from the southern States of Tamil Nadu, Andhra Pradesh and Karnataka, Women from North-East, West Bengal, Orissa and Bihar are sold to brothels in metropolitan cities like Kolkata and Mumbai.

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): Sir, he is saying that women are sold to brothels. How can he say "women of those areas"? Please do something about it.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): One minute. Are you reading from the accepted one?

DR. GYAN PRAKASH PILANIA: Yes, Sir. I am reading the accepted one. There is no specific State. Throughout the country, this horrid scenario is there. Trafficking of women is from every State. It is not one State. It happens in all States. States have been pointed out where it is more prominent.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): It is approved one.

DR. GYAN PRAKASH PILANIA: Sir, with your permission, I will start reading it.

Among SAARC countries, Bangladesh provides a steady flow followed by Nepal and Sri Lanka. Poverty in India and its neighbouring countries is the major cause of human trafficking. Women are mostly lured by promises of jobs or marriage in the city. Sometimes, they are bought at a pittance from their families. After being brought to the metropolises, they are sold to brothels. Unfortunately, many rescued women go back to the brothels as they face harassment back home. Hence, I would strongly urge the Ministry of Women and Child Development to take urgent steps, on war footing, to check this sordid trade in flesh.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): I believe, you have not changed anywhere from the approved draft.

DR. GYAN PRAKASH PILANIA: Oh, yes. Exactly, I have been reading from the approved draft.

Demand to expedite creation of six AIIMS-like institutions in the country

डा. सी.पी. ठाकुर (बिहार) : उपसभाध्यक्ष महोदय, भारतवर्ष एक बड़ी आबादी वाला देश है। यहां अधिकतर लोग गरीब हैं और उनके इलाज के लिए अच्छे अस्पतालों की आवश्यकता है। निजी अस्पताल काफी महंगा है और आम आदमी की पहुंच से बाहर है, इसको ध्यान में रखकर गत सरकार ने छह एम्स की तरह के अस्पताल खोलने का फैसला किया था। कई जगहों में उद्घाटन, शिलान्यास इत्यादि भी हो चुका है। पटना में भी एक अस्पताल खोलने का फैसला हुआ था और इसका उद्घाटन भी हो चुका है, लेकिन अब तक उसमें कुछ भी प्रगति नहीं हुई है। मैं सरकार से अपील करना चाहूंगा कि पटना तथा अन्य जगहों में, जहां एम्स जैसे अस्पताल खोलने की बात थी, अविलम्ब उसे खोलना चाहिए। स्वस्थ समाज ही देश की प्रगति में अधिक सहायक हो सकता है। इसके लिए जो वित्तीय प्रावधान करना है, उसे अविलम्ब करना चाहिए और तब तक एक किराए का स्थान लेकर भी इसकी शुरुआत हो सकती है।

श्री कलराज मिश्र (उत्तर प्रदेश) : उपसभाध्यक्ष जी, मैं अपने आपको डा. ठाकुर के स्पेशल मेशन के साथ संबद्ध करता हूँ।

DR. GYAN PRAKASH PILANIA (Rajasthan) : Sir, would you kindly permit me on one point of information? More details can be had from the CBI office and from the Home Secretary whose statements I had read myself.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): No, no. It is okay. Now, Mr. Moinul Hassan.

**Demand to commemorate the martyrdom centenary in memory of
Madan Lal Dhingra, a great freedom fighter**

SHRI MOINUL HASSAN (West Bengal): Sir, I would like to draw the attention of the Government to the need to commemorate the upcoming martyrdom centenary of the Indian political activist, Madan Lal Dhingra on August 17, this year.

Madan Lal Dhingra, a brave youngman and freedom fighter, was executed in London on August 17, 1909, after he assassinated a British official, Curzon Wylie. The incident took place a hundred years ago, but it is a significant part of the Indian Freedom Struggle.

Madan Lal Dhingra was born in 1883 to a prosperous Hindu family in the province of Punjab. Later, he went to England for higher studies, took admission in engineering and became involved in the Indian Freedom Struggle.

He shot Wylie who was notorious for using the Indians to serve as informers for the British in England. After one-and-a-half months trial, he was executed on August 17, 1909.

I urge upon the Government to take interest to get this event commemorated at the highest level, particularly in the educational institutions, to make our students more acquainted with the heroes of the Freedom Struggle and to arouse patriotic feelings among them. Thank you.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, I associate myself with the Special Mention made by the hon. Member.

Demand to take speedy action on the pending matter of families of Kargil martyrs

श्री मोती लाल वोरा (छत्तीसगढ़) : उपसभाध्यक्ष महोदय, मेरा विशेष उल्लेख कारगिल युद्ध के शहीदों के परिवारों के लंबित मामलों पर शीघ्र कार्यवाही करने के बारे में है। महोदय, केन्द्र सरकार ने आपरेशन विजय, 1999 में पाकिस्तानी सेना के विरुद्ध की गई कार्यवाही के दौरान मातृभूमि की रक्षा करते हुए, जिन्होंने अपना सर्वोच्च बलिदान दिया था, उनके परिवार के लोगों के लिए पेट्रोल पंप, नौकरियां तथा भूमि आबंटन का कार्य बहुत हद तक किया है और कारगिल में शहीद हुए जवानों के परिवारों के लोग आज अपना जीवन-यापन कर रहे हैं, लेकिन अभी भी ऐसे कुछ मामले हैं, जिनमें केन्द्र सरकार तथा राज्य सरकार का ध्यान समय-समय पर आकर्षित किया गया है, पर किन्हीं कारणों से पिछले 3-4 वर्षों में उन प्रकरणों की कोई पूछ-परख नहीं हो पाई है।

ऐसा ही एक मामला लांस हवलदार लक्ष्मन सिंह, क्रमांक 3171385 का है। थल सेनाध्यक्ष, जनरल वेद मलिक ने मरणोपरांत उनकी पत्नी श्रीमती शकुंतला देवी को नई दिल्ली में 16 दिसम्बर, 1999 को पदक दिया था। श्रीमती शकुंतला देवी ने अपने पुत्र पवन कुमार को घोषणा के अनुरूप नौकरी दिलाने के लिए रेल मंत्रालय में वर्ष 2006 में

आवेदन दिया था, जो अभी तक लंबित है। इसके परिणामस्वरूप श्रीमती शकुंतला देवी कठिनाइयों के दौर से गुजर रही हैं। मेरा सरकार से अनुरोध है कि वह इस प्रकार के प्रकरणों की ओर विशेष ध्यान दे, ताकि उनका शीघ्र निराकरण हो सके।

Demands to give priority to the issues pertaining to SCs and STs

SHRI PRAVEEN RASHTRAPAL (Gujarat): Mr. Vice-Chairman, Sir, thank you for giving me an opportunity to speak. In the recent past, there is no focus or priority for the issues concerning the Scheduled Castes and the Scheduled Tribes in particular. There are two constitutional Commissions for the Scheduled Castes and the Scheduled Tribes but their reports are not discussed in the Parliament. The first UPA Government had assured about affirmative actions, reservations in private sector and the Reservation Act too. No progress, whatsoever has been made in these matters. The hon. Prime Minister in his speech to the National Development Council during June 2005, wanted to remove the gap between the Scheduled Castes and other sections within 10 years. For this, the Planning Commission has also issued many guidelines for S.C.S.P. and T.S.P. However, there is no progress, and there are no reports on the matter.

Hon. Minister for Social Justice and Empowerment should enlighten the House on all these issues. Thank you, Sir.

**Demand for solving problems being faced by workers in getting
payment of wages under NREGA**

सुश्री अनुसुइया उइके (मध्य प्रदेश) : महोदय, मैं इस विशेष उल्लेख के माध्यम से सदन एवं केन्द्र सरकार का ध्यान इस ओर दिलाला चाहती हूँ कि राष्ट्रीय ग्रामीण रोजगार गारंटी योजना में मजदूरों को वर्ष 100 दिवस का रोजगार मुहैया कराने का प्रावधान किया गया है तथा मजदूरी का भुगतान सीधे उनके बैंक खाते से संबंधित निर्माण एजेंसी द्वारा जमा किया जाना है।

भुगतान की यह व्यवस्था अच्छी है, किन्तु इसका दूसरा पक्ष यह है कि राष्ट्रीयकृत बैंकों बैंकर्स द्वारा मजदूर का खाता खोलने में हीला-हवाला किया जाता है। जिसके कारण मजदूरों के भुगतान में छह माह से लेकर एक वर्ष तक का विलंब हो रहा है। मजदूरों के समक्ष भूखों मरने की नौबत आ गई है। एक ओर 100 दिवस का कार्य देना है, वहीं दूसरी ओर 200 से 350 दिन तक मजदूरी नहीं दी जा रही है, जिसका एक मात्र कारण बैंकों द्वारा खाता नहीं खोलना है।

इस संबंध में जब कलेक्टर को सूचित किया जाता है, तो वे भी भुगतान कराने में असमर्थ होते हैं, क्योंकि कलेक्टर का बैंकर्स पर सीधा कोई नियंत्रण नहीं है। यदि बैंकर्स पर नियंत्रण के लिए कलेक्टर को अधिकार दिया जाए, तो इस योजना के मजदूरों को मजदूरी का भुगतान कराने में सुविधा होगी।

अतएव, मैं केन्द्र सरकार से अनुरोध करना चाहती हूँ कि राष्ट्रीय ग्रामीण रोजगार गारंटी योजना के मजदूरों को मजदूरी दिलाने, भूखों मरने से बचाने तथा योजना के मूल उद्देश्य को पूर्ण करने के लिए कलेक्टर को बैंकर्स पर नियंत्रण के लिए प्रभावी बनाया जाए।

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Thank you, Miss Uikey. Shri Prabhat Jha. He is not here. Dr. T. Subbarami Reddy. He is also not here. Miss Mabel Rebello. She is not here. Now, Shri Krishan Lal Balmiki.

**Demand for simplifying the process of granting scholarships
to children of "Safai Karamcharis"**

श्री कृष्ण लाल बाल्मीकि (राजस्थान) : महोदय, आज हमारे देश में शिक्षा के क्षेत्र में अभूतपूर्व विकास हुआ है। नए-नए विश्वविद्यालय, आई.आई.टी., आई.आई.एम. एवं तकनीकी संस्थान खोले गए हैं, लेकिन इस महंगी शिक्षा का लाभ केवल समृद्ध एवं साधन संपन्न वर्ग तक ही सीमित है। अनुसूचित जातियों के लोगों को आरक्षण द्वारा दाखिलों एवं नौकरियों से जो थोड़ा बहुत लाभ मिला है, उसे भी अब सरकार दक्षता एवं कुशलता के नाम पर कानून बनाकर इस लाभ को छीनना चाहती है।

इसी प्रकार, सरकार वाह-वाही लूटने के लिए हर वर्ष सफाई कर्मचारियों के कल्याण के लिए कई योजनाओं की घोषणाएं करती हैं। इस वर्ष भी महामहिम राष्ट्रपति जी के अभिभाषण के पैरा नं. 19 में उल्लेख है कि प्रति वर्ष 6.5 लाख प्री-मैट्रिक छात्रवृत्तियां अनुसूचित जाति के बच्चों को और विशेषकर सफाई कर्मचारियों के बच्चों को दी जाएंगी। मेरा इस संबंध में कहना है कि एक तो इस जाति के बच्चों में भेदभाव के कारण शिक्षा का बहुत ही अभाव है। दूसरी ओर राज्य सरकारों द्वारा तय की गई आय सीमा के कारण उनके बच्चे इन छात्रवृत्तियों से वंचित रह जाते हैं। इसके अलावा स्कूल एवं कालेज प्रशासन भी इन्हें छात्रवृत्तियों को स्वीकृत करने में आनाकानी करता है।

अतः सरकार से मेरा अनुरोध है कि सफाई कर्मचारियों के बच्चों को दी जाने वाली प्री-मैट्रिक, पोस्ट मैट्रिक, खेल छात्रवृत्ति एवं उच्च शिक्षा हेतु दी जाने वाली सहायता की प्रक्रिया को सरल एवं पारदर्शी बनाने हेतु सभी राज्य सरकारों को आवश्यक निर्देश दें, अन्यथा ये प्रावधान सिर्फ कागजों तक ही सीमित रहेंगे।

**Need to evolve a legal framework to protect the interests of
internally displaced persons**

SHRI B.K. HARIPRASAD (Karnataka): Sir, I feel proud that we are a nation that has, time and again, welcomed the refugees from across the border and made them feel at home since partition days. Later came the influx of Tibetan refugees along with His Holiness Dalai Lama, who have made India their home at Dharmasala, and Bylakoppa in Karnataka. The influx of refugees from Sri Lanka is still engaging our efforts.

Sir, despite our commitment to make India a truly secular State, there have been internal conflicts in pockets of communally sensitive areas. Victims from minority communities have been uprooted from their homes and managed to survive in camps in inhuman conditions. Communal carnage in Gujarat had left an indelible scar on our secular fabric as well as the recent attacks at Kandamahal in Orissa. Still fresh in our memory is the happenings at Lalgargh which rendered many homeless. They still live in make-shift camps devoid of basic amenities like water and sanitation.

For enabling resettlement, rehabilitation and reconstruction of the lives of these internally displaced persons, I urge upon the Centre to come up with a legal framework on the lines of the National Policy on Resettlement and Rehabilitation evolved for protection of persons displaced by developmental projects. Such a step will reaffirm our commitment to the UN Charter of Human Rights as a truly democratic and secular nation. Thank you.

DR. PRABHA THAKUR (Rajasthan): Sir, I associate myself with the Special Mention made by Shri B.K. Hariprasad.

Demand for giving subsidy for installation of windmills in Tamil Nadu

SHRI N. R. GOVINDARAJAR (Tamil Nadu): Sir, I would like to bring before this august House the continuous power shortage in Tamil Nadu and I request the Government to take necessary action to boost installation of windmills, with subsidy and bank loan facility, in the State of Tamil Nadu. Severe power shortage has hit industrial production in this State recently. Many industries have cut down the production as much as 30 per cent and especially sectors like textile and leather are among the worst hit, and the loss in production is around Rs.4,000 crores in the last year. The sustained peak demand, which was increasing 200 to 300 megawatts every year, has phenomenally increased by 500 to 600 megawatts for the past two years. In addition to these woes, it is estimated that, on an average, power shortage may vary from 1,500 megawatts to 3,300 megawatts during the current year. In this State, which is generating only 10,000 megawatts of power through all sources as against its actual requirement of 12,300 megawatts till today, the shortage is expected to increase in the current year and next year also. Even though Tamil Nadu has the potential to generate 20,000 megawatts of wind power, the existing wind turbine generators produce only 4,500 megawatts. The cost of erecting a windmill is Rs. 2 crores. So, I request the Government to take immediate action for providing subsidy and loan facility for installation of windmills in Tamil Nadu so as to avert the impending power shortage, at least, in future and to save the industries and textile units. Thank you.

Delay in appointment of judges of Supreme Court due to lack of accommodation

SHRI O. T. LEPPA (Sikkim): Sir, the Supreme Court (Number of Judges) Bill, 2008 was introduced in the Rajya Sabha in April, 2008. The Bill was passed by the Houses of Parliament on 22nd December, 2008. The hon. President gave her assent to the Bill on 5th February, 2009. With the enactment of this Bill, the number of Judges in the Supreme Court has been raised from 25 to 30. But the Act has not been implemented in view of lack of accommodation for the five Judges who are yet to be appointed. The arrear of cases in the Supreme Court has already crossed the mark of 50,000. In this situation, delays in the appointment of five more Judges will further increase the pendency of cases in the Supreme Court. It has been reported that the Supreme Court had written to the Ministry of Urban Development for providing five Type-VIII bungalows for the Judges to be appointed in view of the increased strength. However, the Ministry of Urban Development had expressed its inability to provide the requisite bungalows. Since then nothing has been done to provide suitable accommodation for the Judges so that their appointment can be materialised. It has also been reported that the Chief Justice of India is not recommending appointment of Judges in view of lack of accommodation. The Bill for increasing the strength of the Supreme Court Judges was introduced in April, 2008. Since then more than one year has elapsed. There was enough time for the Government to arrange the accommodation.

I, therefore, urge upon the Government to take immediate steps for placing the requisite number of bungalows at the disposal of the Supreme Court so that the process of appointment of Judges can be expedited. Thank you.

**Demand to take suitable legislative measures for economic and social
empowerment of women in the country**

डा. प्रभा ठाकुर (राजस्थान) : महोदय, अफसोस की बात है कि लाखों-करोड़ों की संख्या में हमारी बहनें आज भी ग्रामीण एवं शहरी क्षेत्रों में आर्थिक दृष्टि से समर्थ नहीं होने के कारण समाज एवं परिवार में अपेक्षित एवं कमजोर स्थिति में हैं तथा परिवार में कई प्रकार के मानसिक क्लेश, शोषण एवं अपमान को सामाजिक प्रतिष्ठा एवं अपने बच्चों के हित के कारण सहने को बाध्य हैं। गोआ में पुर्तगाली कानून के मुताबित पत्नी को पति की चल एवं अचल सम्पत्ति में कानूनन बराबर की भागीदारी प्राप्त है। इससे वहां पर महिलाओं की आर्थिक एवं सामाजिक स्थिति अन्य कई प्रदेशों की तुलना में अधिक मजबूत है, जिसके कारण गोआ में महिलाओं पर घरेलू हिंसा एवं उत्पीड़न संबंधी मामलों का प्रतिशत भी अन्य प्रदेशों के तुलना में कम है। मेरा अनुरोध है कि सरकार यदि इस प्रकार का विधेयक लाकर देश की महिलाओं के हित में पूरे देश में इस कानून को लागू कर दे तो महिलाओं को पति की चल एवं अचल सम्पत्ति में बराबर का कानूनी हक मिल सकेगा। इससे महिलाओं को सामाजिक सुरक्षा और सम्मान मिलेगा तथा अनेक प्रकार के घरेलू शोषण से उसे मुक्ति मिल सकेगी। महिलाओं के आर्थिक एवं सामाजिक सशक्तिकरण के लिए इस कानून की आज अहम आवश्यकता है। अतः सरकार से अपेक्षा है कि वह इस दिशा में समुचित कदम उठाए।

SHRI B.K. HARIPRASAD (Karnataka): Sir, I associate myself with this issue.

Demand for comprehensive change in Air India's management

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Vice-Chairman, Sir, the concept of the management of the Air India must undergo a drastic change if the airline has to be put on the path of progress in future. One important reform would be to institute a highly competent body to determine a criterion for selection of a person at the helm. The whole exercise has to be based on merit and suitability. It will no longer hold good to put a civil servant from the Ministry concerned as in charge of the enterprise on the basis of his/her seniority.

Presently, the Maharaja is being described variously. The most appropriate description is that it is a cashless Maharaja.

One wonders how the Maharaja came to this pathetic position. While many factors could be responsible, the chief reason is the mismanagement that was experienced over a long period of time in the Air India enterprise.

The sordid state of affairs of the Air India which was once a prestigious national asset is no reflection on the efficiency of the Minister in charge, for he has been seen widely to improve the things in the system.

While the hon. Prime Minister will do everything possible to rejuvenate the Air India and help it to regain its position as a national asset, certain crucial measures need to be taken to reform the inner dynamics of the airline. Thank you.

**Concern over plight of Indian fishermen fishing off the coast of
Kachhatheevu in Palk Strait**

SHRI S. ANBALAGAN (Tamil Nadu): Sir, I would like to bring to the attention of the Minister of External Affairs to the plight of Indian fishermen fishing in the Palk Strait between India and Sri Lanka. This week, twenty Indian fishermen were arrested by Sri Lankan Navy when they were fishing off the

coast of Island of Kachhatheevu. This matter should immediately be taken up with the Government of Sri Lanka, and their release should be secured at the earliest. Kachhatheevu was gifted by India to Sri Lanka. Today, our innocent fishermen are harassed by Sri Lanka for fishing off the coast of Kachhatheevu. The agreement on Kachhatheevu should be renegotiated and the fishing rights of Indian fishermen should be restored. Sri Lanka should be strongly told to desist from harassing Indian fishermen. Presence of Indian Navy and coast guard should be considerably increased in Palk Strait for the safety and security of Indian fishermen fishing in the territorial waters of our country. As a permanent solution to this problem, our fishermen may be issued special identity cards, and they may be simply asked to go back to our territorial waters in case of mistakenly entering the territorial waters of Sri Lanka. An agreement should be reached with that country in this regard. I hope that the Minister will take immediate steps in this regard for the safety and security of Indian fishermen. The only solution to this long-standing problem is to retrieve Kachhatheevu.

SHRI N.R. GOVINDARAJAR (Tamil Nadu): Sir, I associate myself with it.

SHRI A. ELAVARASAN (Tamil Nadu): Sir, I also associate myself with it.

SHRI N. BALAGANGA (Tamil Nadu): Sir, I also associate myself with it.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Shri Shyamal Chakraborty. Not present. Shri Kalraj Mishra.

Need to extend date of debt waiver scheme for farmers in the country

श्री कलराज मिश्र (उत्तर प्रदेश) : महोदय, मैं सदन का ध्यान किसानों से जुड़े एक महत्वपूर्ण मुद्दे की तरफ दिलाना चाहता हूँ। 12 जून को वित्त मंत्रालय ने आर.बी.आई. को एक पत्र लिखकर कर्ज माफी की एक योजना पर कार्यवाही करने को कहा। इस कर्ज माफी योजना के तहत तीन चौथाई कर्ज चुकाकर एक चौथाई कर्ज माफ किया जाना था, अर्थात् जो किसान 30 जून तक बकाया कर्ज का 75 प्रतिशत हिस्सा देंगे तो उनका बचा हुआ 25 प्रतिशत कर्ज माफ किया जाएगा। यह योजना उन किसानों के लिए भी जिन्होंने 31 दिसम्बर, 2007 तक कर्ज लिया था, लेकिन इसका भुगतान 29 मार्च, 2009 तक नहीं किया था। साथ ही इसे श्रेणी में आने वाले किसान पिछले वर्ष कर्ज माफी की योजना में नहीं होने चाहिए थे। केन्द्र सरकार के निर्देश पर आर.बी.आई. ने सभी बैंकों को निर्देश जारी किए और यह भी कहा कि बकाये राशि पर किसानों से कोई ब्याज भी नहीं लिया जाएगा। परन्तु इस कर्ज माफी योजना का लाभ किसान नहीं उठा पाए। पहले तो इस योजना में सरकार ने कर्ज चुकाने का बहुत ही कम समय दिया और जब तक किसान इस योजना को समझ पाता, इस योजना की तारीख ही खत्म हो गई तथा इस योजना का भली-भांति प्रचार भी नहीं किया गया। देखने में यह आया है कि किसान को इस योजना के बारे में पता ही नहीं था और जिनको पता था वो भ्रमित थे।

अतः मेरा सरकार से निवेदन है कि इस योजना की तिथि बढ़ाई जाए और इसका सही ढंग से प्रचार हो और भविष्य में इस तरह की योजनाओं में उक्त बातों का ध्यान रखें। धन्यवाद।

डा. सी. पी. ठाकुर (बिहार) : महोदय, मैं इसका समर्थन करता हूँ।

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Shri Amir Alam Khan. Not present.

The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty-nine minutes past six of the clock, till eleven of the clock on Thursday, the 9th July, 2009.